Gulf ProCar Sporting Regulations - 2026/27

GulfSport Racing LLC is the organiser and commercial rights holder and as such, develops the Supplementary Regulations that govern technical and procedural running of the championship. It is your responsibility to read these regulations as they contain very important information relating to the running of the events, your safety and judicial matters. When you register for the series you will be asked to sign to signify that you have read and agree to abide by these regulations.

We believe that your investment in time and equipment to compete in the Gulf ProCar is best served by stability of the championship rules and strictly enforced technical standards to provide a level playing field for the drivers.

Please remember at all times that this is an amateur race series and the major reason for competing is for enjoyment – there is no prize money!

EMSO

GPC Coordinator	EMSO Coordinator
Sign:	Sign: 
Date:01.10.2026	Date: 01.10.2026

SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Gulf ProCar is organised and administered by GulfSport Racing LLC and runs under the General Regulations of the hosting circuit. It is sanctioned in accordance with the requirements of the Emirates Motorsports Organization (EMSO) National Sporting Code, Sustainability Code and incorporating the provisions of the International Sporting Code of the FIA.

Race Status: National.

1.2 OFFICIALS

1.2.1 CO-ORDINATOR & REGISTRATION / ADMINISTRATION SECRETARY:

Tom Raw
GulfSport Racing
PO Box 454312
Tel/Fax: +971 54 888 2314
e-mail:gpc@gulf-sport.com

Eligibility Scrutineer:
GulfSport Racing
PO Box 454312
Tel/Fax: +971 4 422 8940
e-mail:info@gulf-sport.com

1.2.2 STEWARDS:

To be approved by Gulf ProCar. Any three Championship Stewards will constitute a quorum. In the event of any of the stewards being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, GulfSport Racing reserves the right to appoint alternative Championship Stewards.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Drivers must be in possession of a valid National Race Licence as a minimum and issued by an FIA affiliated ASN to score points. Drivers with licences from other ASN's around the world may compete but they must have PRIOR start permission from their home ASN to compete.

1.3.2 Drivers must be registered and have paid relevant fees for the 2026/27 Gulf ProCar.

1.3.3 All necessary documentation must be presented for checking when signing-on.

1.3.4 The presentation of a car for Scrutineering at each event shall be deemed to be an explicit acknowledgment and statement of compliance that the car

 Copyright GulfSport Racing LLC

meets the conditions of eligibility and safety as described in the Technical Regulations.

1.3.5 All cars must be presented with an up to date and valid EMSO Technical Passport, a valid Technical Passport from a recognized ASN or an FIA Technical Passport.

1.4 REGISTRATION

1.4.1 All drivers must register as competitors for the Gulf ProCar by returning the Registration Form with the correct Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations herein.

Registration for the 2026/27 Gulf ProCar will be for:

Solo Drivers
A single driver, solely driving one car assigned to a single race number.

Driver Teams
Teams of two drivers sharing one car is defined as follows:
i) The Lead Driver must be nominated on the championship registration form.
ii) No more than two drivers per event are permitted.
iii) All drivers must be registered to that team prior to that event
iv) The nominated and registered Lead Driver must take part in all the events entered by the team in order for points to be scored.
v) On registration, the Team Driver pairing will be issued with a race number. That number stays with the Lead Driver. If the second driver changes Teams then he\she will reset the points tally to zero of whatever team they join.
vi) A registered Team may use more than one car over the season and still gain points.

1.4.2 Registrations will be accepted from 1st July 2026.

1.4.3 Numbers are pre assigned by the organisers. The top three overall drivers from the 2024/25 championship will be entitled to reserved numbers.

1.4.4 The organisers and promoters of the Gulf ProCar reserve the right to refuse registrations at their discretion.

1.4.5 Unregistered competitors will be accepted to participate in championship races but will not be eligible to score points or receive any monetary awards.

1.4.6 Entries are not transferable and entry fees are not refundable.

1.4.7 Should a driver wish to change the class they are racing in (eg. change from racing in Class RC with a Renault Clio 5 to Class 3 racing a GT4 spec car) Points will not be allowed to be transferred and the driver will start their points tally from zero.

1.5 CALENDAR

The Gulf Procar will be contested over 7 events held at the one or more of the FIA licensed race circuits in the GCC - dates to be provided by GulfSport Racing as directed by the

 Copyright GulfSport Racing LLC

organising circuit.

Rounds 1,3,4,5,6,7 will consist of two separate sprint races and Round 2 will consist of two separate enduro races, making 14 races in Total. All events will take place over one day, meaning 1 warm up, one qualifying and two sprint races at Rounds 1,3,4,5,6,7 or one qualifying and two enduro races at Round 2.

See the 2026/27 Enduro Round 2 Supplementary Regulations for specific details relating to the Enduro Format.

1.6 CHAMPIONSHIP TITLES & TROPHIES

Championship titles will be awarded in the separate classes as well as an overall Gulf ProCar Champion title which will be the driver with the most accumulated points over the season.

Only competitors that filled in a full season registration form are eligible to score points.

Championship Class titles will be awarded to the driver who scored the highest number of points, taking into consideration all the points obtained during the competitions which have actually taken place.

Per class, points will be awarded at each race to classified finishers according to the following scale:

Rounds 1,3,4,5,6,7 (Sprint Format)

1st:	25 points	6th:	8 points
2nd:	18 points	7th:	6 points
3rd:	15 points	8th:	4 points
4th:	12 points	9th:	2 points
5th:	10 points	10th:	1 point

Round 2 (Enduro Format)

1st:	50 points	6th:	16 points
2nd:	36 points	7th:	12 points
3rd:	30 points	8th:	8 points
4th:	24 points	9th:	4 points
5th:	20 points	10th:	2 points

1 point will be awarded for fastest lap time in Qualifying for each class.

In the event of a two driver Team entry the additional points for pole and fastest lap will be awarded to both drivers irrespective of which driver posted the time.

Drivers competing under non Zone 2 (GCC) licences are eligible for points under new FIA regulations.

The points total from all Rounds of the Gulf ProCar held, less the competitors' two lowest scores, will determine the final Gulf ProCar points and positions.

Lowest scores can include races not finished (DNF), races not started (DNS) and races not entered but not exclusions (E) due to technical or sporting infringements or otherwise.

 Copyright GulfSport Racing LLC

1.6.1 Ties will be resolved by the organiser based on the number of wins and if that is equal to the number of fastest laps in class from the whole season. If the aforementioned parameters remain equal, positions will be determined in order of achievement.

1.6.2 The organisers will award double points for the last event of the Gulf ProCar (race 13 and 14).

1.7 AWARDS

All awards are to be provided by the organiser / Sponsor.

1.7.1 For each race, trophies will be awarded for the 1st, 2nd and 3rd finishing driver of each class. All winners will be presented with their trophies on the podium immediately after the race unless instructed otherwise by the officials. Attendance during the podium ceremony is mandatory for all winning competitors wearing their racing suit. In case of fewer than three entries in a class for a specific race, the organiser reserves the right to allocate these competitors to a different class at their discretion to form a podium (points scored during any of these races will be awarded in the respective original class of the competitor). Unless this is not feasible in which case classes with fewer than 3 entries will not be awarded podiums, points scored when there are fewer than 3 cars will only count towards the class championship and not the overall championship. Alternatively, and at the discretion of the organiser, we may hold a podium for the top overall finishers across the line. No points will be issued for this podium, unless eligible according to the above.

1.7.2 Drivers failing to attend the podium will be subject to a penalty from the stewards in the form of Championship Points deduction or a Financial Fine, as per Appendix A.

1.7.3 Should the organisers introduce additional prize monies, in whichever form, only registered drivers are eligible to receive these prize monies. Non-registered drivers finishing in the Top 3 of a race will still receive a trophy.

1.7.4 TITLE TO ALL TROPHIES:

In the event of any Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to GulfSport Racing in good condition within 10 days.

1.7.5 The championship organisers reserve the right to withdraw points/trophies and decline entry from any competitor/entrant who has monies outstanding with the organiser and/or any of their suppliers at each event and the end of season awards ceremony.

2 SPORTING REGULATIONS - GULF PROCAR RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Hosting circuits will provide Supplementary Regulations to all registered competitors in sufficient time for entries to be made prior to the published selection of entry dates for every event.

2.1.2 All correct and complete entries will be acknowledged to the

 Copyright GulfSport Racing LLC

competitors of their acceptance. Driver entries or driver pairings cannot be altered over the course of a race event/weekend.

2.1.3 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.4 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the organiser by e-mail or in writing. If driver/vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance to the organiser.

2.1.5 Competitors must also confirm their race entry with the championship organiser at least 48 hours prior to each event at which point race entries will be closed.

2.1.6 Entries not paid in full will not be allowed to partake in any session relating to the race weekend, this includes Friday Test Sessions.

2.2 BRIEFINGS

All briefings are **mandatory**. Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings. Drivers will be fined by EMSO for attending late or not all.

2.3 QUALIFICATION & PRACTICE

2.3.1 There will be (where possible) a 30 minute test session on the Friday of each event. This practice session will be timed, but not count towards the points tally in any way. This session is only for drivers that are signed on at that particular event and driving the car they are also signed on with. Failure to comply with this will result in a points penalty as per Appendix A. The tyre allocation for this practice is as per GPC Technical Regulations section 16.

2.3.2 The period to be provided will be:

i) Qualifying - 20 Minutes (Rounds 1,3,4,5,6,7)
ii) Qualifying - 25 Minutes (Round 2)

2.3.3 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Gulf ProCar/series criteria and the decision of the Clerk of the Course shall be final.

2.3.4 Should the need arise to stop a practice session RED LIGHTS will be switched on at the Start Line and red flags will be shown at all Marshals' Signalling Points around the circuit. This is the signal for all drivers to cease racing speeds to slow to a safe and reasonable pace and to return to the pits, which will automatically become a Parc Fermé. No work will be allowed on cars except that authorised by the Clerk of the Course on the grounds of safety.

2.3.5 Every driver must complete a minimum of 1 timed lap of an acceptable pace in the car to be raced, and in the correct session in order to qualify. The Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory or unsafe.

2.3.6 Qualifying for Solo Driver:

 Copyright GulfSport Racing LLC

Grid position for Race 1 will be set by the fastest qualifying time in Qualifying. The grid for Race 2 is set by the second fastest qualifying time from that same qualifying session.

2.3.7 Qualifying for 2 Driver Teams:

The grid position for Race 1 will be set by the fastest time of the Lead Driver, from the Qualifying session. That driver must start Sprint Race 1.

The grid position for Race 2 will be set by the fastest time from the second driver, from that same Race qualifying session. The Second Driver must start Race 2.

2.3.8 In the case of Force Majeure, providing that the Driver has satisfactorily completed 3 (three) laps at a GPC Official session in that season and in a similar car at that circuit in the configuration to be used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying.

2.3.9 In the event of more than one driver posting an equal time, grid place will be determined in order of when that time was placed.

2.4 RACE LENGTH

2.4.1 The organisers will set the race length for both Sprint Races at 25 minutes (60 minutes for both Round 2 enduro races). The chequered flag will be shown to the race leader the first time they cross the finish line after the last minute has elapsed. Should any race length be reduced at the discretion of the Clerk of the Course and Stewards of the Meeting it shall still count as a point scoring round.

2.5 STARTS

2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

2.5.2. All races will be a Rolling start

On display of the 3-minute signal and/or any audible signal, all competition cars must be standing on their wheels on the track and must not be lifted again. All persons except drivers, officials and team staff must leave the grid. On display of the 1-minute signal and/or audible signal, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them.

At the end of the Rolling Lap the grid will be slowed to an appropriate speed (approx 60kph) on the approach to the start line. It is the responsibility of the driver on pole position to maintain a constant and appropriate speed (50kph) and other cars to maintain his pace and set their position in relation to him. All cars will start racing when the red start light is extinguished. It is an offence to move out of formation or overtake another car before the red light is extinguished.

2.5.3. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited at any point.

2.5.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane. They may start the race after

 Copyright GulfSport Racing LLC

the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.5.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation by raising an arm vertically – and marshals should warn other drivers by means of a yellow flag. Any drivers unable to maintain grid positions on the Green Flag lap to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid.

2.5.6 Any major work to be carried out on the car while on the grid must have the authorisation of the chief grid Marshall, who will seek approval from the chief technical scrutineer. Basic work such as checking tyre pressures, checking bodywork clips or starting a camera are allowed.

2.5.7 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited. Practice starts are prohibited in any form. Given that a rolling start is used, they are also unnecessary.

2.5.8 All weaving and any sudden changes in speed (including abrupt acceleration or deceleration) are strictly prohibited from the moment the leading cars begin to form up in the 2x2 grid formation on the formation lap. This requirement applies irrespective of whether the 2x2 boards have been displayed. Drivers must maintain a consistent speed and position thereafter until the signal for race start is given.

2.6 PITS, PADDOCK AND PITLANE SAFETY

2.6.1 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits and the manner of which they drive in the pit lane and the manner of which they enter and exit the pitlane.

2.6.2 No refuelling can take place in the pit-lane at any time whatsoever.

2.6.3 Pitlane speed limit is set at 60KPH for all official sessions, this will be monitored by officials at all times. Please note that its standard procedure to have lower speed limits for practice sessions, so please take care to observe pitlane speed signs.

2.6.4 Note that the driver is responsible for the actions of its team. Please also ensure that your team adhere to the supplementary regulations of the hosting circuit in regard to this.

2.7 PITSTOPS

2.7.1 There will be no mandatory pit stops during the races.

2.7.2 If necessary, pit stops may be taken at any time during the race.

2.7.3 Fuel may only be taken in the refuelling area at the end of pit lane or inside the garages.

2.7.4 Any driver in a car with an internal filler to the fuel tank must vacate the car before refuelling commences and must not enter the car again until refuelling has finished.

2.7.5 If for whatever reason you need to enter the pitlane for technical issues or repairs, that work must be carried out in the working lane of the pitlane, if a driver is to leave the car or undo their belts they will be forced to retire immediately and will not be allowed to rejoin the race. If the car is pushed into the garage in order to undertake repairs, they will be forced to retire immediately and will not be allowed to rejoin the race.

 Copyright GulfSport Racing LLC

2.7.6 Following a pitstop for technical repairs, you may be held at the end of the pitlane under red light conditions to ensure you are released onto a clear track, should you cause any hindrance once rejoining or cannot keep an adequate pace you will be black flagged and could be subject to further penalties or points deductions.

2.8 RACE STOPS

2.8.1 Should the need arise to stop races, RED LIGHTS will be switched on at the start line and at all signalling points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a parc Fermé. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.8.2 If the leader at the time of the Red Flag/Lights being displayed has not completed 2 laps the race will be null and void and will be restarted with drivers in their original grid positions. Gaps on the grid must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorise work to be undertaken on cars on the grounds of safety.

2.8.3 If the leader at the time of the Red Flag/Lights being displayed has completed 2 laps but less than 75% of the scheduled race distance/duration the race will be restarted in the order that vehicles crossed the line at one lap less than at the time of the first showing of the red flag. The race result will then be set by the order of finishing of the second part of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorise work to be undertaken on cars on the grounds of safety.

2.8.4 If at the time of showing the red flag the leader has completed more than 75% of the scheduled race distance/duration then at the COC's sole discretion the race may not be restarted and declared finished, with the order of finishing being the order in which the vehicles crossed the line at one lap less than at the time of the first showing of the red flag.

2.8.5 Should any race length be reduced at the discretion of the Clerk of the Course, it shall still count as a point scoring round.

2.9 TIMING MODULES

Timing transponders will be issued to all cars entered. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event. Competitors will be charged by the host circuit for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

Any competitor with a permanently wired in transponder is permitted to use it, but you must declare the transponder number at sign on. Failure to do this might result in lap times in qualifying not being counted while timekeepers assign the number to your entry.

Competitors must not place electronic timing equipment within five metres of the official Start/ Finish or any other timing lines at any event or series test session/ day. Any such team equipment placed within these zones will be removed.

2.10 RESCRUTINY

 Copyright GulfSport Racing LLC

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.11 PARC FERME

After the Qualifying session all cars need to proceed to Parc Fermé at the start of the pitlane, as directed by circuit officials.

After every race all cars also need to proceed to Parc Fermé at the start of the pitlane, as directed by circuit officials. Drivers finishing in podium positions may proceed directly to the podium ceremony, but must present themselves to Parc Fermé immediately afterwards.

Team members must not touch the car in any way until directed to do so by officials while in Parc Ferme. They may only assist to push cars on and off the weigh bridge.
Any work reported while in Parc Ferme by officials will result in a 10 place penalty for that race.

Drivers may consume fluids whilst in Parc Ferme.

Any car and driver that has finished either Qualifying session early and returned to their pit garage/box must assume Parc Fermé conditions until the end of the session, they must then present both car and driver to Parc Fermé.

2.12 RACE FINISHES

2.12.1 After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses fastened while on the circuit or pit lane.

2.12.2 Only drivers who take the chequered flag will be classified as finishers, drivers who do not take the chequered flag at the end of the race will be classified as DNF.

2.13 Safety Car

2.13.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race.

2.13.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.

2.13.3 The Safety Car will be driven by a competent driver appointed by the hosting circuit and crewed by a Safety Car Observer who will be in permanent contact with the Clerk of the Course.

2.13.4 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.

2.13.5 As soon as the order is given to run the Safety Car, all flag posts (including the Start Line) will display a yellow flag and an "SC" board, which will remain out until the intervention is over.

2.13.6 The Safety Car intervention period is deemed to start when a

 Copyright GulfSport Racing LLC

competitor passes the first SC Board on the track and is deemed to be over when a competitor passes the Green Flag at the Start/Finish line on the track. All competing vehicles when notified of the Safety Car intervention (by flag signals and SC boards) will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so, and competitors should continue at reduced speed until they reach the line of vehicles behind the Safety Car. Overtaking and/or un-lapping of any competing vehicle during a Safety Car intervention is forbidden.

If the Clerk of the Course deems it necessary to allow a competitor to pass for whatever reason, the observer in the safety car will wave with their outstretched arm to indicate to pass. This message only applies to the competitor immediately behind the safety car. If another competitor is needed to pass the signal will be repeated. These competitors, once passed, can proceed with caution to rejoin the back of the train of cars.

2.13.7 When the Clerk of the Course decides to call in the Safety Car, the SC board and yellow flags will be withdrawn on the Start Line and all flag points around the circuit. At the same time, the Safety Car will turn off its flashing lights and proceed to leave the circuit via the Pit Lane Entrance at the end of that lap.

2.13.8 Other than on the last lap of the race, a Green Flag will be waved on the Start Line and overtaking and/or overlapping remains forbidden until each of the competing vehicles passes the Green Flag on the Start Line.

2.13.9 While the Safety Car is in operation, competing vehicles may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on.

2.13.10 All vehicles must maintain the same speed as the Safety Car whilst in convoy and the same speed as the vehicle in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Start line; all competitors should maintain a maximum distance of three car’s length from the vehicle in front. At no time during the procedure may any part of a competitor's vehicle overlap with any part of a vehicle of another competitor, or the Safety Car.

2.13.11 The Clerk of the Course may impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalised.

2.14 ABANDONING CAR ON TRACK

If any Driver experiences a serious mechanical problem at any stage they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets himself behind the protective safety barriers. The Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

If there is a chance of a fire on board the car, drivers if possible must make best endeavours to drive the car to the nearest fire point, these are marked clearly around the track with large red boards, marked FIRE. Drivers should take note of these positions on their out lap as all circuits are different.

Once a driver has undone his belts and left the vehicle they can no longer rejoin the race.

2.15 STEERING WHEEL PROTOCOL

 Copyright GulfSport Racing LLC

It is mandatory for drivers to always re-attach the steering wheel when they depart the cockpit. This applies at all times of the event excluding when in their own garage, or parked outside. The organiser can impose a fine of AED 500 if this is not done as reported by an official or organiser of the series.

2.16 SPARE CARS

A change of car is permitted with the agreement of the Series Coordinator. A request must be put in writing and handed to the clerk of the course. The replacement car must be scrutineered before use. Any penalty will be at the sole discretion of the Stewards otherwise the driver will take up their allowed grid position.

2.17 TRACK USAGE LIMITS

2.17.1 Drivers must use the track at all times.

2.17.2, For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

2.17.3 A driver will be judged to have left the track if no part of the car remains in contact with the track.

2.17.4 Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage. If an advantage is gained during a race, and a place is taken, this place must be given back if the car overtaken has continued at racing speeds.

2.17.5 A driver may not deliberately leave the track without justifiable reason.

2.18 DEFENDING A RACE POSITION

2.18.1 More than one change of direction to defend a position is not permitted. Changes of direction to warm tyres under green light racing conditions is not permitted.

2.18.2 Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

2.18.3 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his / hers

2.18.4 Whilst defending in this way the driver may not leave the track without justifiable reason.

2.18.5 For the avoidance of doubt, if any part of the front tyre of the car attempting to pass is alongside the rear tyre of the car in front this will be deemed to be a ‘significant portion’.

2.18.6 Manoeuvres liable to hinder other drivers, such as deliberate forcing of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

 Copyright GulfSport Racing LLC

2.19 General Driving Standards and Conduct

2.19.1 Drivers must respect the right of other competitors to "racing room". Drivers are responsible to avoid physical contact between cars on the race track.

2.19.2 Each competitor has a right to "racing room", which is generally defined as "at least three quarters of one car width", or "sufficient space on the racing surface that under racing conditions, a driver can maintain control of his car in close quarters".

2.19.3 Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

2.19.4 If a driver chooses to make an overtaking manoeuvre by out-braking the other competitor, they assume responsibility for the outcome of that manoeuvre if it is considered to be a 'lunge'. For the avoidance of doubt, the definition of 'Lunge' is taken as a manoeuvre where the over take starts after the lead competitor has started to brake, and the other competitor 'lunges' from a decent distance behind. It is assumed that in this kind of manoeuvre the driver being overtaken would have no way of knowing the other drivers intentions, as their focus will have shifted to the corner, rather than competent well behind them.

2.19.5 Any driver, deemed by the Clerk of the Course (COC) displaying reckless and dangerous driving may be penalised. The COC shall determine the course of action.

2.19.6 Drivers must obey all flags and direction from officials at all times. Drivers must also adhere to track limits at all times.

2.19.7 Drivers must also follow the code of conduct issued by EMSO, any breach of this will be dealt with at the discretion of EMSO.

2.20 PROTEST AND APPEALS

2.20.1 Protests shall be made in accordance with the Code and accompanied by a fee of AED 2,500.

2.20.2 Appeals shall be made in accordance with the Code and accompanied by a fee of AED 5,000.

2.21 SANCTIONS

2.21.1 The stewards in conjunction with the organisers may inflict the penalties specifically set out in these regulations to or instead of any other penalties available to them under the code.

2.21.2 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Organisers will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship.

 Copyright GulfSport Racing LLC

2.22 TYRES

2.22.1 There shall be no limitation on the number of tyres permitted to be used during an event

2.22.2 **Applicable only to Class 1, 2Cup, 2Challenge, 2Trophy, 3 and Proto** - It is strictly forbidden for any vehicle, including those in an Invitational Group of the above mentioned classes, to run in the Gulf ProCar on any tyre other than Pirelli, supplied by the nominated Pirelli dealer Dragon Racing. Under exceptional circumstances only, the Organisers reserve the right to specify an alternative tyre brand.

GPC Permits all Class RC cars to use Michelin tyres as per Clio Cup Regulations.

2.22.3 **Applicable only to Class 4, 5, and TCR** - Tyre choice will be free for these classes, competitors may source and compete on any motorsport tyre of their choice. Organisers and Scruitineers reserve the right to reject any tyre that is presented by the competitor, should they feel that it is not suitable for competition.

2.22.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session. When a race is declared wet, tyre choice will be free.

2.22.5 Tyres may only be inflated with air or nitrogen

2.23 Team Conduct

Whilst the onus of responsibility for these regulations and activities conducted over a race weekend is on the driver, there are some rare circumstances where matters are not controlled, affected, or overseen by the driver, and do not directly relate to the performance of the car.

In these cases, the responsibility becomes that of the team (Entrant), and where it would be unfair to penalise the driver. In this situation, the team will be issued a financial penalty, as the conduct/actions of the members of that team remain under their responsibility. Examples of such situations (but not limited to) include team paddock conduct, unsafe operations, and leaving equipment on cars when going on to the track.

Penalties issued are at the sole discretion of the stewards, but may start at AED500 and increase depending on the severity of the infringement or the frequency of such infringements.

In the event the Driver is not entered as a Team (entrant) with a valid Entrants License, this penalty will be applied to the Driver.

 Copyright GulfSport Racing LLC

3 GULF PROCAR - RACE PENALTIES

3.1 INFRINGEMENTS OF NON-TECHNICAL REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE GULF PROCAR

3.1.1 As per any Judicial Procedure Regulations published by the EMSO.

The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect:

The Gulf ProCar organisers reserve the right to impose further penalties on competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the Gulf ProCar into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Gulf ProCar. In cases of repeated offences, the Gulf ProCar Stewards reserve the right to exclude any other competitor from a fixed number of races or from the Gulf ProCar. In such cases no other competitor's score shall be adjusted.

The championship organisers reserve the right to view data from any source on the car if data logging equipment is fitted, this includes the ECU and any camera equipment.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the Gulf ProCar into disrepute, the Gulf ProCar co-ordinator will be entitled to request that the Gulf ProCar Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Gulf ProCar. If no penalty is given a written warning may be given (sporting or technical), further written warning may result in a penalty.

Cars which have sustained severe body damage or whose appearance is judged by the Championship Officials or Gulf ProCar Stewards to be below an acceptable standard may be excluded from the grid

Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next event will be issued by the Gulf ProCar Organisers.

 Copyright GulfSport Racing LLC

3.2 INFRINGEMENTS OF TECHNICAL REGULATIONS

3.2.1 Arising from post practice (qualifying), Scrutineering, or Judicial Action.

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Clerk of the Course may permit the competitor to start from the pit lane exit.

3.2.2 Arising from post race Scrutineering, or Judicial Action:

Minimum Penalty: Any competitor whose vehicle is excluded from the results of the meeting will be subject to the following penalties:
(a) Count the event as one of the events contributing to their Gulf ProCar score
(b) Be excluded from the event forfeiting all Gulf ProCar points, prize money and other awards.

For any infringement deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting, may decide to have the competitor forfeit a total of points equal to those obtained from two first places (even if this penalty results in a minus total of points).

3.2.3 Specific Penalties See Appendix A

APPENDIX A

EMSO

Applicable Regulation	Infringement	
2.2	Arriving late for the Drivers Briefing	A Fine Of 500 AED
2.2	Failing to attend the Drivers Briefing	A Fine Of 1,000 AED
3.1.1	3 Formal Written Reprimands during the season	Deduction of 25 Championship Points
1.7.1	Failing to attend podium	10 Point Deduction or AED1,000 Fine

Applicable Regulation	Infringement	Practice or Qualifying	Race

 Copyright GulfSport Racing LLC

Technical Regulations	Breach of Technical Regulations	Minimum; Deletion of All Practice Times and Start from Pit Lane for Next Race	Exclusion
2.3 / 2.8.1	Overtaking or failing to slow down sufficiently under Yellow or Red flags / light signals.	Delete Fastest Lap Time	Drive Through Penalty
2.19	Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Orange Disc)	Black Flag / Disqualification	Black Flag / Disqualification
2.19	Continuing to drive on the circuit for more than 3 laps after being shown the Black Flag	Placed to the Back of the Grid	Exclusion
2.19	Continuing to drive on the circuit for more than 3 laps after being shown the Drive Thru Penalty Board	N/A	20 Second Time Penalty + Circuit Specific Pitlane Loop to Loop Time
2.19	Causing an avoidable collision (See Notes on page 5)	N/A	20 Second Time Penalty
2.17	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	Lap Time Deleted	10 Second Time Penalty
2.17	Re-joining the track in an unsafe manner and/or not complying with re-joining instructions issued at the Drivers Briefing	Start from Pit Lane for the Next Race	10 Second Time Penalty
2.18	Blocking, squeezing, or weaving to gain an unfair advantage or otherwise preventing a legitimate overtaking manoeuvre. Forcing another driver off track	3 Place Grid Penalty	10 Second Time Penalty
2.13	Overtaking under Safety Car conditions or otherwise failing to follow Safety Car procedures.	N/A	Drive Through Penalty
2.19	Persistent or repetitive breaches of driving standards over the course of a session or sessions and/or races at the same event	3 Place Grid Penalty	10 Second Time Penalty
2.8	Entering pit lane while the race is suspended	N/A	Restart from Pit Lane

Copyright GulfSport Racing LLC

2.6.1	Driving a car under its own power into the pit garage. Otherwise allowing a car to obstruct another pit box or the pit lane itself.	5 Place Grid Penalty	10 Second Penalty
2.6.2	Unsafe refuelling (at any time)	3 Place Grid Penalty	3 Place Grid Penalty for the Next Race
2.19	Failing to adhere to the Driving Standards expected of a reasonably competent driver.	Start from Pit Lane for the Next Race	20 Second Time Penalty
2.19	Disobeying the Blue flag or otherwise impeding another car while being lapped	3 Place Grid Penalty	10 Second Time Penalty
2.6.1	Entering pit lane unsafely Exiting pit lane unsafely including crossing the pit exit Blend Line while exiting pit lane	3 Place Grid Penalty for the Next Race	3 Place Finish Place Penalty
2.6.1	Driving the wrong direction in pit lane or circuit / reversing in pit lane	Exclusion from Next Race	Exclusion from Race
2.15	Failing to re-attach the steering wheel and / or leaving a stranded car in neutral gear or otherwise delaying the recovery of a stranded car	3 Place Grid Penalty for the Next Race	3 Place Grid Penalty for the Next Race
2.19	Driving in a manner incompatible with general safety	Start from Pit Lane for the Next Race	20 Second Time Penalty
2.5.7	Performing an unsafe or illegal practice start	3 Place Grid Penalty	Drive Through Penalty
2.6.3	Exceeding the pit lane speed limit	3 Place Grid Penalty	10 Second Time Penalty
2.6	Ignoring a Red pit lane exit signal	3 Place Grid Penalty	Drive Through Penalty
2.5.6	Conducting unauthorised work on a car on the starting grid or otherwise causing an unnecessary delay to the start procedure	N/A	Drive Through Penalty
2.5.2 / 2.5.7	Formation Lap infringements	N/A	10 Second Time Penalty
2.5.2	Being out of position at the display of the 2 X 2 Board on the Formation Lap and / or at the race start	N/A	Drive Through Penalty

Copyright GulfSport Racing LLC

2.5.2	Jump start, including prematurely breaking the 2 X 2 formation or causing a False Start	N/A	Drive Through Penalty
2.11	Un authorised work carried out on a car during Parc Fermé conditions.	10 place grid penalty	10 place grid penalty

EMSO

Copyright GulfSport Racing LLC

NOTES RELATING TO APPENDIX A

The above penalty catalogue provides a 'RECOMMENDED GUIDE' as to how penalties will generally be applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Senior Officials as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Stewards reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalising Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision, and the intention to carry forward the penalty to his/her next session, race, or event.

Driving Standards and conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

Causing an Avoidable Collision;

This is where one car, regardless of its position on or off the track, and regardless of the proximity (or not) of other cars, and regardless of whether any contact occurred, is deemed to have been responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.

- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Terminology

Other terminology that may be used by senior officials when referring to driving standards are:

Careless Driving	Driving that departs from the standard of a competent driver.
Reckless Driving	Driving involving an unintentional action by a driver which creates serious risk to others
Dangerous Driving	Driving involving any intentional action by a driver which creates serious risk to others

Copyright GulfSport Racing LLC