Gulf ProCar Supplementary Regulations Enduro
Round 2 - 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!

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

SUPPLEMENTARY SPORTING REGULATIONS – ROUND 2

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 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:

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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. REGISTRATION

1.3.1. All drivers must register as competitors for the Gulf ProCar Enduro Cup 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 Round 2 will be for:

1.3.2.

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:

1.3.2.1. The Lead Driver must be nominated on the Entry form.

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1.3.2.2. No more than two drivers per event are permitted.
1.3.2.3. All drivers must be registered to that team prior to the event.
1.3.2.4. Both Drivers must take part in the race.

1.4.2 Registrations will be accepted from 6th August 2026.

1.4.3 Numbers are pre assigned by the organisers.

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

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

2.SPORTING REGULATIONS - GULF PROCAR RACE MEETINGS & RACE PROCEDURES

2.1. QUALIFICATION & OFFICIAL PRACTICE

2.1.1. There will be a 30 minute official test session on the Friday of Round 2. This practice session will be officially timed, but not count towards the points tally in any way. This session is only for drivers that are signed on at Round 2 and driving the car they are also signed on with. Failure to comply with this will result in a penalty as per Appendix A. The tyre allocation for this practice is free.

2.1.2. The minimum period to be provided will be:

2.1.2.1. Qualifying - 25 Minutes

2.1.3. 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.

2.1.4. 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.

2.1.5. 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 Clerk of the Course and or stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory or unsafe.

2.1.6. Qualifying for Solo Driver:
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.

2.1.7. 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 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.

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2.1.8. 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.

2.1.9. 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.

2.2. RACE LENGTH

2.2.1. Round 2 will be structured with the following format:

1x 25min Qualifying, 2x 60min Race

2.2.2. 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.

2.3. PITSTOPS

2.3.1 Each Enduro Race will have one mandatory pit stop of minimum 4 minutes for a driver change which can take place at point within 20 and 40 minutes of elapsed race time. The pit stop time will be timed from Pit In Timing Loop to Pit Out Timing Loop, which will be marked by cones at each end of the pitlane. Solo Drivers will also need to make the same mandatory pitstop.

2.3.2 Additional pit stops may be taken at any time during the race and no minimum time shall apply.

2.3.3 Refuelling during the race must take place in the Dubai Autodrome Fuel Bay using the Dubai Autodrome fuel pumps (first come first served). Teams may instead use their own canisters to refuel but this must be done in the designated area of the Dubai Autodrome Fuel Bay. Refuelling must be done by 2 team personnel in FIA Certified Overalls/Gloves/Balaclava and FIA Certified Helmet, one will be responsible for refuelling the other will be stood next to the refueller manning the fire extinguisher.

2.3.3.1 The speed limit in the Fuel Bay is 20kp/h. Exceeding this speed limit or blocking the moving lanes inside the fuel bay is subject to a penalty.

2.3.3.2 Dubai Autodrome Fuel Attendants will be present in the Fuel Bay, but they will not assist with the fuelling procedure of cars and will only be present for safety and consumption monitoring purposes.

2.3.4 Pit Stops must be performed while the pit window is open, 20 minutes to 40 minutes of elapsed time. Drivers must have entered the pitlane (crossing the Pit In Timing Loop) to start the pitstop while the pitlane is open, failure to do so will result in a penalty as per 2.7.6

2.3.5 The penalty for pit stop time infringement is 30 seconds plus the infringement time.

2.3.6 The penalty for not taking the mandatory pit stop is 2 laps.

2.3.7 Mandatory pitstop time will also apply to Solo Drivers

2.3.8 Tyre changes are permitted, this along with the driver change must be done in the pitlane and not the Fuel Bay, 3 mechanics are permitted to work on the car during the

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pitstop procedure (1 car controller/ jack operator, 2 tyre changers) drivers are permitted to help each other enter and exit the vehicle.

2.4. Refueler Safety Equipment

2.4.1. All refuelling personnel must be wearing FIA Certified Overalls/Gloves/Balaclava and FIA Certified Helmet (FIA-certified personal protective equipment that has exceeded its validity period may continue to be used for a maximum of five (5) years after the expiry date, subject to the equipment remaining in good condition and passing any required inspection).

2.4.2 This equipment must be declared on an EMSO Safety Declaration Form (one form per refueler) and subsequently checked by scrutineers during the allocated scrutineering window on the timetable.

2.4.3 Should a refuelling member not adhere to the safety equipment requirements when inside the fuel bay, this member will be removed from the fuel bay immediately by circuit marshals. Additionally, this would qualify as a technical infringement resulting in an exclusion for the car(s) related to the refuelling member in question.

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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 Clerk of the Course 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.

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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

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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
1.6.2	Failing to attend podium	10 Point Deduction or AED1,000 Fine

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Applicable Regulation	Infringement	Practice or Qualifying	Race
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
2.20	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
2.20	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
2.20	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
2.20	Causing an avoidable collision (See Notes on page 5)	N/A	20 Second Time Penalty
2.18	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	5 Place Grid Penalty for the Next Race	10 Second Time Penalty
2.18	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
2.19	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
2.14	Overtaking under Safety Car conditions or otherwise failing to follow Safety Car procedures.	N/A	Drive Through Penalty
2.20	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

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2.8	Entering pit lane while the race is suspended	N/A	Restart from Pit Lane
2.7.6	Failing to perform the mandatory pit stop	N/A	2 Laps Penalty
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 or At Stewards Discretion
2.6.2	Unsafe refuelling (at any time)	3 Place Grid Penalty	3 Place Grid Penalty for the Next Race
2.20	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
2.20	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
2.16	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
2.20	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
2.6.1	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	10 Second Time Penalty

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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
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

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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 Clerk of the Course & 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

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