



2020
QATAR TOURING CAR CHAMPIONSHIP
(QTCC)

الاتحاد القطري للسيارات والدراجات النارية
QATAR MOTOR & MOTORCYCLE FEDERATION

**GENERAL AND CHAMPIONSHIP
PRESCRIPTIONS, AND TECHNICAL
APPENDIX**

Version 5 Updated December 12th, 2019

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CONTENTS

CHAPTER 1 – GENERAL CONDITIONS	4
Art.1.1 REGULATIONS	4
Art.1.2 GENERAL UNDERTAKING	4
Art.1.3 MODIFICATIONS TO THE REGULATIONS. APPENDICES	4
Art.1.4 APPLICATION & INTERPRETATION OF THE REGULATIONS	4
Art.1.5 ANTIDOPING - MEDICAL CONTROL	5
CHAPTER 2 – SPORTIVE REGULATIONS	5
Art.2.1 SECRETARIAT OF THE EVENT	5
Art.2.2 INSURANCE	6
Art.2.3 ORGANISING COMMITTEE	6
Art.2.4 OFFICIALS	6
Art.2.5 THE EVENT MANAGEMENT COMMITTEE	8
Art.2.6 DRIVERS REPRESENTATIVE	9
Art.2.7 LICENCES	9
Art.2.8 CHAMPIONSHIP EVENTS	9
Art.2.9 VEHICLES ADMITTED	10
Art.2.10 COMPETITOR'S APPLICATION & CONDITIONS FOR ENTRY	10
Art.2.11 DOCUMENTATION	10
Art.2.12 SCRUTINEERING & REFUELING	12
Art.2.13 COMPULSORY IDENTIFICATION & ADVERTISING	12
Art.2.14 DRIVERS CARS BEHAVIOE ON TRACK	13
Art.2.15 GENERAL CAR REQUIREMENT	14
Art.2.16 GENERAL SAFETY - PIT LANE	14
Art.2.17 COMPLUSORY BRIEFING	17
Art.2.18 INSTRUCTIONS & COMMUNICATIONS TO COMPETITORS	17
Art.2.19 FREE PRACTICE	17
Art.2.20 QUALIFYING PRACTICE & QUALIFYING TIME	18
Art.2.21 STOPPING THE PRACTICE	18
Art.2.22 WARM-UP	18
Art.2.23 THE GRID	19
Art.2.24 STARTING PROCEDURE	19
Art.2.25 THE RACE	20
Art.2.26 SUSPENDING A RACE	20
Art.2.27 RESUMING A RACE	21
Art.2.28 SHORTENING OF A RACE DISTANCE	21
Art.2.29 FINISH – PARC FERME	21
Art.2.30 CLASSIFICATION – PODIUM - PRIZES	22
Art.2.31 2020 QTCC WINNING DRIVER - POINTS	23

Art.2.32	CAMERA, VIDEO FOOTAGE, PHOTOGRAPHS & IMAGES	23
Art.2.33	PASSES	24

CHAPTER III TECHNICAL REGULATIONS 24

Art.3.1	INTRODUCTION	24
Art.3.2	ELIGIBLE VEHICLES AND ENGINES	24
Art.3.3	SCRUTINEERING GENERAL	25
Art.3.4	SAFETY REQUIREMENTS	25
Art.3.5	ADDITIONAL SAFETY REQUIREMENTS & SEAL FOR PRODUCTION	26
Art.3.6	WEIGHT	27
Art.3.7	BODYWORK - EXTERIOR	28
Art.3.8	BODYWORK - INTERIOR	29
Art.3.9	ENGINE	29
Art.3.10	SUSPENSION	33
Art.3.11	BRAKING SYSTEM	33
Art.3.12	WHEELS	34
Art.3.13	TYRES	34
Art.3.14	FUEL	34
Art.3.15	UNSPECIFIED MODIFICATIONS	34
Art.3.16	OIL SPILLAGE	34

CHAPTER IV DISCIPLINARY – SANCTION & PROTEST 34

Art.4.1	PRINCIPLES	34
Art.4.2	INCIDENTS	35
Art.4.3	PENALTIES	35
Art.4.4	DEFINITION & IMPLEMENTATION OF PENALTIES	36
Art.4.5	DISCIPLINARY OFFICIALS DURING AN EVENT	36
Art.4.6	PROTEST & APPEAL	37

APPENDICIES

Appendix 1:	FIA Technical list – Recognised standards for helmets	38
Appendix 2:	FIA Standard 8856-2000- Protective clothing for automobile drivers	39
Appendix 3:	FIA Technical list N° 36- List of FIA approved head restraint	42
Appendix 4:	LIC Start/Finish line	44
Appendix 5:	2020 QTCC Calendar	45
Appendix 6:	TIMETABLE	46

CHAPTER 1 - GENERAL CONDITIONS

QATAR MOTOR & MOTORCYCLE FEDERATION organizes the **2020 QATAR TOURING CAR CHAMPIONSHIP (2020 QTCC)**.

Every round will be held in accordance with the QMMF sportive and judicial rules, the FIA International Sporting Code and its Appendices, the Circuit General Prescriptions, and these 2020 QTCC Regulations & Supplementary Regulations.

The ASN visa:

Round 1: December 13th & 14th, 2019

Round 2: January 10th & 11th, 2020

Round 3: January 24th & 25th, 2020

Round 4: February 7th & 8th, 2020

Round 5: March 20th & 21st, 2020

All the races will be held at the Losail International Circuit (LIC), which is 5380 metres long. Competitors race in a clockwise direction.

Art.1.1 - Regulations

The English version will be used should any dispute arise as to the interpretation.

Art.1.2 - General undertaking

All drivers/competitors participating in the 2020 QTCC undertake, on behalf of themselves, their employees, agents and team members to observe all the provisions, as supplemented or amended, of the National Sportive rules, the FIA International Sporting Code, the Circuit General Prescriptions and the present Sporting Regulations.

Art.1.3 - Modifications to the regulations; Appendices.

The Organiser with the approval of the Stewards and or the Race Director reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise. The driver's representative may be consulted and involved in the discussions.

Information about any modifications that might be made or supplementary provisions that might be added will be given by bulletin. These will be written on yellow paper of dated and numbered appendices and will form an essential part of these Regulations. These appendices will be put on the notice board located in the Paddock and posted on the website.

Art 1.4 – Application and interpretation of the regulations

The Race Director is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the Stewards must be informed about any major decision that is taken when applying the general or specific event regulations.

Any disloyal, incorrect or fraudulent acts committed by the participants or their team members will be judged by the Race Director according to the QTCC rules and regulations and the QMMF Judicial rules.

Any competitor who fails to operate his team in a manner compatible with the standards of the 2020 QTCC or in any way brings the competition into disrepute, will be brought to the attention of the Race Director and/or the Stewards.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the driver, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

Art. 1.5 – ANTIDOPING – MEDICAL CONTROL

All persons concerned shall undertake to submit themselves without reserve to the FIA antidoping regulations as published from time to time by the FIA.

<https://www.fia.com/regulation/category/123>

Without prejudice to the enforcement of the FIA antidoping regulations, the Race Director and/or the Chief Medical Officer may at all time during the event ask a driver, or any participating person to undergo a Medical check.

Failure to attend this check, may be penalized by an exclusion.

CHAPTER 2 – SPORTIVE REGULATIONS

Art.2.1– Secretariat of the event

Before and after the events, the Secretary of the Organisation can be located at the address shown below:

Qatar Motor & Motorcycle Federation

Lusail Sport Arena

PO Box 8708

Doha, State of Qatar

Tel: +974 4472 8177 / Fax: +974 4477 9761

During the events, the secretariat of the meeting will be located at the address shown below:

Losail International Circuit,

Control Tower- 1st Floor,

North Relief Road, Area NR70, East Al-Wusail,

Doha, State of Qatar

Tel. +974 4472 9151

Fax + 974 4472 9246

Contact: ALind@qmmf.com.qa

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Art.2.2 – INSURANCE

The company providing the third party liability insurance cover is:

Islamic Insurance Company, PO Box 22676, Doha, State of Qatar

Policy Number: TBA

All competitors, their personnel, guests, etc. must be covered by third party insurance.

Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.

Drivers taking part in the 2020 QTCC are not third parties with respect to one another.

Art. 2.3 – ORGANISING COMMITTEE

QMMF Board of Directors member:

QMMF Team Manager:

QMMF Championship director:

Mr.Abdulrazaq Al Kuwari

Mr. Amro Al Hamad

Mr. Franck Vayssié

Art. 2.4 - OFFICIALS

Chairman of the Stewards

Steward

Steward

Race Director

Deputy Race Director

Secretary of the event

Technical Director

Technical Scrutineer

Timekeepers

Chief Medical Officer

Mr Amro Al Hamad

TBA

TBA

Mr Franck Vayssié

Mr Cesario Samarita

Ms Ardelle Lind

Mr Scott Smart

Mr Phillip Smeed

Mr David Escribano

Dr Amr Abuwafa

The location of the office of the Officials will be on the first floor of the control tower.

During each event, drivers must present their own petition directly to the secretary's office on the first floor of the control tower.

Losail International Circuit

Security Manager

Fernando Arandigla

Operations Manager

Makki Al Mufti

Paddock Coordinator

Danielle Nortje

Championship Press Officer

Neus Ramos

Authority of the QMMF Stewards Panel:

The QMMF Stewards Panel may settle any matter which might arise during an Event, subject to the right of appeal provided for in the QMMF Judicial Rules.

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Certain decisions are not subject to appeal, as specified in the applicable sporting regulations as not being susceptible to appeal.

The race director may impose sanctions for matters that may be submitted to him by the Stewards.

The Stewards shall decide what penalty to enforce in the event of a breach of the regulations.

They may accept or refuse any correction proposed by a judge of fact.

They may inflict penalties or fines.

They may pronounce Exclusions.

They may amend the classification.

They may exclude from any one Event or for the duration of the Event any Competitor or Driver whom they consider as, or who is reported to them by the Race Director or by the Organising Committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.

They may order the removal from the Event and its precincts of any Competitor or Driver who refuses to obey the order of a responsible official.

In the event of the absence of one or several of the stewards, they may appoint one, or, if necessary, several substitutes, especially when the presence of three stewards is indispensable.

Duties of the Race Director:

- The stopping of practice or suspension of the race in accordance with the regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- The starting procedure;
- The use of the safety car;
- The conduct of the *Event* in accordance with these Regulations;
- To ensure that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to these Regulations;
- To impose penalties for any infringements of the Regulations when submitted by the Stewards or as set out by these Regulations;
- Imposing instant penalties for any sportive infringement happening on track during any session or race;
- Receiving the notification of protests against race results or against penalty decision and forwarding to the QMMF Stewards panel.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations;
- Ensuring that all officials are at their posts;
- Ensuring that all officials are provided with the necessary information to enable them to carry out their duties;
- Controlling *Competitors* and their *Automobiles* and prevent any excluded, suspended or disqualified *Competitor* or *Driver* from taking part in a *Competition* for which they are not eligible;
-

The Chief Medical Officer – Is appointed by the organizer he must ensure the compliance with the Medical Code.

The Championship Technical director – Is appointed by the organizer and must ensure that the bikes are prepared according to the championship rules.

He must report to the Race Director any infringement or safety issue with any machines.

He can at all time during the event stop a bike for technical check.

The Secretary – Is responsible for:

- Write and publish all Bulletins, communications, change of the rules, or any official documents requested by the Race Director.
- All competitor's documents check and valid entry list publication
- Effecting communications between the various Officials and the competitors.
- Providing secretarial support for the Race Director and the Event Management Committee.
- After the event, filed, classified and send to whom it may concerns all necessary documents and results.

The location of Official's offices will be on the first floor of the control tower

Other Officials

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

Art.2.5- THE EVENT MANAGEMENT COMMITTEE

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates, with voting right.

The Race Director - who will chair the meetings,
The Chief Medical Officer
The QMMF Chief Steward

The Technical Director must attend all EMC meetings without voting right.

Other Officials or guest may be invited to attend EMC meetings without voting right.

At any time, the duties of the members of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To make recommendations to the Race Director concerning any organizational matter in order to ensure compliance with the regulations.

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The Event Management Committee will meet at any time required during the event, either in person or via electronic meeting. Meetings will be held, in principle: but at least:

- a) Prior to the first practice session.
- b) At the end of each practice day.
- c) At the end of the event.

The quorum for a meeting of the Event Management Committee is two persons.

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

The Race Director may also invite other Officials or other persons to provide assistance. However, those invited persons will not have voting right

Art. 2.6 – DRIVERS REPRESENTATIVE

All Drivers will be represented by: TBC

All requests concerning the **2020 QTCC** Regulations must be presented only by the designated representative within a minimum of 10 days prior to the event concerned. During each event drivers must present their own petition directly to the secretary's office on the 1st floor of the control tower.

Art.2.7 - LICENCES

All drivers must hold a valid licence Grade D1 or higher and; if the licence is issued by another federation, a start permission.

No person under the age of 18 may participate in the championship.

Art.2.8 – CHAMPIONSHIP EVENTS

2.8.1 – Each round of QTCC is a restricted national event.

2.8.2 - The number of events in the Championship is set at five (5) "circuit race" Rounds at Losail International Circuit, Doha, State of Qatar (see appendix 1).

2.8.3 - A maximum of 30 cars will be admitted for the 2020 QTCC. However, the organiser reserves the right to allow wild-card entrants per Event and as per the approval of the organiser.

2.8.4 - A round of the 2020 QTCC can be cancelled if:

- there **are less than 7 cars in total which have been accepted by technical control.**
- at the sole discretion of the Event Management Committee should the number of cars on the grid be under 7 due to a force majeure case.

2.8.5 –Only participant’s racing cars are allowed in the pit garages.

2.8.6 - Save in exceptional circumstances, a Championship round will be made up of two races with a distance of **10 laps**. The leader will be shown the chequered flag from the rostrum when the finish line is crossed at the end of **the 10th lap**. The Finish Line is shown in appendix 8.

Art.2.9 Vehicles admitted:

See Art 3.2 of the technical rules.

Art.2.10 – COMPETITOR’S APPLICATIONS AND CONDITIONS FOR ENTRY

2.10.1 – Registration

The individual application form to enter in the 2020 QTCC must be submitted before **registration for the first round** accompanied by the entry fees specified below and the documents requested on the entry form (**Licence, ID card, photo, and insurance**).

The application will not be accepted if the form is not totally completed and accompanied by the requested fees and documents.

2.10.2 – Fees / Deposit

Complete Championship 5000 QR	Wild Card 2500QR
------------------------------------------------	-----------------------------------

A deposit of 1500 QR will be asked to each participant. This deposit will cover all the different items which must be covered. Transponder, Team office, keys... As soon as a part of the deposit is used to cover anything (loss, damage, repair...) the driver must provide the same amount to keep the deposit to 1500 QR permanently.

2.10.3 – A competitor can enter as Wild Card for one event after acceptance by the organizing committee of the entry.

For safety reasons, the wild-card drivers will be accepted only if they have participated in a minimum of 2 track day sessions or other event at Losail International Circuit, or subject to the approval of the organiser.

Art.2.11 – DOCUMENTATION

2.11.1 – Documentation

For each round, documentation & scrutineering will take place at Losail International circuit (Pit box 1 & pit garages).

The opening hours will be specified on the timetable of each round and **must** be respected (see Appendix 2).

A penalty of 500 QR will be charged for late documentation.

A penalty of 500 QR will be charged for late scrutineering.

Any rider registered for the entire season and who will not attend two rounds in a row will be excluded for the rest of the season. (except being declared unfit by the CMO)

2.11.2 – Documents

The following documents must be presented:

- Valid ASN licence and start permission & Driving Licence.
- ID Card / Passport with Residence Visa
- Authorisation to use the car if the competitor is not the owner.
- Name and contact details of the team representative who must be available at all times whilst the competitor is on track.
- Name and contact details of emergency contact person.

2.11.3 - Transponders

Two (2) personal identified transponders will be given out at documentation. It is imperative that they are returned to the Secretary's Office on the first floor of the control tower at the end of each event to be charged for the next event.

The transponders must be fixed in the recommended position according to the scrutineer's requests. **The competitor is responsible for these 2 transponders.** *If the transponder is damaged the driver is liable for the cost of its replacement.*

2.11.4 - Bracelets

Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a driver to check his bracelet at any time during the event.

2.11.5 – Passes for signalling area (pit lane wall).

Two (2) passes allowing access to the pit lane wall will be issued to each competitor. These passes must only be used by crew members working in the signalling area (pit lane wall). Only crew members displaying this pass will be allowed access to the pit lane wall.

2.11.6 - Pit garage

The organiser will supply a pit garage to the competitors, circumstances allowing. The pit box must be empty after the last race. The competitor is responsible for all invited guests, team members, and equipment within the pit box. Any damage must be paid for.

SMOKING IS STRICTLY FORBIDDEN WITHIN THE PIT GARAGE. A FINE OF 400 QR WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN NON-SMOKING AREAS. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE CIRCUIT.

Throughout all practice sessions, races and track activities one side of the pit box must be completely closed to prevent unauthorised access to the pit lane.

For safety reasons, it is not allowed to run the engine when pit garage is totally closed.

The pit garage areas are solely for the preparation of the cars. It is strictly forbidden for this space to be used as a hospitality or trade site area.

Water dispensers are available for rent from the paddock office manager:

- Water dispenser rental: 130 QR.

- 5 Gallon water refill: 25 QR.

Pit boxes are equipped with the following fire extinguishers; 1 X 6 kg capacity dry chemical powder NP6, and 1 X 5kg Carbon Dioxide (CO2). Pit lane side 1 X 25 kg dry powder NP6, and Paddock side 1 X 25kg dry powder NP6.

Support vehicles are forbidden from entering the paddock. LIC staff and trolleys will be available for the movement of racing materials.

2.11.7 - Team office

Team offices are available for the duration of the event. The competitor must register at documentation.

Art.2.12 – SCRUTINEERING & REFUELING

2.12.1- Competitors must present their vehicle complete in all respects to be visually inspected. Presentation is a statement of conformity.

2.12.2 – Fuel & Pit Stop

Production Class vehicles are restricted to commercially available fuel.
A maximum of 200 litres may be stored outside the pit box, under the tent.

2.12.3 - Refuelling must be carried out using a manual pump. Refuelling is not permitted in the paddock. Refuelling during the race is prohibited, including during a red flag.

Art.2.13 – COMPULSORY IDENTIFICATION & ADVERTISING

2.13.1 – Race numbers, Name of the driver and blood group

The Organisation will determine the starting numbers following the results of the previous championship. For new competitors the number will be assigned sequentially.

Each car must carry the race numbers allocated by the organiser. The Organiser will supply the 3 adhesive plates with the number and compulsory advertising.

Not displaying compulsory advertising will result in a penalty of 1000 QR

A visible race number measuring 10cm X 10 cm must be affixed to the right side of the strip on the upper part of the windscreen. One plate (41 cm wide X 42 cm high) must be placed on each side of the vehicle on the doors prior to presenting the car for technical scrutineering. It is the competitor's responsibility to correctly place these on the car. Any sticker with damage to the advertising must be replaced.

Name of the driver and blood group is compulsory and must appear on the bodywork (rear window, and rear lateral windows), and be easily legible. For cars with no rear lateral windows, the name and blood group must appear on the bodywork above the door.

The **name** or the **emblem** of the maker of the car must appear on the car in the original location.

It is strictly forbidden to make any adjustment to the dimensions of the sticker unless the Organiser has given written authorisation to do so.

The stickers must remain on the car during the practices and the race. Any competitor who fails to comply with this standard may not be authorised to take part in the practices and/or the race. The removal of any advertising material that is handed over by the organisation will be brought to the attention of the Stewards.

The advertising, in any form, of alcohol and/or tobacco, and/or associated products is strictly forbidden.

No advertising or statements on the car, or team vehicles, or on competitor's race clothing or team clothing is allowed which may be considered unsuitable or offensive to the organisers, or their sponsors and any advertising must respect the political and religious sensitivities of the state of Qatar.

Art.2.14 – DRIVER, CAR, BEHAVIOR ON TRACK

2.14.1 - The driver must drive his car alone and unaided.

2.14.2 - Unsportsmanlike conduct, including disrespect of officials and regulations, will be brought to the attention of the Stewards and/or Race Director who may impose sanctions.

2.14.3 - Drivers must not attempt to make any form of short cut during practices, warm up and race. Any use of a different route except the track will be penalised. The track is defined as the tarmac between the two white lines, which are on both sides throughout the circuit. Exceeding the track limit will occur as soon as the four wheels of the car will go over the white line, and tyres are not anymore touching this white line. Then, a time penalty may be applied each time a driver goes off the track and gain an advantage.

It will be, Race Director's and Steward's decision to defined if an advantage as been gained.
No protest can be lodged upon this decision.

2.14.4 - Drivers taking part in practice and the race must always wear their personal compulsory equipment – FIA homologated - Helmet, Racing suit, Undergarments, Gloves, Boots and FHR system (if applicable with seat) (Appendix 1,2 & 3).

2.14.5 - Official instructions will be given to drivers by means of the signals laid out in Art.2.16

2.14.6 – Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position, **including in the pit lane**. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

2.14.7 - During practice and the races, drivers may only use the track and must, at all times, observe the provisions of the FIA International Sporting Code relating to driving behaviour on circuits.

2.14.8 – Any driver defending his position on a straight and before a 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 car.

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

More than one change of direction to defend a position is not permitted.

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

2.14.9 - A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

2.14.10 - Repairs to a car may only be carried out in the Pit Box. Test runs may only be performed on the track, during an official session. It is strictly forbidden to run the car in gear unless ALL FOUR wheels are on the ground.

2.14.11 – With the exception as specifically authorised these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

2.14.12 - Drivers with serious mechanical difficulties during practice or the race must immediately leave the track and/or return to his pit box adhering to the instructions of the Race Direction and/or Marshals.

2.14.13 - Failure to comply with the general safety requirements of the FIA International Sporting Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the event.

Art.2.15 - GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's driver with the exception of the following:

- a) Legible messages on a pit board
- b) Lap time/ place on a pit board
- c) Body movement by the driver
- d) Lap time on a dedicated display in the car.
- e)

Art.2.16 - GENERAL SAFETY– PIT LANE

Pit Lane:

Drivers must always follow the directions of marshals.

For the avoidance of doubt and for description of purposes, the pit lane shall be divided into two lanes. The lane closest to the pit lane wall is designated the "rolling lane" and the lane closest to the garages is designated as the "inner lane" and is the only area where any work may be carried out on the car.

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

No equipment may be left in the rolling lane. A car may enter or remain in the rolling lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power. Except during a race in case of red flag situation.

Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is completed.

It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the rolling lane have priority over the ones in the inner lane.

During all practice sessions, warm up and races, the garage opening must be open.


A speed limit of 60Km/h is enforced in the pit lane at all times.

Exceeding the speed limit will be punished by a fine of 620 QR during practice sessions and by a drive through penalty during the race.


For dangerous driving in the pit lane or paddock the driver will be excluded from the event.

2.16.1 – Flags

It is strictly forbidden for competitors to use flags similar in any way whatsoever to those below.


 **Green flag** - Indicates that the track is clear: Shown to signal the start of a warm-up lap or the start of a practice session.

Shown waved at the marshal post immediately after an incident that necessitated the use of one or more yellow flags.

 **Yellow flag** - Indicates danger

- Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track.
- Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track.


Shown waved only at the marshal post immediately preceding the hazard. In some cases, however, the Race Director may order them to be shown at more than one marshal post preceding an incident. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

 **Red flag and red lights** - This flag should be waved at the start line when it has been decided to stop a practice session or the race. Simultaneously, each marshal post around the circuit should also wave a red flag. Waved at all flag posts to indicate that the session is stopped or interrupted. When the signal to stop is given:

1) during practice, all cars shall immediately reduce speed and proceed slowly back to the respective pit box.

2) during a race, all cars shall immediately reduce speed, proceed slowly to the pit lane and stop in the rolling lane.


- 3) overtaking is forbidden.
- 4) drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and/or weather conditions may have made the circuit undriveable at racing speed;
- 5) if the race is stopped, drivers should remember that speeding is pointless because:
 - the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and according to the regulations of the event;
 - the pit lane exit will be closed. All cars shall stop in order in the rolling lane until informed whether the race is to be resumed or ended and given the appropriate directions by marshals according to the regulations of the event.


 **Blue flag** - Shown to indicate to a driver that he is about to be overtaken. It has different meanings during practice and the race.


At all times: A stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track.


During practice: Give way to a faster car which is about to overtake you.

During the race: The flag should normally be shown to a car about to be lapped and, when shown, the driver concerned must allow the following car to pass at the earliest opportunity.

 **Yellow & Red Striped flag** - Shown motionless to inform drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag. Shown for at least (depending on the circumstances) four laps unless the surface returns to normal beforehand.

 **Black flag** (with number board) – Used to inform the driver concerned that he must stop at his pit or at the place designated in the supplementary or championship regulations on the next approach to the pit entry. If a driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Race Director, and the team concerned will immediately be informed of the decision.

 **Black flag with orange disk** - Used to inform the driver concerned that his car has mechanical problems likely to endanger himself or others and means that he must leave the track immediately. The car must be represented to technical control prior to being allowed to rejoin.

 **Black & White Chequered flag** - Waved at the finish line rostrum to signify the end of a practice session or the race

Red light: This light must be switched on at pit lane exit to signal that the pit lane exit is closed.

Green light: This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up and the start of the sighting lap. Cars may only leave the pit lane when this light is on.

Flashing Blue Light: This will be on at the pit lane exit to warn drivers leaving the pit lane that cars may be approaching on the track.

Art.2.17 – COMPULSORY BRIEFING

2.17.1 - A compulsory briefing by the Race Director will take place for each round before the practices, location to be specified on site. All drivers entered in the 2020 QTCC must be present throughout the briefing **at each round**. Any absence must be explained through a letter addressed to the Race Director. Non acceptance of the excuse will result in exclusion from the event. Acceptance will result in a penalty of 1000 QR and the participant starting the race from the last position on the starting grid.

2.17.2 - If the Race Director considers that another briefing is necessary, the drivers will be informed accordingly.

Art.2.18 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

2.18.1 - In exceptional circumstances, the Stewards or the Race Director may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.

2.18.2 - All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed and posted on the official notice board.

Art.2.19 – FREE PRACTICE

2.19.1 - Except where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and race.

2.19.2 - No driver may start in a race without taking part in practice, except in a case of "force majeure" duly recognised as such by the Stewards.

2.19.3 – The maximum number of cars permitted to start a race is set at 30. However, up to a maximum of 40 cars may participate in practices in order to determine a starting grid of up to 30.

2.19.4 - There will be one 45 minutes Free Practice session. For the five minutes prior to the start of the session, countdown boards showing 5 minutes, 4 minutes, 3 minutes, 2 minutes, and 1 minute will be displayed accompanied by an audible warning. At 0 minute the GREEN LIGHT and a GREEN flag will be displayed at the pit lane exit to indicate the start of the training sessions, and a horn will be sounded.

For the three minutes prior to the end of the session, minute countdown boards (3 minutes, 2 minutes and 1 minute) will be shown at the starter cabin. The chequered flag being waved at the finishing line will indicate that the training sessions have come to an end. Passing the chequered flag more than once is strictly prohibited.

Art.2.20 – QUALIFYING PRACTICE & QUALIFYING TIME

There will be one Qualifying session of 45 min (same procedure than free practice) to Any driver whose best qualifying lap time exceeds 120% of the fastest time in the practices may not be allowed to take part in the race.

Art.2.21 - STOPPING THE PRACTICE

2.21.1 - If a car stops during practice it shall be removed from the track as quickly as possible upon Race Director's decision. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the session. If technical means are used, the concerned car will not be allowed to rejoin the session or the race.

2.21.2 - Practices may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. There will be no prolongation of the practice period after an interruption of this kind. Furthermore if, in the opinion of the Stewards and or Race Director, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

2.21.3 - Cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and must be represented to scrutineering before re-joining the session.

2.21.4 - Cars traversing the gravel must be re-presented to scrutineers prior to re-joining the session.

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Start/ Finish Line. Simultaneously, red flags will be shown at all the marshal's posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the rolling lane is forbidden.

2.21.5 - Should the practice session be interrupted; no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

All cars abandoned on the track will be removed to a safe place as soon as possible and at least at the end of each practice session.

Art. 2.22 – WARM-UP

There will be one 20 Minutes Warm-Up session.

Art.2.23 - THE GRID

2.23.1 - At the end of the practice, the fastest time achieved by each driver will be published officially.

2.23.2 - The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver during qualifying session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

2.23.3 - The fastest car will start the race from the pole position on the **grid on the left side of the LIC track**.

2.23.4 – The starting grid for Race 2 will be drawn up in reverse order of the finishing order of race 1. Cars not finishing Race 1 will be put at the back of the grid. If two or more cars fail to finish Race 1 they will be placed at the back of the grid in order of their qualifying time; the faster car being placed in front of the slower one.

Art.2.24 - STARTING PROCEDURE

2.24.1 - 20 minutes before the start of the race the Safety car will take position in front of the grid.

2.24.2 - 15 minutes before the start of the race the pit lane will be opened. A green flag and green light will be displayed. A 5 minutes board will be shown and then a countdown board for each minute accompanied by an audible warning until the pit lane is closed; red flag and red light at the pit lane exit. Cars must leave the pit lane to cover a sighting lap. At the end of this lap, they will stop on the grid in starting position order and the engines will be stopped. Fuelling on the grid is strictly prohibited.

2.24.3 - 10 minutes before the starting time, the pit exit will be closed, and a warning signal will be given. Failure to leave the pit lane within this time will result in the driver joining the sighting lap from the pit lane after the last car passes the Start/Finish line, but only under the direction of the marshals. This car will start the race from the last position on the grid.

2.24.4 – 5 minutes before the start of the formation lap, a **5 minutes** board will be shown accompanied by an audible warning. The safety car will leave the front of the grid and complete one lap stopping behind the last car on the grid. Everybody except drivers, officials and team technical staff must leave the grid. A **3 minutes board** with horn will then be given. At **1 minute** all engines must be started and all personnel must leave the grid. A 30 seconds board will then be displayed and at 0 second a green flag will be shown at the front of the grid. All cars will begin a formation lap. Practice starts are forbidden and the starting formation must be kept as tight as possible. The safety car will follow. Any car which does not finish the formation lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid. After the race, the car will be brought back to the pit lane.

2.24.5 – Grid start. On completion of the formation lap all cars must take up their respective starting positions on the grid and stop, keeping their engines running. The safety car will enter the pit lane, taking up its position at pit exit. There will be a standing start. Once all cars have

taken their position the starter will switch on the red lights for a time of 2 to 5 seconds. The race will be started by extinguishing the red lights.

2.24.6 - During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals.

2.24.7- False start A false start occurs when, before the appropriate signal is given, a competitor under the starter's orders moves forward from the prescribed position.

Any driver who makes a false start shall be penalised by the addition of a time penalty to the time taken by them to complete the course of the race. This penalty shall be determined by the Race Director and/or Stewards.

Art.2.25 - THE RACE

2.25.1 - A race will not be suspended in the event of rain unless the circuit is blocked, or it is dangerous to continue.

2.25.2 - If a car stops during the race, it should be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If it is not safe to do so during the session it will be removed at the end of the session. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

Art.2.26 - SUSPENDING A RACE

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all flag marshal posts and the abort lights to be shown at the Line.

When the signal is given, overtaking is forbidden, and the pit exit will be closed. All cars must proceed slowly to the pit lane. All cars must stay in single file in the rolling lane of the pit lane. If the leading car is not at the front of the line, any cars between it and the pit exit will be waved off to complete another lap before the race is resumed.

Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.

All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars.

Whilst the race is suspended:

- Neither the race nor the timekeeping system will stop.
- Refuelling and/or removing of fuel are forbidden;
- Only team members and officials will be permitted on the grid.

Art.2.27 - RESUMING A RACE

2.27.1 The delay in resuming the race will be kept as short as possible. However, a minimum of a 5 minutes warning will be given.

2.27.2 The procedure as detailed in **Art.2.24** shall then be applied.

2.27.3 Overtaking during this lap is permitted only if a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

The penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

2.27.4 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

Art.2.28 - SHORTENING OF A RACE DISTANCE

Should, for whatever reason, the scheduled race distance not be completed in a race, the following points will be awarded:

- Minimum 75% of the race distance completed = 100% points
- Minimum 50% of the race distance completed = 50% points
- Less than 50% of the race distance completed = 0 point

All race laps will be taken into consideration for the calculation of the distance completed. Formation and slow-down laps do not count towards the race distance.

Art. 2.29 – FINISH – PARC FERMÉ

2.29.1 - The end-of-race signal will be given at the line as soon as the leading car has completed the full race distance.

2.29.2 - Should for any reason (other than under Article 2.26) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

2.29.3 – Parc Fermé

The first three placed cars must enter the parc fermé after passing the finish line and entering the pit lane. These cars will be held for 30 minutes from the signing of the results. Only authorised personnel may enter the parc fermé.

Any additional cars may also be directed to parc fermé at the discretion of the Race Director.

Art.2.30 – CLASSIFICATION – PODIUM – PRIZES

2.30.1 – Classification:

For the first race, points will be awarded to the top 10 finishing drivers according to the following scale:

1 st	17	6 th	07
2 nd	14	7 th	06
3 rd	12	8 th	05
4 th	10	9 th	04
5 th	08	10 th	03

For the **second race**, points will be awarded to the top 10 finishing drivers according to the following scale:

1 st	15	6 th	05
2 nd	12	7 th	04
3 rd	10	8 th	03
4 th	08	9 th	02
5 th	06	10 th	01

2.30.2 – If a race is suspended under **Article 2.26**, and cannot be resumed under **Article 2.27**, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

2.30.3 – The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

2.30.4 – Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

2.30.5 - The official classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the National Sporting Code and these Sporting Regulations.

2.30.6- Podium

For each round, the drivers classified in the 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium which will be held after each race. Drivers must attend in race suits. These drivers will receive trophies during the podium ceremony. No children are allowed on the Podium.

Art.2.31 – 2020 QTCC Winning Driver – Points

The 2020 QTCC Champion driver's title for Production Class will be awarded to the driver who has scored the highest number of points in his category, taking into consideration all the results obtained during the Events which have taken place.

2.31.1– If two or more drivers finish the 2020 QTCC with the same number of points, the highest place in this Championship shall be awarded to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges,

If this procedure fails to produce a result, the holder of the most pole positions will be declared winner and so on until a winner is decided.

For the final round all drivers who rank 1st, 2nd and 3rd must participate in the final round and attend the podium ceremony except in the case of 'force majeure' when an official letter must be submitted and, accepted by the Organiser. Failure to comply may result in loss of any award.

The 'Rookie of the Year' must attend both the podium to receive the trophy and the press conference.

Art.2.32 – CAMERAS, VIDEO FOOTAGE, PHOTOGRAPHS & IMAGES

LCSC has the right to use and license the use of video footage, photographs, images and representations of the vehicles and competitors entering in the 2020 QTCC for the purposes of producing merchandise, exploiting and/ or promoting the 2020 QTCC.

The organizer has the right to place and use on-board cameras on any car entering any round of the championship. This is obligatory if requested.

Video recording in the driver's cockpit showing the driver and the windshield front view is highly recommended. And must be given to the Race Director and/or Stewards if requested.

Art.2.33 – PASSES

Five passes will be issued for each driver. These passes will give access to pit box, pit lane, service roads and grid.

Two of these passes will have specific stickers to give access to the signalling area of the pit wall.

Paddock will be open for everyone.

All passes will be valid for all the rounds of the 2019 QTCC Championship unless otherwise advised.

Children under the age of 14 are strictly forbidden from entering the Pit Lane.

All the passes issued by the Organiser remain the property of the organiser and must be returned on demand.

All passes must be clearly displayed. Security personnel have the right to examine passes at any time.

CHAPTER 3 – TECHNICAL APPENDIX

**EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE
RULES IS STRICTLY FORBIDDEN**

The responsibility for the eligibility of vehicles in the championship rests with the competitor. In the event of a dispute concerning the compliance of a vehicle with the regulations, the responsibility lies with the competitor to satisfy the organizer with regards to such compliance and not the organizer to prove non-compliance.

Art.3.1 – INTRODUCTION

Drivers and cars must conform to the technical regulations throughout all qualifying and race sessions. Drivers and cars found not to be in conformity with technical regulations may be subject to penalties.

Art.3.2 – ELIGIBLE VEHICLES AND ENGINES

All cars (chassis') must be series production models imported into Qatar with:

- Normally aspirated engines with a maximum capacity of 2000cc
- Forced induction engines with a maximum capacity of 1650cc

Cars must be belonging to a production series distinguishable by specific nomenclature, the same basic floor pan, external body work and identical engine and transmission from the engine to the wheels (except that both manual and automatic gearboxes may be utilised). Bodywork variations concerning number of doors, hatchback or boot are permitted and will be considered to be of the same model range. Both left and right-hand drive vehicles are acceptable.

Convertible cars equipped with approved roll cage (Art. 253-8 FIA Appendix J) are accepted with a closed face helmet.

The engine may be changed, nonetheless the homologated engine design model cannot be changed.

The engine must be from the A2 category (see appendix: Allowed engines).

- up to 2000cc & Supercharged up to 1650cc
- Diesel up to 2000cc

Art.3.3 - SCRUTINEERING GENERAL:

3.3.1 – All entered vehicles must be presented for visual examination and weighing in nominated location, at the time stated in the event timetable. **Presentation is a statement of conformity.**

3.3.2 – Competitors must report for scrutineering with their vehicles clean and complete in all respects. Vehicles which do not meet these criteria will not be accepted for inspection by the technical steward and may be subject to a late scrutineering fee.

3.3.3- Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race in accordance with the technical regulations.

3.3.4 - All participants must submit the homologation form for the roll cage to scrutineering who will keep it throughout the entire event.

3.3.5 - Scrutineers have the right to:

- a) Check the eligibility of a car or of a competitor at any time during the event.
- b) Require a competitor to supply them with such parts or samples as they may deem necessary.

3.3.6 - No car may take part in the event until it has been passed by scrutineering.

3.3.7 - Helmets and Hans devices meeting requirements will be issued with an identification sticker. Once a car has passed the safety and technical requirements it will be issued with an identification sticker. These stickers **MUST NOT** be removed or covered. Entrants will not be allowed to exit the pit lane onto the track without displaying these.

3.3.8 – If any vehicle, after being approved by the Scrutineers, is dismantled, modified, or involved in an accident or incident, the car must be re-presented for scrutineering.

3.3.9- All cars must be presented after Qualifying Practice and the Race for Weight and/or fuel checking. Failure to present the car will lead to sanctions from the stewards.

Art.3.4 - SAFETY REQUIREMENTS

The following safety requirements are **compulsory** and must be presented at Initial Scrutineering.

3.4.1 - DRIVER

1. **Helmet:** Must meet FIA approved standards for helmets. Drivers of convertible models running with-out hard-top must wear a FIA Homologated full-face helmet.
2. **Racing suit:** Must meet FIA approved standard 8856-2000 for homologated racing suits & boots. FIA Technical list No. 27 (section 1).

3. **Undergarments:** Must meet FIA approved standards 8856-2000. FIA Technical list No. 27 (section 2).
4. **Gloves:** Must meet FIA approved standard 8856-2000. FIA Technical list No. 27 (section 3).
5. **Hans Device:** Must meet FIA approved standard 8858-2002. FIA Technical list No. 29 (**Only to be used with Hans compatible seat**).

3.4.2 - CAR: Good, clean general condition with no loose body work. Compulsory advertising, stickers, and number plates must be present and correctly placed, including driver's name and blood type.

All competing cars must be professionally turned out.

1. **Towing point:** Front and/or rear towing point or hook must be present to assist in the rapid removal of cars from the track in the event of an accident or breakdown.
2. **Seat:** Must meet FIA approved standard 8855-1999. FIA Technical list No. 12
3. **Harness:** Must be correctly installed and meet FIA approved standards 8853/98 and 8854/98. FIA Technical list No. 24
4. **Roll cage:** Must meet FIA standards for roll cages. FIA Appendix J Article 253. (bolt-on or welded FIA Homologated rolls cage can be accepted). If the roll cage does not meet this requirement and the certificate is not produced, then the car will not pass technical control and will be refused entry to the track.
5. **Roll cage padding:** Must meet homologated standard 8857-2001 Type A. FIA Technical list No. 23. If the roll cage padding does not meet this requirement then the car will not pass technical control and will be refused entry to the track.
6. **Fire extinguisher:** Must be charged and secured in a place accessible to the driver when strapped in, and to any officials. The minimum size being 1kg. If plumbed system is being used it must meet FIA standards for plumbed-in fire extinguisher systems. FIA Technical list No. 16
7. **No oil leaks are permitted.**
8. **No water leaks are permitted.**
9. **Battery** must be secured. If it is located within the body compartment, it must also be within a sealed container to prevent the spillage of acid. Dry battery types must be electrically protected.
10. **No loose items in the interior are permitted.**

Art.3.5 – ADDITIONAL SAFETY REQUIREMENTS AND SEALS FOR PRODUCTION CLASS

3.5.1 - OIL CATCH TANK: Catch tanks must be fitted in the engine compartment and must be of 2 litres capacity. The tank must be translucent or have a panel through which the level may be observed. Alternatively, the standard closed breather system must be in operation.

3.5.2 - DRAIN PLUG AND OIL FILTERS: Drain plugs must be wired and oil filters must be clamped to prevent loosening.

3.5.3 - REAR VIEW MIRRORS: External units must be fitted, one on each side of the car with a minimum area of 90 cm² per unit. An interior rear-view mirror must be in place.

3.5.4 - CIRCUIT BREAKER: A circuit breaker, capable of being operated from **both inside and outside** the vehicle, must be fitted to one of the main battery cables. **Its position must be clearly marked on the outside by a red spark on a white-edged blue triangle having a base of at least 120mm.**

3.5.5 - ADDITIONAL/ REPLACEMENT FASTENINGS: The bonnet and boot lid may be secured with extra fastening devices. If the bonnet or boot lid are replaced (non standard) then extra fastening devices **MUST** be used. Any, and all, original bolts and fasteners may be replaced with upgraded components.

3.5.6 - AIRBAGS: All airbags must be disabled or removed.

3.5.7 – FLUID LINES/ CABLES: Fuel and oil lines, brake pipes and cables may be protected against damage and internally against fire risk. It is recommended that all flexible pipes be replaced with Aeroquip-type hoses.

Art.3.6 - WEIGHT:

Engine capacity (normally Aspirated)	Minimum weight
1801 to 2000cc	1150kg
1601 to 1800cc	1050kg
1401 to 1600cc	950kg
Engine (Forced Induction)	
Upto 1650cc	1270kg
Peugot RCZ 1600cc	1270kg

Minimum weight is car with driver only (inclusive of full race equipment)

3.6.1 - PERFORMANCE BALLAST

- Ballast is allocated according to the results from the previous race and is updated per race.
- For race two, ballast is allocated according to the finishing positions in race one.
- The weight is allocated as follows,
 - o **1st: 48kg**
 - o **2nd: 36kg**
 - o **3rd: 24kg**
 - o **4th: 12kg**
- The minimum weight will be the minimum weight + ballast amount
- The full nominated ballast + ballast box must be carried even if the car exceeds the minimum weight.
- It is the drivers' responsibility to ensure that the ballast is securely fitted, and that the car meets the minimum weight limit at all times.

The weight must be fitted in the championship specified FIA approved ballast box.

Art.3.7 - BODYWORK – EXTERIOR

- i) All doors, as well as the boot and bonnet, must fit in the designed position when closed and must conform to the original contours of the vehicle.
- ii) All **external** bodywork panels must be in place, including splash panels and panels behind the bonnet covering windscreen wiper mechanisms. Where it can be justified to the Technical Steward, original metal or plastic panels may be replaced by fibreglass units.
- iii) Fog, spot, or auxiliary lights may be removed as may any manufacturer provided 'knock out' panels below the front bumpers for the fitting of auxiliary lighting, and the apertures may be utilised for ducting. A maximum of 5 holes of up to 50mm dia. Each or equivalent area may be made in the bodywork below the top line of the front bumpers for ducting.
- iv) Bonnet may be modified to include one or more air intake or cooling vents. The height of any duct may not exceed 100mm above the bonnet line.
- v) Body panels may be replaced with alternate materials. Carbon fibre or fibre glass may be utilised. Replacement panels must maintain the standard silhouette and mounting points for the model being raced – excepting – wide arches (flares) and fenders are allowed to be added.
- vi) Front splitters/air dams/chin spoilers may be used provided they are bolted or riveted to the vehicle (glue or tape is NOT acceptable). These devices can be of plastic or composite material including carbon fibre. The device must not extend rearward more than the front of the wheel well opening or protrude further than 100mm beyond the most forward part of the vehicle bodywork when viewed from a perpendicular angle. It is the driver's responsibility to ensure that the car does not touch the racing surface during normal track usage and that the car can be weighed using the championship scales within 5 minutes of the technical Director or his appointed staff requesting the car for weighing (n.b. the weighing scale pad height is 67mm).
If the car is not weighed in this time it will be considered to have failed the weight test. **It IS NOT the responsibility of the technical control staff to lift the car onto the scales, it is the responsibility of the TEAM ONLY.**
Any damage to the car and its skirts that occur on curbs or upon entering the gravel trap are the drivers responsibility.
- vii) Canards, side skirts or any other aerodynamic devices that attach to the body are permitted.
- viii) Front and rear diffusers are permitted. The rear may extend forward to the rear of the rear tyre, and the front may extend backwards to the front of the front tyre.
- ix) Any rear deck spoiler/wing that attaches to the bodywork is allowed. Rear spoiler/wing must not protrude more than 150mm rearwards of the furthest back part of the vehicle bodywork when viewed from a perpendicular angle, or above the highest part of the roofline. Position and height of rear spoilers/wings on hatchback vehicles shall be reviewed on a case by case basis. Cockpit and/or remote adjustment of the rear spoiler/wing is NOT allowed.
The wings must be securely fitted and mounted only to bodywork suitable for the forces involved.
- x) Underchassis aerodynamics are PROHIBITED.
- xi) Brake cooling ducts may originate where auxiliary lights were fitted/were designed to be fitted. The removal or repositioning of head lights, parking lights or indicators is not permitted. Holes may however be cut in the front bumper/spoiler/headlight, to facilitate brake cooling. Such holes may not exceed 50mm in diameter.

Art.3.8 - BODYWORK – INTERIOR

All additional accessories and equipment which would have no effect on the performance of the vehicle are allowed without restriction on the express condition that they do not influence, in the opinion of the Technical Steward, even in a secondary manner, the efficiency of the engine, transmission, steering, braking,

road-holding or the strength of the structure of the vehicle. In particular the following are allowed:

- i) Additional measuring instruments, counters, etc. may be freely installed in place of the standard units.
- ii) The driver's seat must be replaced by an FIA-approved racing seat.
- iii) Any type of steering wheel, including one of the quick-release types, may be fitted.
- iv) Central locking systems must be disconnected. They may be removed in their entirety and replaced with manually operated door locks.
- v) Electric window winding mechanisms may be replaced by manual systems.
- vi) Steering lock systems must be removed.
- vii) Windows - All glass windows, with the exception of the windscreen, may be replaced with polycarbonate substitutes. The windscreen must be of laminated glass. All windows (regardless of material) must be fitted so as to retain the appearance of the standard fitment. Polycarbonate windows, if fitted, must be 'bonded' in place. The driver's door window must remain operational using manual or electric mechanisms or must have an aperture that allows driver to make hand signals. Any standard windows must be laminated internally with clear film.
- viii) Spare wheel/s, tools and jack must be removed.
- ix) It is permitted to remove all interior trim, including hood linings, passenger seats, carpets and sound deadening materials. The original dashboard and instrument cluster surrounds must remain in place. The doors must be clad, to obscure the window winder mechanisms. The method of cladding is free, as long as it is neatly presented.

Art.3.9 - ENGINE:

1. The homologated engine design model cannot be changed.
2. Homologated parts and castings for the crankcase, cylinder, cylinder head and gearbox (bell) housing must be used.
3. The original flexible material of the engine, gearbox and differential housing mountings may be changed, but the number of mountings must remain the same and the engine, gearbox and differential must remain in the same relative (front/rear/mid) position relative to the body shell.
4. The finish of engine components is free (Superfinishing, DLC etc)

Turbo Engines:

1. All engine parts must remain standard – none of the modifications from 3.9.4.1 onwards are allowed.
2. Turbo, wastegate, intake manifold must remain as standard.
3. Boost pressure must remain as standard.
4. Airbox is free.

3.9.1 – TOP END:

1. Bore can be up to 0.5mm diameter oversized.
2. The method of valve retention must remain as the homologated model. No pneumatic valve retention devices are allowed unless fitted to the homologated model.
3. The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the homologated model. Simultaneous firing of 2 cylinders is also forbidden if not adopted on the homologated engine.
4. Cylinder Head must be the original casting but maybe machined or 'ported'
5. The ports may be filled with epoxy products
6. The gasket face may be machined.
7. The valve guides may be machined or replaced
8. The compression ratio is free.
9. The combustion chamber may be modified.
10. Valves, springs, retainers, rockers, followers and associated parts are free.
11. Valve seats can be modified or replaced for repair. The material must remain as homologated.
12. Valve guides are free.
13. Valves must remain in the homologated location and at the same angle as the homologated valves.
14. The homologated cylinder head / cam cover may be replaced by a cosmetic replica of higher specific weight material (i.e. replace magnesium part with aluminium).
15. Camshaft and pulleys are free
16. The method of cam drive must remain as homologated.

3.9.2 – BOTTOM END:

1. Stroke MUST remain as original.
2. Crankshaft, connecting rods, rod bolts, shell bearings, pistons, piston Rings, Piston Pins are free.
3. The top face of the cylinder may be machined to adjust deck height.
4. Baffles may be fitted in the sump to prevent oil surge. The fitting of engine oil surge protection devices (consisting of a reservoir for oil that is charged when the engine oil pressure is high and discharged into the engine's oil system when the engine oil pressure is low) is also permitted. The sump may be increased in size and altered in shape. The sump drain plug must be wire-locked to a fixed point.

3.9.3 – TRANSMISSION:

1. The transmission configuration must remain standard for the vehicle e.g. front engine rear wheel drive, front engine front wheel drive etc. and the engine and transmission must remain in the same position relative to each other as the manufacturer's original specification. Four-wheel drive and conversion of four-wheel drive to two wheel drive is not permitted.
2. Gearbox casing, bell housing and drive shaft (if applicable) must be from the same manufacturer as the engine.
3. In cases where a retro fit engine is fitted, gearbox must be of the same manufacturer as the engine being raced.

4. Gear ratios and final drive ratios are free
5. Sequential transmission and dog boxes (and any variants) are NOT allowed.
6. Driveshafts are free
7. Hubs are free.
8. Automatic transmission is permitted as long as it is standard production specification.
9. Fitting of Limited Slip Differentials is allowed
10. Electronic control – see 39.5

3.9.4 – COOLING SYSTEM:

11. Water cooling hoses, belts, flow restrictor, thermostats and radiator caps are free. The standard water radiator may be replaced, but its position must be retained and no alteration to the standard under bonnet sheet metal is permitted. Additional water radiators may be fitted in non-standard positions, but these may not be external to the bodywork and all bodywork rules must be respected. The addition of ducting components to improve airflow through the radiator is permitted.
12. Heaters and air conditioners may be removed in their entirety.
13. Oil coolers may be fitted (for engine oil, gearbox oil, differential oil or power steering fluid, subject to their installation being of a satisfactory standard. Devices that spray water, or any other fluid or gas, (as a cooling agent) onto the outer surface of any supplementary cooling device fitted to competing vehicles (including oil radiators, water radiators and intercoolers), are not permitted.
14. Heat shielding of engine or manifold components is permissible from the engine block to the bulkhead. Shielding may be of manufacturer standard shielding plate or by heat shield wrap.

3.9.5 - OTHER:

1. The power steering pump and ancillaries may be removed or changed but the original mechanical steering mechanisms must be retained
2. Air filters are free of restriction (including position).

3.9.6 – INTAKE/INJECTION:

1. Throttle bodies may be changed:
 - i. For GT86/BRZ type engines the number of throttle bodies is free
 - ii. For all other engine types only a single throttle body may be used
2. Manifolds are free provided they fit directly to the original port faces of the cylinder head..
3. Fuel injectors are free
4. Fuel pumps and regulators are free of restriction, including filters and fuel lines.
5. Velocity Stacks / Air funnels are free
6. Variable intake tract devices cannot be added if they are not present on the homologated vehicle. They may be removed and replaced with fixed intake devices but if retained they must remain identical and operate in the same way as original
7. Air box is free

3.9.7 - ELECTRONICS:

1. Wiring looms are free
2. Sensor units are free
3. ECU (including ancillaries as ignition drivers/modules) are free (allowing replacement or OEM reflashing)
4. Data-Logging is free
5. Track to team telemetry is not allowed (onboard video streaming is allowed)
6. Electronic torque biasing systems or electronic differential controls are prohibited
7. Traction control, launch control and driver aids are allowed
8. Spark Plugs are free
9. Coils and HT leads are free
10. Any type of battery allowed. Its position in the car is free from restriction, provided that if a wet lead acid type battery is retained and positioned in the driver/ passenger compartment, it is not only secure, but must be contained in a sealed compartment. Dry battery must be electrically protected.
11. Breakers – see 38.4
12. External lighting systems, including dip or high beam headlight, tail lights, stop lights and turn indicators must remain functional.

3.9.8 – FUEL TANK:

A safety or foam-filled bladder tank may be fitted in place of the standard tank, subject to the fitment of any such unit not causing any other regulation/s to be contravened. The replacement tank may not have a capacity in excess of 5 litres more than the standard tank. The standard fuel tank may be baffled or filled with suitable foam material to prevent fuel surge. It is also permitted to fit an anti-surge tank within the fuel system. Where part or all of the fuel system is located in the passenger/drivers compartment, the component parts must be of a high quality safety standard, braided hoses secured with ferrules (not clamps), with well-engineered and fabricated anti-surge tanks to meet the approval of the technical consultant. Replacement fuel tanks must have a clearly visible certificate.

3.9.9 - EXHAUST SYSTEM:

- 1) Aftermarket manifold systems are permitted. Pipe is free from restriction provided that it follows a similar route to the standard system and exits at the rear of the car. Single outlets are however permitted in place of dual outlets, and vice versa.
- 2) The position of the lambda sensor is free of restriction.
- 3) Catalytic converters may be removed and replaced with suitable exhaust piping.

Vehicles must at all time during an event be silenced to meet a maximum level of **125 DB (A)** at $\frac{3}{4}$ maximum RPM, measured at 0,5 meters from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken.

The inclusion of temporary parts to achieve requirements is prohibited.

Art.3.10 – SUSPENSION:

- 1 Anti-roll bars (stabiliser bar/ Sway bar) and their attachment links are free.
- 2 Strut tower braces are free.
- 3 The material of the suspension mounting bushes is free of restriction, including the use of spherical bearings, provided they are fitted to the suspension components without any additional machining of the suspension components.
- 4 Springs are free of restriction but must be made of steel. Bump rubbers are free of restriction.
- 5 Shock absorbers are free of restriction, including their method of fixing, provided that the attachment points are not changed. The original spring seat may be removed. Coil-over shock absorbers, where not a standard fitment, may be fitted.
- 6 Ride height is free.

Art.3.11 - BRAKING SYSTEM:

The brakes may be retained or replaced/upgraded subject to the following:

1. All callipers (front and rear) are free of restriction, excepting that they may have a maximum of 4-pistons and must be made of a metal alloy (no composite or metal matrix materials are permitted);
2. Only one calliper is permitted per wheel;
3. Permitted brake piston material is restricted to steel, stainless steel or aluminium only.
4. Brake disc/rotors may be replaced with no size restriction.
5. Brake disc/rotors must be of ferrous metallic material (ie no carbon, aluminium, ceramic or other 'exotics')
6. Brake discs/rotors may be skimmed.
7. Brake discs/rotors may be slotted/cross-drilled or vented
8. Brake bells are free provided they are made from aluminium or ferrous metal. Attachments are free of restriction;
9. No titanium components of any nature are allowed in the braking system.
10. Brake pad material is free.
11. Protector plates/dust covers may be removed or modified.
12. Ducting is permitted to the front brakes to facilitate cooling. Only air may be used as a cooling medium.
13. Servo brake assisters and braking force adjusters (pressure limiters) may be disconnected and removed.
14. Hand brakes and their systems must be retained.
15. A pressure line proportion valve may be fitted to the rear braking system only.
16. The standard ABS system may be used, removed or replaced. Substitute ABS systems may be used.

Art.3.12 - WHEELS:

Wheel rims are free of restriction within the following dimensions and must be manufactured from steel or aluminium only.

Wheel diameter has a maximum of 18".

Wheel studs may be used in place of bolts.

Wheel nuts must be open-ended. Wheel spacers are permitted.

Art.3.13 - TYRES: - Only TOYO R888R or TOYO R888 semi-slicks are accepted.

There is no tyre usage limit.

If a control tyre is agreed, then it will be announced in a supplementary publication at least 6 weeks before the first racing event of the season.

Art.3.14 - FUEL: - Fuel will be specified in in a supplementary publication at least 6 weeks before the first racing event of the season.

Art.3.15 -UNSPECIFIED MODIFICATIONS The organiser reserves the right to authorise modifications not specified in these regulations in the interests of promoting close racing and the interests of the series. The driver's representative must be involved in the discussion before to any changes are made unless it's a safety issue.

Art.3.16 - OIL SPILLAGE

Any competitor who puts oil on the track through negligence will be liable for any expenses incurred by the organiser. Additional penalties may also be imposed by the organiser.

CHAPTER 4 – DISCIPLINARY - SANCTIONS AND PROTESTS

Art. 4.1 - PRINCIPLES

The obligations incumbent upon all licence-holders, the participants, team members, officials, organisers and any other persons concerned, are set out in the Regulations published by the FIA on its website www.fia.com

Proven violation or non-observance of these obligations will be subject to sanctions in accordance with the rules and principles set out in this chapter.

Without prejudice to this Chapter IV, Protests processes and appeal rules applicable before the National Disciplinary Committee (NDC) are governed by the QMMF Judicial Rules as published from time to time by QMMF on its website <http://www.qmmf.com/>

In matters relating to the fight against doping, the sanctions mentioned in the anti-doping regulations set out in Appendix A to the international sporting code fall within the competence of the FIA Anti-Doping Disciplinary Committee.

Art. 4.2 - INCIDENTS

4.2.1 - "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which:

- necessitated the stopping of a practice session or the suspension of a race under **Article 2.21 & 2.26**.
- constituted a breach of these Sporting Regulations or the National Sporting Code,
- caused a collision,
- forced a driver off the track,
- illegitimately prevented a legitimate overtaking manoeuvre by a driver,
- illegitimately impeded another driver during overtaking.

4.2.2 –

a) It shall be at the discretion of the Race Director and/or Stewards to decide, upon a report, or any proof of any type if a driver or drivers involved in an incident shall be penalised. All videos coming from CCTV or onboard camera (even personal driver's camera) maybe used by the Race Director and the Stewards to investigate any action occurred during practices or races. The Race Director has the right to use any video for investigation purpose. If a driver refuses to share a video with the Race Director, he will be automatically disqualified from the event.

b) If an Incident is under investigation, a message will be display on timing monitors stating which driver or drivers are involved.

c) If a driver is involved in a collision or Incident (**Art.4.2**); he must not leave the circuit without the consent of the Stewards and or the Race Director

4.2.3 - a) The Race Director shall give written notification of the penalty which has been imposed to the representative of the team concerned and shall make sure that this information is countersigned, with a note of the time, or displayed on the timing monitors. This penalty will be imposed without a signature if no representative is available.

b) From the time the decision is notified, the relevant driver may cover no more than one complete lap before entering the pit lane. If conditions do not permit this, a penalty of 30 seconds will be added to the final race time.

c) Any breach of or failure to comply with **Article 14.4** may result in the car being excluded.

Art. 4.3 - PENALTIES

The following penalties maybe decided by the competent disciplinary bodies as defined in accordance with these regulations.

- warnings
- fines
- change of position
- drive through
- drop of grid positions
- obligation for a Driver to start a race from the pit lane;
- time penalty or penalty lap
- drop of places in the classification of the Competition;

- stop and go
- deletion of a Driver's qualifying lap(s);
- disqualification
- withdrawal of Championship points
- suspension
- exclusion
- a cancellation of the lap time concerned for a driver exceeding the track limits during the free or qualifying practices.

Art. 4.4 - DEFINITION AND IMPLEMENTATION OF PENALTIES

Penalties and fines are defined as set out in the FIA International Sporting Code (available on the FIA website www.fia.com).

Art. 4.5 – DISCIPLINARY OFFICIALS DURING AN EVENT

4.5.1 The Race Director

In accordance with Art.2.4, the Race Director has the following disciplinary authority:

- To impose penalties for any infringements of the Regulations when submitted by the Stewards or as set out by these Regulations;
- To impose instant penalties for any sportive infringement happening on track during any session or race;
- Receiving the notification of protests against race results or against penalty decision and forwarding to the QMMF Stewards panel.

For minor offences a hearing is not necessary. It will be at the Race Director's discretion to decide if a hearing is necessary or not prior to decide a sanction.

4.5.2 Penalties that may be pronounced by the Race Director:

- warning
- fine
- change of position
- drive through
- drop of grid positions
- obligation for a Driver to start a race from the pit lane;
- time penalty or penalty lap
- stop and go
- deletion of a Driver's qualifying lap(s);

4.5.3 – The QMMF Stewards panel

The QMMF Stewards panel is competent to decide any penalty or fine as listed in article 4.3 above. The duties of QMMF Stewards Panel are set out in Art.2.4

Art. 4.6 – PROTESTS AND APPEALS:

4.6.1 - No protest nor appeal may be lodged against an immediate decision entailing or not:

A fine resulting from a pit lane exit speeding, pit lane exit, or practice start violation.
A drop of position
A time penalty given in lieu of any penalty not subject to appeal.
A drive through
A cancellation of the lap time concerned for a driver exceeding the track limits during the practices or qualifying.
A disqualification from the practice sessions or race by means of black flag or black with orange disc flag.

4.6.2- Right of protest

Any legal entity or any individual, rider, team, manufacturer, official or any other person or entity affected by a penalty decision taken under QMMF authority has the right to protest that decision, provided such legal entity or individual justifies a direct and personal interest in that protest.

Any protest must be submitted in accordance with the QMMF Judicial Rules.

4.6.3– Right of appeal

Only QMMF Stewards Panel's decisions are subject to appeal in accordance with the QMMF judicial Rules as published on QMMF Website. www.qmmf.com

4.6.4- Fees:












- a) The sum of the protest fee is **1500 QR**, which shall not be returned if the protest is judged unfounded.
- b) The sum of the appeal fee before the NDC is **18000 QR**.

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Liste N° 25

**NORMES RECONNUES POUR LES CASQUES
RECOGNISED STANDARDS FOR HELMETS**

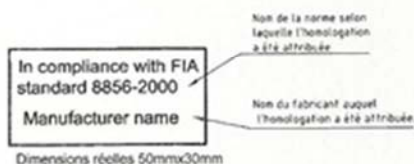
LISTE TECHNIQUE N° 25 / TECHNICAL LIST N° 25

STANDARD DESIGNATION	LABEL EXAMPLE	Recognised to be used with FHR ¹	Recognised to be used without FHR
<ul style="list-style-type: none"> FIA 8860-2010 Fédération Internationale de l'Automobile 8, Place de la Concorde 75008 Paris France www.fia.com 	 <p>or</p> 	YES	YES
<ul style="list-style-type: none"> FIA 8860-2004 NOT VALID AFTER 31.12.2020 		YES	YES
<ul style="list-style-type: none"> FIA 8859-2015 (Accepted as from 01.10.2015) 		YES	YES
<ul style="list-style-type: none"> Snell 2005 or 2010 + FIA 8858-2002 	 <p>or</p>  <p>+</p> 	YES	YES
<ul style="list-style-type: none"> Snell 2005 or 2010 + FIA 8858-2010 	 <p>or</p>  <p>+</p>  <p>or</p> 	YES	YES

¹ Normes reconnues par la FIA pour casques à utiliser avec les systèmes RFT. Prière de se reporter aux exigences supplémentaires concernant l'utilisation des casques au Chapitre III - Equipement des Pilotes de l'Annexe L au Code Sportif International de la FIA. / FIA-recognised Standards for helmets to be used together with FHR systems. Please check additional requirements regarding helmet use in Chapter III - Drivers' Equipment of Appendix L to the FIA International Sporting Code.

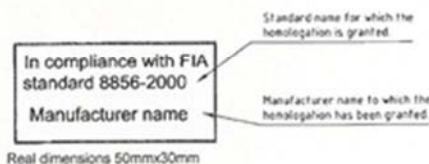
ANNEXE IV -A / APPENDIX IV -A

**MARQUAGE POUR SOUS-VETEMENTS,
CAGOULES, SUR-VETEMENT DE PLUIE,
CHAUSSETTES, CHAUSSURES ET SOUS-
VETEMENT DE REFROIDISSEMENT**



Il n'est pas obligatoire que le matériau qui constitue le fond de ce badge soit résistant aux flammes s'il n'est pas en contact direct avec la peau du pilote ni avec l'environnement extérieur.
Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.
Ce marquage doit se situer à l'extérieur du vêtement en accord avec la Fig.1. Le marquage des sur-vêtements de pluie doit être identique à celui des sous-vêtements.
La position du marquage des chaussures est libre.

**MARKING FOR UNDER GARMENTS,
BALACLAVA HOODS, RAIN-PROOF
OVERGARMENTS, SOCKS, SHOES AND
COOLING UNDERGARMENTS**



It is not mandatory that the backing material of this badge is flameproof if it is not in direct contact with the driver's skin or with the external environment.
It is recommended that the label embroidery thread comply with 8.4.
This marking shall be situated on the exterior of the garment as indicated in Fig. 1. Marking on rain-proof overgarments shall be identical to that of the undergarments.
The position of the marking for the shoes is free.

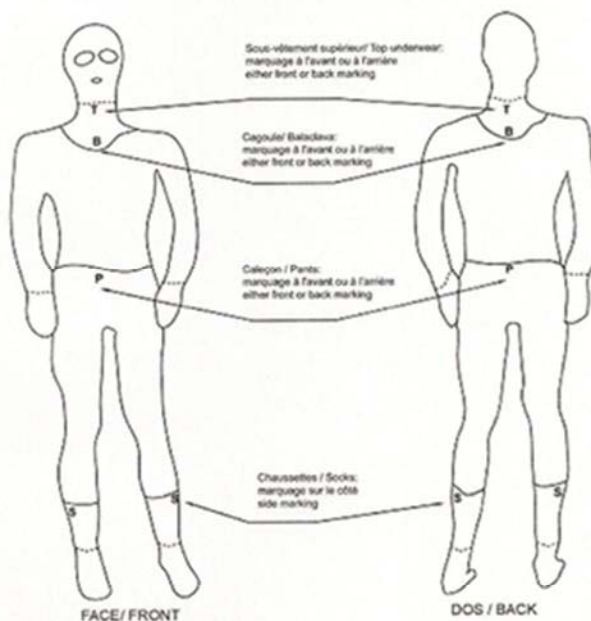
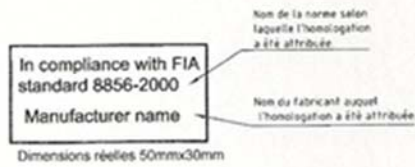


Fig. 1- Marquage des sous-vêtement
Fig. 1- Marking of the undergarments

30.6.05 page 24/74

ANNEXE IV - B / APPENDIX IV -B

MARQUAGE POUR GANTS



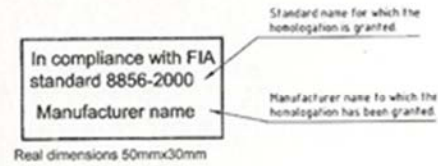
Le matériau utilisé pour le fond (ou le support) de ce badge doit être résistant aux flammes et conforme à la norme ISO 15025

Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.

La position du marquage des gants est illustrée Fig.2 au choix sur l'un ou l'autre emplacement.

Si le fond du badge est de couleur claire, du fil bleu marine doit être utilisé ; si gant est de couleur foncée, du fil jaune doit être utilisé.

MARKING FOR GLOVES



Backing material of this badge shall be flameproof and in conformity with the standard ISO 15025

It is recommended that the label embroidery thread comply with 8.4.

The position of the marking for the gloves is illustrated in Fig. 2, in either location according to preference.

If backing material of this badge is light-coloured the thread used shall be dark blue; if the glove is dark-coloured the thread shall be yellow

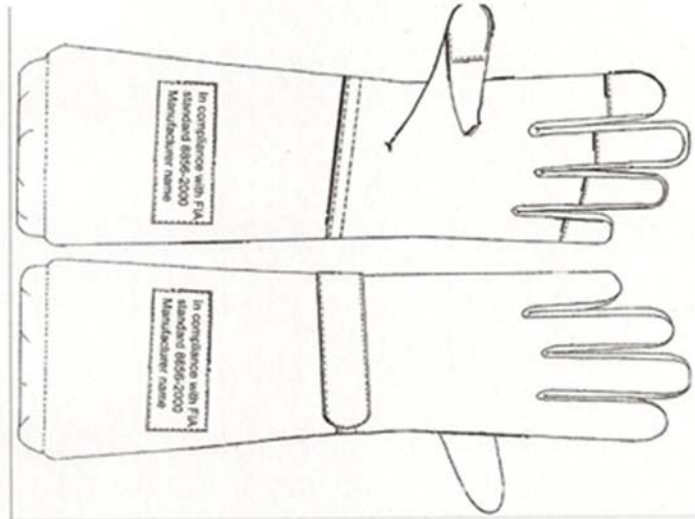


Fig. 2- Marquage des gants – au choix sur l'un ou l'autre emplacement
 Fig. 2- Marking of the gloves - in either location according to preference

Appendix 3: FIA Technical List No. 36- List of FIA Approved Head Restraint

FIA Liste N°36

**LISTE DES SYSTEMES DE RETENUE FRONTALE DE LA TETE APPROUVES PAR LA FIA
LIST OF FIA APPROVED FRONTAL HEAD RESTRAINT SYSTEMS**

LISTE TECHNIQUE N° 36 / TECHNICAL LIST N° 36

Systèmes de retenue frontale de la tête (RFT) approuvés par la FIA FIA approved frontal head restraint (FHR) systems	
<p>1. Système HANS®/ HANS® system</p> <p>Les systèmes Hans doivent être approuvés selon les normes FIA 8858-2002 ou 8858-2010 HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010</p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS approuvés par la FIA. Please consult Technical List n° 29 to see which HANS devices are approved by the FIA</p>	
<p>2. Système Hybrid®/ Hybrid® system</p> <p>Les systèmes Hybrid doivent être approuvés selon la norme FIA 8858-2010 Hybrid devices shall be approved according to FIA standard 8858-2010</p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid approuvés par la FIA. Please consult Technical List n° 29 to see which Hybrid devices are approved by the FIA</p>	

13.12.2012

Page 1/2



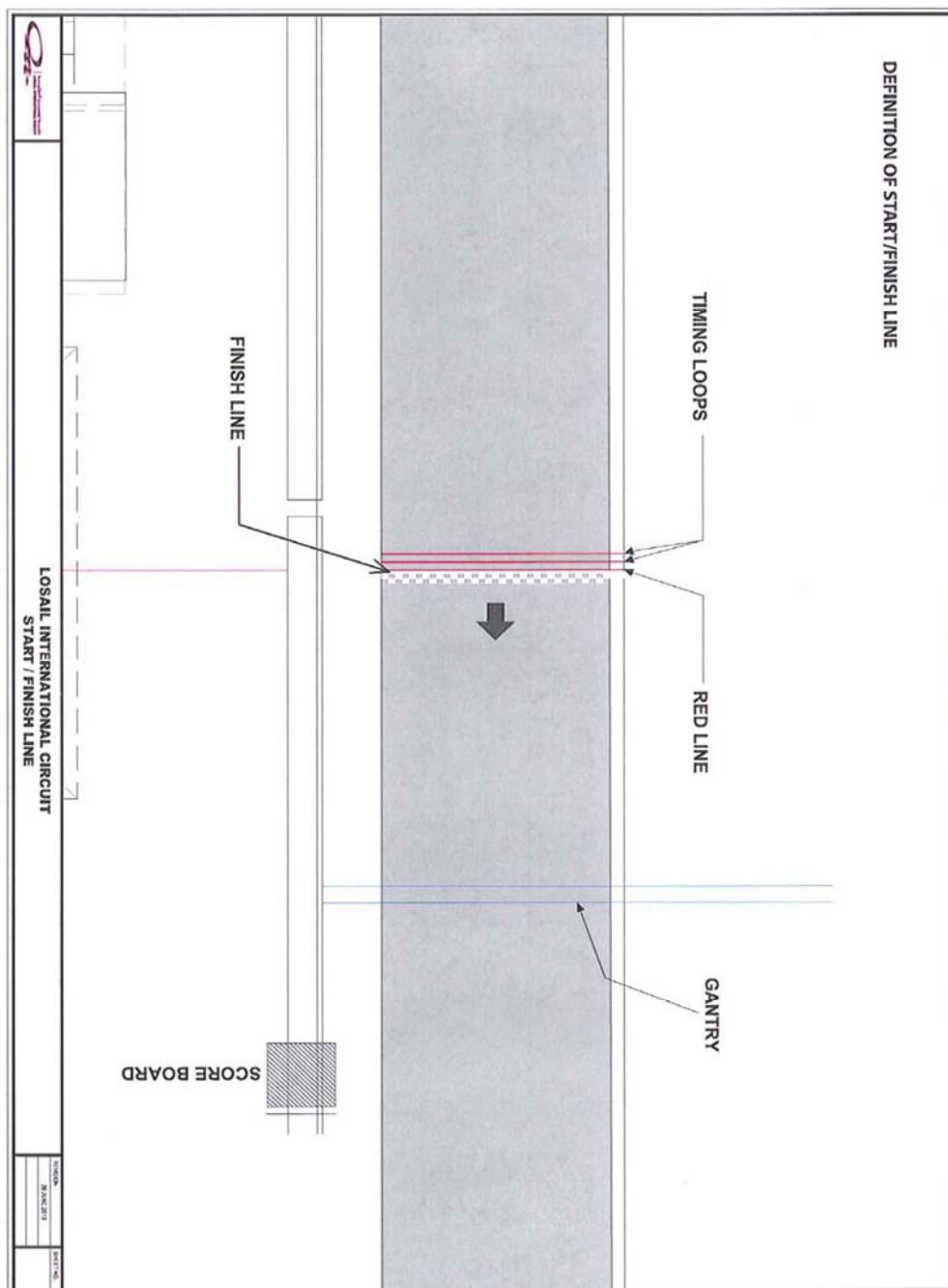
FIA

Liste N°26

<p>3. Système Hybrid Pro®/ Hybrid Pro® system</p> <p>Les systèmes Hybrid Pro doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid Pro devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid Pro approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid Pro devices are approved by the FIA</i></p>	
<p>4. Système HANS® Adjustable/ HANS® Adjustable system</p> <p>Les systèmes HANS® Adjustable doivent être approuvés selon la norme FIA 8858-2010 <i>HANS® Adjustable devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS® Adjustable approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS® Adjustable devices are approved by the FIA</i></p>	



Appendix 4 LIC Start/ Finish Line



Appendix 5: 2020 QTCC CALENDAR

ROUND 1- December 13th & 14th 2019

ROUND 2- January 10th & 11th 2020

ROUND 3- January 24th & 25th 2020

ROUND 4- February 7th & 8th 2020

ROUND 5- March 20th & 21st 2020

December 6th , 2019 will be Championship official practices

This calendar can be subject to modification

الاتحاد القطري للسيارات والدراجات النارية
QATAR MOTOR & MOTORCYCLE FEDERATION

Appendix 6: TIMETABLE

