1. REGULATIONS

1.1. Ready to Race Club Racing Events are organised, promoted and administered by Dragon Racing International LLC and is held under the National Sporting Code of the Emirates Motorsport Organisation (EMSO) including the Ready to Race Guidelines, EMSO Code of Conduct and EMSO Environmental Code (refer to EMSO Website) as well as these Sporting and Technical Regulation and any further Event bulletins or Event Supplementary Regulations issued officially by the DAMC.

1.2. These Sporting Regulations shall supersede all previous versions.

1.3. Anything not specifically approved in the present Regulations shall be prohibited.

1.4. The final text of these Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

1.5. The contact details for any further information, queries or to register an interest in competing in the Event are as follows; Dragon Racing International LLC, Race School Building 2, Dubai Autodrome, Motor City, Dubai, UAE. +971 (0) 42438116.

2. GENERAL UNDERTAKING

2.1. All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions and the present Regulations.

2.2. A valid technical passport issued by the respective ASN for each participating car shall be required. It must be produced to the Scrutineers at each event.

3. OFFICIALS

3.1. For each event, the following officials, who may have assistants, will be nominated by either the organizer or the ASN:

(a) A Clerk of the Course

(b) The Chair of the panel of Stewards.

(c) An Eligibility Scrutineer

(d) A Secretary of the meeting

4. LICENCES AND ELIGIBLE DRIVERS

4.1. All drivers must be at least 16 years old (the date of the birthday being binding) and hold an appropriate Novice, National or International competitor license issued by the EMSO or a Middle East Zone ASN.

4.2. All drivers must be residents of the GCC in order to obtain a race license and/or upgrade to an international racing license from a Middle East Zone ASN.

4.3. Drivers holding licences issued by an ASN other than the EMSO need to present a start permission from their ASN to compete.

5. ELIGIBLE CARS

5.1. Cars complying to Ready To Race Technical Regulations

6. REGISTRATION

6.1. Applications for entry in the Event must be submitted to Dragon Racing International LLC by using the entry form available from the organizer and accompanied the entry fees as specified below.

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

6.3. Dragon Racing International LLC reserves the right to refuse any applications for entry or impose conditions upon application at their absolute discretion.

6.4. Competition numbers will be allocated by the organizer on a 'first come, first served' basis.

6.5. The maximum number of entries that will be accepted will be 30.

7. EVENTS

7.1. Each event will have the status of a Club Competition.

7.2. There will be one 15-minute qualifying session and ten races of 10 minutes each per event. Changes to this format will be communicated by issuing Supplementary Regulations and / or an official bulletin.

7.3. Each event will take place in the UAE in accordance with the national motorsport calendar issued by the EMSO.

7.4. The organizers reserve the right to amend the calendar should circumstances dictate.

8. AWARDS

8.1. Trophies will be awarded for the 1st – 3rd overall after completion of the final race.

8.2. Unless instructed otherwise by the officials, all winners will be presented with their trophies on the podium immediately after the final race.

8.3. Attendance during the podium ceremony is mandatory for all winning competitors.

9. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

9.1. The Steward or the Clerk of the Course may give instructions to competitors by means of special circulars in accordance with the Code.

9.2. All classifications and results of practice, qualifying sessions and the race(s), as well as all decisions issued by officials, will be posted on the official notice board. The official notice board can be at any location deemed suitable by the organisers.

9.3. Any decision or communication concerning a particular competitor should be given to him or her within ten minutes of such decision and receipt must be acknowledged. This decision is final and cannot be appealed.

9.4. Official instructions and communications to competitors may also be given via the timing screens.

10. BRIEFINGS

10.1. All Briefings are mandatory. Organisers will notify competitors of the times and locations for all briefings in the event Timetable and/or Supplementary Regulations for all meetings.

10.2. All Competitors must attend all briefings related to their Events and sign-on to confirm their attendance.

10.3. Competitors who are late or do not attend briefings will be referred to the Stewards who may impose a penalty as per Appendix 1 as well as having to complete a separate briefing.

11. PRACTICE AND QUALIFYING SESSIONS

11.1. No driver may start in a race without having completed at least one timed lap in either a practice session or qualifying session of the event.

11.2. During all practice and qualifying sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on.

11.3. In the event of a driving infringement during any practice or qualifying session, the Steward may delete a driver's lap time(s), drop the driver such number of grid positions they consider appropriate or request the driver start the following race from pit lane.

11.4. Following the chequered flag at the end of each session, no driver may cross the line more than once. Stopping for burnouts, doughnuts etc. is not allowed.

11.5. The Clerk of the Course may interrupt practice and qualifying sessions as often and for as long as he thinks necessary to clear the track or to allow a car to be recovered. The Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Event criteria, and the decision shall be final.

11.6. Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts, and the abort lights (Red Lights) will be shown at the start line. Cars are to proceed directly to the pit lane, which will automatically become Parc Fermé.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane and all cars abandoned on the track will be removed to a safe space.

11.7. The duration of the Practice session for each event will be announced in the Supplementary Regulations.

11.8. The minimum scheduled qualifying will be as follows:

(a) Qualifying will be held over a 15-minute session.

(b) The Grid for Race 1 will be determined by fastest qualifying time achieved in the Qualifying Session.

(c) The Grid for Race 2 will be determined by the order of finishing the first race but with the entire grid being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(d) The Grid for Race 3 will be determined by the fastest lap time achieved in race 2.

(e) The Grid for Race 4 will be determined by the order of finishing race 3 but with the entire grid being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(f) The Grid for Race 5 will be determined by the fastest lap time achieved in race 4.

(g) The Grid for Race 6 will be determined by the order of finishing race 5 but with the entire grid being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(h) The Grid for Race 7 will be determined by the fastest lap time achieved in race 6.

(i) The Grid for Race 8 will be determined by the order of finishing race 7 but with the entire grid being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(j) The Grid for Race 9 will be determined by the fastest lap time achieved in race 8.

(k) The Grid for Race 10 will be determined by the order of finishing race 9 but with the entire grid being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(l) In the event that two or more cars qualify with an equal time then the first car to have set the time will take precedence.

(m) Competitors who fail to set a time but qualify to be eligible to start the race will take position at the back of the grid in an order to be set by the Clerk of the Course.

11.9. If one or more cars are withdrawn, the starting grid will be closed accordingly.

12. Starting Procedure

12.1. All starts shall be rolling starts in a 2 x 2 formation, with the pole position on the same side as the inside of the first corner.

12.2. At least 5 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover one reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should a competitor wish to cover one more reconnaissance lap, this must be done by driving down pit lane at the applicable pit lane speed limit between each of the laps. Should the pit lane be closed (red light at pit exit) before the competitor reaches pit exit, the competitor will need to start the race from pit lane and will only be allowed to join the race once pit lane is opened again (green light at pit exit).

Any car which does not complete the reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

12.3. Once the pit lane is closed any car that is still in the pit lane can start from the pit lane exit, provided it got there under its own power. All such cars may join the race once the whole field has passed the end of the pit lane for the first time after the start and the pit lane is opened (green light displayed).

12.4. The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.

12.5. The approach of the start will be announced by signals shown / audible warnings in following sequence:

(a) 1 minutes to formation lap: engines should be started clear the grid

(b) 15 seconds to formation lap: Grid needs to be cleared

12.6. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane after cars able to do so have left the grid. Any car (or cars) driven into the pit lane on the formation lap shall be held in the pit lane. All such cars may join the race once the whole field has passed the end of the pit lane for the first time after the start and the pit lane is opened (green light displayed).

12.7. During the formation lap, practice starts are prohibited and the formation must be kept as tight as possible.

12.8. When the green lights are illuminated / green flag waved, the cars will begin a minimum of 1 formation lap – dependent upon length of circuit and to be decided at discretion of Clerk of the Course – with the pace car leading the field. During the formation lap the red light at the start line will be on. Towards the end of the formation lap, the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line led by the pole sitter. No car may overtake another one nor deviate from the formation position before the starting signal is given and the red lights have been extinguished. In the event that the starting lights fail the Starter will revert to using the National Flag. Failure to meet the parameters of a clean rolling start will result in the start lights, as outlined above, remaining red. In this case, the pack will go around on a second formation lap, with the Pole Position car acting in the capacity of the Course Car.

12.9. 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 but must remain at the rear of the last row of the grid until they cross the control line at the start of the race.

13. SUSPENDING A RACE

13.1. If competitors or officials are placed in immediate physical danger by cars running on the track, and the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended. Should it become necessary to suspend the race, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

13.2. When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid, which will automatically become a Parc Fermé area. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits

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14. RESUMING A RACE

14.1. Case A – Less than two laps completed by the race leader.

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. Only vehicles which are under their own power at the showing of the Red Flag will be classified.

14.2. Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course. Only vehicles which were under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Event Regulations specify otherwise.

14.3. Case C - More than 75% of race completed

Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted, the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only vehicles which were under their own power at the showing of the Red Flag will be classified.

15. PIT STOPS

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

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

15.3. Fuel may only be taken in the refuelling area at the end of pit lane or inside the garages (Fire extinguisher should be on standby with a team member wearing fireproof overall)

15.4. 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.

16. SAFETY CAR

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

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

16.3. 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.

16.4. 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.

16.5. 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.

16.6. The Safety Car intervention period is deemed to start when a 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.

16.7. 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.

16.8. When the Clerk of the Course decides to call in the Safety Car, the SC board and yellow flag on the Start Line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in the directional flow of the circuit after the last vehicle in the Safety Car train has passed. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap.

16.9. 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.

16.10. 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.

16.11. 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 of three car lengths 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.

16.12. 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.

17. RACE FINISH

17.1. After taking the chequered flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, and 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 done up while on the circuit or in the pitlane.

17.2. All vehicles that are classified finishers are to be held in Parc Fermé until opened by the relevant officials. The location and duration of parc ferme will be confirmed by the organiser.

18. CLASSIFICATION

18.1. All cars taking the race start will be classified.

18.2. The official classification will be published after the race.

19. RESULTS

19.1. All practice timesheets, grids and race results are deemed to be official. Time penalties will be applied to the overall race time.

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20. TIMING MODULES

20.1. Timing transponders. 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.

20.2. Competitors will be charged by Timekeeping / Circuit for repair or replacement of the transponders due to accident damage, misuse or loss at any time during the season.

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

20.4. All competitors having preinstalled, or permanent transponders fitted into their vehicles, must inform the organizers and register the transponders with timekeepers.

21. PIT LANE AND PIT LANE SAFETY

21.1. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit exit with any part of a car when leaving the pits.

Any driver crossing the white line at the pit exit during practice will be given a fine during practice or qualifying or, if during a race, a three-place grid penalty for the next race

21.2. Entrants must always comply with Circuit Management and Circuit Safety Regulations.

21.3. **Pit Lane**. The outer lanes are to be kept unobstructed to always allow the safe passage of vehicles. A speed limit, normally 60 kilometres per hour unless otherwise advised by DAMC, will be applied in the pit lane and must be always respected by all competing vehicles. Speeds will

be monitored, and anyone found to be exceeding the speed limit may be subject to penalty, including the possibly of a mandatory stop and go penalty.

21.4. Refuelling. This is only allowed in the fuel station or the pit garages. It is not envisaged that vehicles be refuelled during practice sessions or races. Fire extinguishers must be easily accessible at all times.

21.5. Children under the age of 13 are not allowed in the pit lane or at the pit wall during live sessions and are required to stay in the garage behind the red Pit Lane line.

21.6. Competitors must not paint lines on any part of the pit lane.

21.7. All cars returning to the pit garages must do so by being pushed backwards into the pit garage by their pit crew and are not to be driven forward into the garage on its own power.

21.8. It is the responsibility of the team to clear the pit lane in a safe and timely manner so as not to obstruct access to the pit lane for the following races or sessions.

22. INCIDENTS

22.1. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Steward by the Clerk of the Course (or noted by the Steward and subsequently investigated) which:

(a) Necessitated the suspension of a race under Article 13.

(b) Constituted a breach of these Sporting Regulations.

(c) Caused a false start by one or more cars.

(d) Caused a collision.

(e) Forced a driver off the track.

(f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.

(g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

22.2. It shall be at the discretion of the Steward to decide, upon a report or request by the Clerk of the Course, if a driver or drivers involved in an incident shall be penalized. If an incident is under investigation by the Stewards, a message informing all competitors which driver or driver are involved will be displayed on the timing monitors. Provided that such a message is displayed within 10 minutes of the end of the race, or a message is delivered to any team concerned within this time, the driver may not leave the circuit without the consent of the Steward.

22.3. The Steward may impose any one of the penalties below on any driver involved in an Incident:

(a) A five second penalty; five seconds will be added to the elapsed race time of the concerned driver.

(b) A ten second time penalty; ten seconds will be added to the elapsed race time of the concerned driver.

(c) A drive-through penalty; the driver must enter the pit lane and re-join the race without stopping.

(d) A time penalty.

(e) A reprimand.

(f) A drop of any number of grid positions at the driver's next race.

(g) Starting from pit lane.

(h) Exclusion from the results.

(i) Suspension from the driver's next event.

For guidance only, a list of recommended penalties is listed in Appendix I.

22.4. The Event 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 Event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Event. In cases of repeated offences, the Event Organizers reserve the right to exclude any other competitor from a fixed number of races or from the Event. In such cases no other competitor's score shall be adjusted. The Organizers reserve the right to view Data from any source on the vehicle if data logging equipment is fitted, this includes the ECU. Purposely deleting data is prohibited.

23. PROTEST AND APPEALS

23.1. Protests shall be made in accordance with the EMSO National Sporting Code and accompanied by a fee of AED 7,500 .

23.2. Appeals shall be made in accordance with the EMSO National Sporting Code and accompanied by a fee of AED 7,500.

24. TYRES

24.1. There will be a limitation of 2 (two) sets of tyres permitted to be used during an event. The Clerk of the Course may decide to increase the number of tyres made available to all the Drivers should this become necessary for safety reasons.

24.2. Except for the races, wet-weather tyres may only be used after the track has been declared wet by the Clerk of the Course, following which wet or dry weather tyres may be used for the remainder of the relevant session.

24.3. Tyres may only be inflated with air or nitrogen.

25. SCRUTINEERING AND SPORTING CHECKS

25.1. The following documents must be submitted to the secretary of the meeting by each competitor during initial sign-on:

(a) Competitors valid race licence and any related documents

(b) Parent ASN authorization for foreign licence holders

(c) A current medical certificate may be requested

25.2. During initial scrutineering, and at any time during the event, each competitor must have the car's technical passport available. Initial scrutineering will take place in the garage assigned to each competitor.

25.3. Race numbers and any official advertising must be on the car for inspection during scrutineering.

25.4. Unless a waiver is granted by the Steward, competitors who do not keep to time limits will not be allowed to take part in the Event.

25.5. Any car which, after being passed by the scrutineer, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

25.6. The Clerk of the Course may require that any car involved in an accident be stopped and checked by the Chief Scrutineer .

26. REPLACEMENT CAR

26.1. Should a competitor wish to use a replacement car for whatever reason after the Qualifying session, the competitor must inform the Steward and Clerk of the Course about the change in writing.

26.2. Acceptance of this request is at the discretion of the Steward.

26.3. If accepted, the Steward will instruct the Chief Scrutineer to check the replacement car for scrutineering approval.

26.4. Replacements cars must be of same make and model than the car initially entered in the event, unless permission is granted.

26.5. Scrutineering approval must be received by the Steward no later than 10 minutes before the pit lane open time for the next race to amend the grid accordingly.

26.6. Should the request for replacement car be made too late and scrutineering checks cannot be carried out in time, the car will not be allowed to start in the race (the car may however be used in any subsequent race of the same event). The grid will then be closed up accordingly.

26.7. Any replacement car(s) will be placed at the back of the grid in the order of submitting the request for replacement car and the grid will be closed up accordingly.

APPENDIX I – Recommended Penalty List

The following list is a recommended list of penalties that may be imposed on any driver competing in the event. Notwithstanding this, the Steward and Clerk of the Course shall always have the right to amend any penalty contained in the recommendations, having taken into account the circumstances of such breach of regulations and the severity of the incident.

	Infringement	Practice or Qualifying	Race
1	Arriving late for drivers briefing	A fine of AED 500	
2	Failing to attend drivers briefing	A fine of AED 1,000	
3	Breach of technical regulations	At Stewards discretion	At Stewards discretion
4	Overtaking under yellow flags or failing to slow down sufficiently under yellow flags	Fastest lap Deleted	Drive through penalty
5	Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Yellow Disk)	Black Flag / Disqualification	Black Flag / Disqualification
6	Continuing to drive on the circuit for more than 3 laps after being shown black flag	Back of the grid	Exclusion
7	Causing an avoidable collision	Reprimand or 5 Grid place penalty for the next race	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)
8	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	Fastest lap deleted	5 second penalty
9	Blocking or weaving to gain an unfair advantage or otherwise preventing a legitimate overtaking manoeuvre	Reprimand	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)

10	Forcing another driver off the track	Reprimand or Grid Place Penalty	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)
11	Driving in wrong direction on circuit or pitlane or reversing in pit lane	Exclusion from next race	Disqualification
12	Exceeding pit lane speed limit	AED 100 per km/h exceeded	Drive through penalty
13	Ignoring red pit lane exit signal	3 place grid penalty for the next race	Drive through penalty
14	Out of position on formation lap or failure to respect starting position, or failing to maintain speed and distance from cars in front	N/A	5 second penalty
15	Jump start or causing false start at race start	N/A	10 second penalty
19	Taking the chequered flag more than once at the end of a session	3 place grid penalty for the next race	3 place grid penalty for next race
20	Physical or verbal abuse of an official or failure to obey instructions by marshals	Exclusion from next race	Exclusion from next race
21	Leaving the start grid before green flag is waved	N/A	Drive through penalty or 30 Seconds time penalty added to race result
22	Crossing the pit entry or pit exit blend line	5 Place grid position drop for next race	Drive through penalty or 30 Seconds time penalty added to race result
23	Out of position on race restart behind safety car, or failing to maintain speed and distance from cars in front	N/A	5 second penalty
24	Not observing penalties and passing the start finish line more than 3 times after penalty is displayed	5 Place grid position drop for next race	Drive through penalty or 30 Seconds time penalty added to race result

EMSO

Ready to Race Technical Regulations

1. Admitted cars

Ferrari 296 Challenge & Ferrari 488 Challenge EVO

2. General Principles

2.1 The Technical Regulations are set out in accordance with the Ready to Race Club Racing Events specified format and it should be clearly understood that if the following texts do not specify you can do it, you should work on the principle that you cannot.

2.2 The official Ferrari documentation, which includes:

2.2.1 the Spares Parts Catalogue;

2.2.2 the Wiring Diagrams;

2.2.3 the Technical Manual;

covers anything not expressly explained by the present Technical Regulations.

2.3 The only work which may be done on the cars is normal maintenance or the replacement of parts damaged by wear and tear or in an accident. The permitted modifications and assembly limitations are specified in these Regulations. These aside, any part affected by wear and tear or accident may be replaced only by an original spare part.

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2.4 The Cars must always be identifiable by their:

2.4.1 Technical Manual;

2.4.2 Spares Parts Catalogue;

The Competitor is responsible for ensuring that both car and the spares fitted to it are compliant and must thus ensure they are in order before each race.

3 Engine

The engine must be without exception a production engine in all its parts.

4 Electrical system

The diagnostic OBD plug must be always in working order to guarantee the connection of the official diagnostic tool to all the electronic control units of the car, to enable the checks that can be requested by the organiser.
The electrical equipment must always conform to the original and no detail of the electrical system (cables, looms, connectors, etc.) can be changed or tampered with.

5 Gearbox / Transmission

The gearbox must be the one provided for by Ferrari and thus strictly stock in all its parts.

6 *Wheels / Tyres*

6.1 Only slick or rain tyres supplied by Pirelli may be used.
6.2 Any chemical and/or thermal treatment of the tyres is prohibited.
6.3 Cleaning the tyres after track sessions is permitted.

7 *Pipes / Wiring / Heat shields*

The positioning of all the cars various components must comply with the original layout as described in the technical information

8 Windshield and side windows

8.1 WINDSHIELD:
- **8.1.1** It is allowed to apply protective transparent films on the windshield.
- **8.1.2** The layers applied must stay within the perimeter of the windshield and they cannot cover or close the outer edges between the windshield and the body.

8.2 SIDE WINDOW:
- **8.2.1** It is allowed to apply air intakes on the side windows with the aim of reducing the temperature in the cockpit.

9 Brake system

The correspondence between the serial number of the brake discs stamped on the brake bell and those inserted in the FBO unit and readable with both diagnostic tool and telemetry must be guaranteed at all times.

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10 Safety equipment

The following safety equipment is compulsory under current legislation:

10.1 Roll-bar and relative protections.
10.2 FIA Valid 6-point safety harnesses.
10.3 FIA approved, automated and valid extinguisher with sticker markings outside and inside.
10.4 Two hooks (front and rear).
10.5 Electric circuit breaker - main battery switch with sticker markings.
10.6 FIA valid homologated seat.
10.7 FIA valid Safety-nets.
10.8 Roll-cage predisposition to lift the car from the top/roof.
10.9 FIA approved, certified and valid Fuel cell.
10.10 Drivers safety gear: FIA approved and valid: Overall, Helmet, FHR, Balaclava, Gloves, Shoes, Socks, Inner top wear and inner bottom wear. This equipment must be declared on an EMSO Safety Declaration Form

11 Video recording equipment and loggers

The installation of any video camera inside the cockpit is done under the direct responsibility of the Team.

12 Final instructions

Ferrari reserves the right to modify at any time, with the prior approval of the ACI Sport, the clauses and Articles of these regulations if deemed necessary to the success of the Ferrari Challenge.

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