

Formula Gulf Academy - Regulations 2017/18



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Formula Gulf Academy 2017/18 Supplementary Regulations

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

Formula Gulf Academy (FGA) is organised and administered by GulfSport Racing LLC (GSR) and runs under the General Regulations of the Dubai Autodrome Motor Sports Club (DAMC) & Yas Marina Racing Club (YMRC). It is sanctioned in accordance with the requirements of the Automobile and Touring Club for the UAE (ATC UAE) incorporating the provisions of the International Sporting Code of the FIA. GSR reserves the right to amend or vary Sporting Regulations in accordance with ATCUAE.

Race Status: National Championship of the UAE

Permit: National

1.2 OFFICIALS

1.2.1 CO-ORDINATOR & REGISTRATION / ADMINISTRATION SECRETARY:

Barry Hope
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UAE

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e-mail: barry.hope@gulf-sport.com

1.2.2 ELIGIBILITY SCRUTINEER/TECHNICAL DIRECTOR:

Martin Hope
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1.2.3 STEWARDS: To be supplied by the host circuit and ASN

In addition to DAMC / YMRC stewards, FGA will appoint a championship Race Director for each event.

1.2.4 RACE DIRECTOR: Martin Hope - GulfSport Racing

1.3 COMPETITOR ELIGIBILITY

1.3.1 Drivers must be in possession of a valid National Race Licence as a minimum and issued by an FIA affiliated ASN in the FIA ME-NA Zone to enter. Drivers with licences from other ASN's may compete and are eligible for Championship points provided their ASN approves their professional driver status (i.e. their race budget is funded by a sponsor). Otherwise and in accordance with the FIA, out of zone drivers may still collect trophies, appear on the podium and appear in official results.

1.3.2 Drivers must be registered and have paid up to date fees for the 2017/18 FGA to compete.

Formula Gulf Academy 2017/18

Supplementary Regulations

1.3.3 All necessary documentation must be presented for checking when signing-on. All drivers signing on with a non-UAE (ATC UAE) race licence will need prior approval of their own ASN. The approval shall be given by the ASN concerned in such form that they deem convenient.

It should be noted that approval may only be given by ASNs to their licence-holders for declared events in the FGA calendar. i.e. race event dates should be mentioned in the communication.

1.3.4 Formula Gulf Academy is designated as an ASN-recognised Competition Driving School. Thus meaning that foreign drivers wishing to take part may exchange their home licence for a suitable UAE licence in accordance with 9.3.6 of the FIA ISC.

1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.3.6 Final acceptance of entry to FGA is at the discretion of the organiser.

1.4 REGISTRATION

1.4.1 Drivers must register for FGA by completing a 'Race Entry Application Form', signing the 'Driver Agreement' and submitting the relevant deposit or registration fee to the Registration Secretary. By signing the Driver Agreement the driver thereby acknowledges and agrees to abide by the Regulations therein.

1.4.1a Only one driver can be nominated to compete in the series. This must stay fixed for the 2017/18 season.

1.4.2 For one off appearances, a Guest Registration Fee of Dhs 1500 is required.

1.4.3 Registrations will be accepted from 1st June 2017.

1.4.4 Race numbers must be requested on the Race Entry Application Form on a first come first served basis. Numbers available for the 2017/18 season are from 4 to 99.

1.4.5 The organisers of FGA reserves the right to refuse registrations at their discretion.

1.5. FGA

The FGA Championship will be contested over 6 events held at the one or more of the FIA sanctioned race circuits in the GCC - dates to be provided by the DAMC and YMRC. The season will consist of 4 race events and 2 official test events. The organiser reserves the right to adjust the amount of events or races during the season at their discretion.

1.6 SCORING

1.6.1 Registered competitors will score points for each round of FGA as follows:

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

Formula Gulf Academy 2017/18

Supplementary Regulations

In addition, 1 point will be given to the competitor achieving fastest lap for each round in each class, with 5 points being awarded for fastest qualifying time of the event in each class. 10 points will also be awarded to drivers who attend the official test (ie event 1 and 4)

5 championship points will be deducted from any driver every time that receive a fine from the ATC UAE for being late or missing a drivers briefing.

Drivers competing under Guest Entries are not eligible for points but may receive trophies.

1.6.2 Competitors shall count their results in the total number of rounds run in a season, less two; a disqualification cannot be counted as a dropped score race.

1.6.3 Ties will be resolved by the organiser based on the number of wins and if that is equal the number of fastest laps from the whole season.

1.7 AWARDS

1.7.1 All awards are to be provided by the Organiser / Title Sponsor.

1.7.2 PER ROUND:

Trophies will be awarded based on one trophy for every three competitors, in each class entered, and to a maximum of 3 trophies.

1.7.3 FGA Champions:

Drivers registered in the Championship Class will be eligible to become the '2017/18 Formula Gulf Academy Champion'.

A perpetual cup will be presented to the Formula Gulf Academy Champion. The Cup will be held for 12 months from the date of presentation and returned to GulfSport in good condition on request.

1.7.4 BONUSES:

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the FGA series.

1.7.5 PRESENTATIONS:

Trophies will be provided for each round in each class (as applicable) and shall be presented at the end of the event. Race suits, zipped up, must be worn on the podium. No other persons, including children are allowed on the podium.

1.7.6 TITLE TO ALL TROPHIES:

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

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

2 SPORTING REGULATIONS - FGA RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 The hosting circuit will provide Supplementary Regulations to all registered competitors in sufficient time before each event.
- 2.1.2 The Championship Class Race Entry Fee covers fixed costs of providing a car, equipment, personnel, logistics, coaching, circuit fees etc for a full season and so no refund is available if a driver does not attend an event.
- 2.1.3 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.4 Any withdrawal of entry made after the acceptance of any entry must be notified to the organiser by e-mail or in writing. If driver entry changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance to the organiser.
- 2.1.5 Competitors must also re-confirm their race entry with the championship organiser at least 7 days prior to each event at which point race entries will be closed.
- 2.1.6 The hosting circuit may accept up to 20% more entries than specified on the Track Licence for the circuit. All accepted competitors may practice.
- 2.1.7 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in reserve number order. If reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to cars being collected in the official "Assembly Areas" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.8 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for FGA.
- 2.1.9 In the event of the event being over-subscribed, the Registration Secretary will accept entries in the following order of priority:-

Entries received up to closing date

- I. Drivers who have pre-entered FGA and in order of current championship positions.
- II. Drivers competing for the first time in the FGA in date received order.

Entries received after the closing date

- I. All entries in a date received order.

Formula Gulf Academy 2017/18

Supplementary Regulations

2.2 BRIEFINGS

All briefings are **mandatory**. Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings. Driver's absence may result in a fine.

5 championship points will be deducted from any driver every time that receive a fine from the ATC UAE for being late or missing a drivers briefing.

2.3 PRACTICE AND QUALIFICATION

2.3.1 The minimum period to be provided is 20 minutes.

2.3.2 Should any practice session be disrupted the Race Director shall not be obliged to resume the session or re-run sessions to achieve the FGA/series criteria and the decision of the Race Director shall be final.

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

2.3.4 Every driver must complete a minimum of 3 laps practice in the car to be raced, and in the correct session in order to qualify. The Clerk of the Course and or stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory or unsafe.

2.3.5 The grid will be formed by times from the qualifying session, with the fastest driver being awarded pole position and so on. Drivers who qualify but do not set a time would take positions at the back of the grid in order to be set by the Clerk of the Course.

2.3.6 Unless otherwise advised by host circuit in an official bulletin, the grid for the second race will be formed by the finishing order in the first race. Non-finishers will be positioned behind all finishers, in reverse order of retirement. At selected events the starting grid for Race 2 may subject to a reversal of finishing places from Race 1. A bulletin will be published leading up to that particular event.

2.4. RACE LENGTH

2.4.1 The organisers will aim to set the number of laps of a race to equate to approx 50 kilometres. Should any race length be reduced at the discretion of the Clerk of the Course and Stewards of the Meeting it shall still count as a point scoring round.

2.5. STARTS

Both standing and rolling start may be used over the 8 races. A bulletin will be issued leading up to that particular event. Procedures for both are detailed below.

2.5.1 Release and count down Procedure

Formula Gulf Academy 2017/18

Supplementary Regulations

When the signal is given, the cars will be released from the assembly area/pit garages on to the circuit to go directly to the grid. The cars should keep in formation with no overtaking, no practice starts and no excessive weaving on the way to the grid. Any car unable to join the train of cars leaving the assembly area/pit garages will be directed to and held at the pit exit and may only exit the pit lane after the last car has passed the pit exit on the green flag lap or similarly on the first racing lap if the former is not possible. However exit from the pit lane must be in accordance with the marshal's instructions at all times. Any car joining in this manner must remain behind the last car on the grid but in front of any car to be started with a time delay.

The grid formation will be: 2 x 2 and all races will start from a standing start or rolling start unless track conditions lead the clerk of the course to ask for the start to be behind the safety car.

The countdown procedure and visible / audible warning sequence shall be:

2 minutes to start of Green Flag Lap - Board- Clear Grid Warning / Grid Closed

1 minute to start of Green Flag Lap - Board- Start engines / Clear Grid

30 seconds - Board- Visible and audible warning

Green flag lap - Flag

Any cars removed from the grid prior to the 2 minute signal or driven into pits on the Green Flag lap shall be held in the pit lane and may only start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

Any Drivers unable to either start the Green Flag lap or the race are required to indicate their situation to an official. Any Driver unable to maintain their grid position 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 but ahead of any cars to be started with a time delay.

Any car(s) that then cannot be started will be pushed to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car to take the start has passed the Start Line or Pit Lane exit, whichever is later. If any such car at the side of the track can then start unaided, it may join the Green Flag Lap under the usual restrictions.

During the green flag lap the grid formation should be kept as tight as practical and excessive weaving to warm-up tyres by using more than 50% of the track width, falling back in order to accelerate, along with practice starts, are all prohibited.

2.5.2 For a standing start: At the end of the green flag lap cars will take up their grid position and a five second board will be displayed to indicate that the grid is complete. The red lights will be switched on five seconds after this board is withdrawn and between 2 and 7 seconds later the lights will go out to indicate the start.

2.5.3 For a Rolling: The cars will leave the grid to start their green flag lap behind the pace car. Towards the end of the lap the pace car will slow to an appropriate speed. It is at this point that drivers must align themselves as per their grid position. At the end of the Rolling Lap the grid must maintain an appropriate speed (approx 50kph or 30mph) on the approach to the start line. It is the responsibility of the driver on pole position to maintain a constant and appropriate speed and other cars to maintain his pace and set their position in relation to him. All cars will start racing when the red start light goes out. It is an offence to move out of formation or overtake another car before the red light goes out.

Formula Gulf Academy 2017/18

Supplementary Regulations

- 2.5.4 If the official start marshal is not happy with formation then the red light will remain and drivers must complete another lap. However it is the pole position driver that will dictate the pace on that lap.
- 2.5.5 If the Race director is not happy for any reason with the formation of cars leading up to the start line then he reserves the right to stop the race and penalise any driver contributing to this fact. A full course red will be shown to signify this, drivers must return slowly to the start line to be re-gridded.
- 2.5.6 Start Delayed Procedure:
- a) If the starter deems that the start needs to be delayed, he/she will display a "Start Delayed" board. The Countdown Procedure / Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag provided that all Drivers have been informed of the change of start signal.
- b) Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions.
- c) The Start Delayed procedure will be as follows:
- (i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.
- (ii) When the Clerk of the Course is happy, the countdown will restart in accordance with 2.5.3 from the one minute signal with the grid being cleared in the usual way.
- (iii) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has passed the Start Line or Pit Lane exit, whichever is later, on the first racing lap.
- (iv) The remaining cars are waved off on a Green Flag Lap.
- (v) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race will be reduced by one lap. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.
- (vi) The Clerk of the Course may either vary the above or set any other conditions upon this start procedure that may be deemed fit for the situation.
- 2.5.7 The onus is on the Competitor to comply with all aspects of the start procedure. Failure to do so and making a false start as judged by a Judge of Fact may result in a report to the Clerk of the Course, who may impose a Drive Through or retrospective time penalty, minimum 30 seconds.
- 2.5.8 Pole position for a standing start will be on the outside of the track in relation to the first turn. For rolling starts, pole position will be on the inside of the track in relation to the first turn.

Formula Gulf Academy 2017/18

Supplementary Regulations

2.6 RACE STOPS

- 2.6.1 Should the need arise to stop races, RED LIGHTS will be switched on at the start line and at all signalling points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a parc-ferme. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.
- 2.6.2 If the leader at the time of the Red Flag/Lights being displayed has not completed 2 laps the race will be null and void and will be restarted with drivers in their original grid positions. Retired competitors may be replaced by reserves that shall be started from the back of the grid. Gaps on the grid must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorize work to be undertaken on cars on the grounds of safety.
- 2.6.3 If the leader at the time of the Red Flag/Lights being displayed has completed 2 laps but less than 75% of the scheduled race distance/duration the race will be restarted in the order that vehicles crossed the line at one lap less than at the time of the first showing of the red flag. The race result will then be set by the order of finishing of the second part of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorize work to be undertaken on cars on the grounds of safety.
- 2.6.4 If at the time of showing the red flag the leader has completed more than 75% of the scheduled race distance/duration then the race will be declared finished, with the order of finishing being the order in which the vehicles crossed the line at one lap less than at the time of the first showing of the red flag.
- 2.6.5 Should any race length be reduced at the discretion of the Clerk of the Course, it shall still count as a point scoring round.

2.7 Safety Car

Please note that it is the preference of the organiser to utilise a safety car when needed, however, circuits in the UAE also use what's known as a 'Code 60'. A separate bulletin will be issued in the event of Code 60 being used.

- 2.7.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race, until such time as the race leader has completed 80% of the scheduled race distance.
- 2.7.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.
- 2.7.3 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.

Formula Gulf Academy 2017/18

Supplementary Regulations

- 2.7.4 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.
- 2.7.5 As soon as the order is given to run the Safety Car, all flag posts (including the Start Line) will display a yellow flag and an "SC" board, which will remain out until the intervention is over.
- 2.7.6 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 signaled 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.
- 2.7.7 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. The Safety Car will not complete one full lap of the circuit with its lights off.
- 2.7.8 A Green Flag will be waved on the Start Line and overtaking and/or overlapping remains forbidden until each of the competing vehicles passes the Green Flag on the Start Line.
- 2.7.9 While the Safety Car is in operation, competing vehicles may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on and the safety car has returned to the pits.
- 2.7.10 All vehicles must maintain the same speed as the Safety Car whilst in convoy and the same speed as the vehicle in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Start line; all competitors should maintain a maximum distance of three car's length from the vehicle in front. At no time during the procedure may any part of a competitors vehicle overlap with any part of a vehicle of another competitor, or the Safety Car.
- 2.7.11 The Clerk of the Course may impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalized.

2.8 TIMING MODULES

All cars must be fitted with wired in transmitters. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event. Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

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

2.9 PITS AND PIT LANE SAFETY

- 2.9.1 PITS: Competitors must ensure that the host circuit and the organiser's Safety Regulations are complied with at all times.

Formula Gulf Academy 2017/18

Supplementary Regulations

2.9.2 PIT LANE: Cars may only enter the pit lane at the designated point. No shortcuts are allowed and any vehicles not entering the pits in this fashion will automatically be penalised, including possible exclusion from the practice/race.

The only exception to this will be after cars are released onto the circuit until the start of the race if a car is instructed by marshals/officials to enter via another route. The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.

The speed limit in operation in the pit lane is 60kph (36mph). Speed may be monitored and recorded using a speed gun, and any car found to be exceeding the speed limit will be subject to a penalty, including a possible mandatory Stop and Go penalty. The onus shall be on the drivers to take due care and drive at minimum speeds in pit lanes.

Pit lane to driver communication by radio is prohibited.

2.9.3 During the event, drivers may only receive assistance in the pits or from Officials. Refuelling and work upon the cars, other than by a driver or Officials, maybe carried out only at the pits or paddock. Refuelling in strictly prohibited in the pit lane.

2.9.4 Pit Boards

Only GulfSport Racing staff are allowed to use pit boards to communicate with drivers while on track. Drivers may not use their own pit boards.

2.10 RACE FINISHES

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

2.11 Difficulty

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

2.12 Spare Cars

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

2.13 RESULTS

All Practice timesheets, grids, race results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.14 Data Sharing

Formula Gulf Academy 2017/18

Supplementary Regulations

All driver's performance data is to be made available to all other drivers via the official driver coach. At the end of every session (including pre race tests) the data and video can only be downloaded by the organiser.

If a driver wishes anyone other than Formula Gulf staff to assist with data analysis this is possible but only on a team laptop and with the official FGA driver coach present.

Only at the end of each event are drivers free to take away their data and video for private analysis.

2.15 RESCRUTINY

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

2.16 Steering Wheel Protocol

It is mandatory for drivers to always re-attach the steering wheel when they depart the cockpit. This applies at all times of the event including in the pit garage, pit lane and on track if they stop at or near a marshal post. The organiser can impose a fine of AED 500 if this is not done as reported by an official or organiser of the series.

2.17 Driver Support

Formula Gulf will always provide a driver coach. However drivers are welcome to have any other person accompany them to the track for support and mentoring (expect anyone pervasively or currently employed by GulfSport Racing). However this person can only view official data and video in accordance with 2.14 of these regulations.

3 FGA - RACE PENALTIES & DRIVING STANDARDS

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

3.1.1 As per any Judicial Procedure Regulations published by the Dubai Autodrome Motor Sports Club, Yas Marina Racing Club and ATC UAE.

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

The FGA 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 FGA into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from FGA. In cases of repeated offences, the FGA Stewards reserve the right to exclude any other competitor from a fixed number of races or from FGA. In such cases no other competitor's score shall be adjusted.

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

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

Cars which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or FGA Stewards to be below an acceptable standard may be excluded from the grid

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

3.2 INFRINGEMENTS OF TECHNICAL REGULATIONS

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

Minimum Penalty: Should a vehicle be found ineligible after practise, but subsequently be approved before the race, the vehicle will have all its practise times disallowed. The Clerk of the Course may permit it to start from the back of the grid with a 10 second delayed start, providing that it does not take the place of any vehicle already qualified, whether a reserve or not.

3.2.2 Arising from post race Scrutineering, or Judicial Action:

Minimum Penalty: Any competitor whose vehicle is excluded from the results of the meeting will be subject to the following penalties:

- (a) Count the event as one of the events contributing to their FGA score
- (b) Be excluded from the event forfeiting all FGA points, prize money and other awards.

Formula Gulf Academy 2017/18

Supplementary Regulations

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

3.2.3 Additional Specific FGA Penalties

Where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

- a Reckless or dangerous driving in the course of a meeting.
- b Careless driving in the course of a meeting.
- c Driving in a manner not compatible with general safety.

The Stewards of the FGA reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

3.2.4 Track Usage Limits

1, Drivers must use the track at all times.

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

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

4, Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage.

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

3.2.5 Defending a Race Position

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

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

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

Formula Gulf Academy 2017/18 Supplementary Regulations

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

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

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

3.2.6



4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following Technical regulations are set out by the organisers of FGA and it should be clearly understood that, **IF THE FOLLOWING TEXTS DO NOT CLEARLY SPECIFY THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.**

The word 'standard' used within these technical regulations as a description of components is to be interpreted as: -

The specified component from Ralph Firman Racing (RFR) F1000 parts list. No modifications permitted beyond the repair or adjustment processes specified by the manufacturer.

SCRUTINEERING

The organisers Eligibility Scrutineer will attend all rounds of FGA and is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All FGA cars must comply with the requirements as laid down in the technical regulations at all times, whether during official practice or racing and it is the Entrant's responsibility to ensure that all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 3 of these regulations.

4.2 GENERAL DESCRIPTION

Formula Gulf Academy 2017/18

Supplementary Regulations

The FGA is a one-make, one supplier series.

To ensure safety and reliability all cars must be run by GulfSport Racing at official events.

The only cars eligible for entry and points is the 2016/2017 specification FG11, built by Ralph Firman Racing in the UK.

Only genuine GulfSport Racing supplied cars, parts, and accessories from the official GulfSport Parts List supplied may be used / fitted.

The engine, which is rear mounted in the car is a high volume production Suzuki GSXR 1000. Production tolerances are permitted providing the swept volume does not exceed 999cc.

The FGA runs on serialised control tyres that must be supplied by GulfSport. It is the competitor's responsibility to ensure that he or she complies with these regulations at all times during the event.

Limited adjustments are provided for anti-roll bars, wing angles, tyre pressures and brake balance. All other settings are fixed to ensure maximum equivalence between vehicles

No other adjustments are permitted. Any component on the cars designated to be at a pre-determined setting, position or level, may be checked at any time by the Eligibility Scrutineer measuring on a flat level surface.

For eligibility purposes the car will be measured with 25 litres of fuel on board along with all other fluids, in a race ready condition with tyre pressures of 22 psi and driver on board at its natural ride position.

4.2.1

EXAMINATION OF VEHICLES

The organisers reserve the right, before or after any race in the FGA/series, to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at the organiser. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the FGA/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at GulfSport for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Formula Gulf Academy 2017/18

Supplementary Regulations

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organiser's Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

- 4.2.2 Owner drivers who have taken their car away for other track activities and wish to compete in FGA again will need to present their car back to the GulfSport Racing workshop for eligibility inspection. This must be done at least 7 days prior to the intended event.

4.3 SAFETY REQUIREMENTS

As per ATCUAE and the hosting circuits Safety Criteria Regulations.

The FHR (Frontal Head Restraint) system is mandatory for all drivers in FGA. Drivers must also be able to show an appropriate FIA FHR tether anchor sticker inside their crash helmet or an FIA approved HANS compliant crash helmet. This will be with accordance with FIA Technical list 29.

4.4 CHASSIS

- 4.4.1 **STATIC GROUND CLEARANCE:**
The ride height may be adjusted for each driver, but must be set no lower than 28mm at dash b/head. 38mm at floor, adjacent to engine.

4.5 BODYWORK

- 4.5.1 **MODIFICATIONS PERMITTED**
- 4.5.1.1 **INTERIOR:** The body may be repaired internally by using glass-reinforced plastic.
- 4.5.1.2 **EXTERIOR:** The body may be repaired exterior by using glass-reinforced plastic.
- 4.5.1.3 **SILHOUETTE:** none.
- 4.5.1.4 **FRONT AND REAR WING:**
Standard front and rear wing components must be used. They can be adjusted within the hole provided.
- 4.5.1.5 The style of livery and branding will be solely as agreed with GSR.
- 4.5.2 **MODIFICATIONS PROHIBITED**
- GENERAL:**
No modifications to bodywork silhouette profile or shape. The material used for the construction of the bodywork may not be changed. The standard fibreglass bodywork complete and unaltered from the specification of RFR.

4.6 ENGINE

All engines/gearbox/clutch units are supplied by GulfSport Racing. All rebuilds and repairs must be undertaken by GulfSport Racing. All engines must retain the organiser 's seal at all times.

Formula Gulf Academy 2017/18 Supplementary Regulations

The starter and generator system must be fitted as standard.

4.6.1 PERMITTED MODIFICATIONS

NONE. Engine must be supplied by GulfSport Racing.

4.6.2 PROHIBITED MODIFICATIONS

Modifications of any kind are not permitted.

4.6.3 LOCATION:

The engine may not be relocated from its standard position in any way.

4.6.4 COOLING SYSTEM:

The oil and water radiators as supplied as standard must be retained. The Standard electric water pump must remain.

4.6.5 INDUCTION SYSTEM:

The standard RFR induction system must remain.

4.6.6 EXHAUST SYSTEM:

The exhaust system must be standard for the engine as supplied by GulfSport Racing.

4.6.7 IGNITION SYSTEM:

The standard OEM ECU must be used as supplied by GulfSport Racing. It is not permitted to reprogram the ECU or add any additional control units.

The Championship organisers reserve the right to swap an ECU between competitors at any point during an event.

The organiser also reserves the right to fit a Lamda sensor to any car to check fuel burn.

4.6.8 FUEL DELIVERY SYSTEM:

The standard fuel pump must be retained.

4.7 **SUSPENSION:**

All suspension geometry and components must remain as per event car setup sheet.

4.7.1 MODIFICATIONS PERMITTED:

Wheel Toe (front and rear):
As per event car setup sheet.

Camber:
As per event car setup sheet.

Spring Rates:
As per event car setup sheet.

Pushrod Length:
Free with in range of standard equipment and stipulated ride heights.

Anti Roll Bar:
Free within standard range of adjustment.

Formula Gulf Academy 2017/18 Supplementary Regulations

4.7.2 MODIFICATIONS PROHIBITED:

All except in 4.7.1.

4.7.3 WHEELBASE/TRACK:

The wheelbase and vehicle track should not be altered in anyway from the original manufactures specification.

4.8 TRANSMISSION:

4.8.1 The standard integral 6-speed gearbox must be used.

Drive is via chain drive with supplied differential. Final drive sprockets will be set by the organiser for each event.

4.8.2 MODIFICATIONS PERMITTED:

None.

MODIFICATIONS PROHIBITED:

4.8.3 Alternative gearbox ratios are prohibited.

4.9 ELECTRICS

4.9.1 REAR FOG WARNING LIGHT:

Must remain fitted and working at all time.

4.9.2 BATTERY:

An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.

4.9.3 Generator:

Must be standard as supplied by GSR, and be in working order.

4.9.4 DASHBOARD INSTRUMENTS AND DATA LOGGER:

Formula Gulf Academy 2017/18

Supplementary Regulations

The standard AIM Formula wheel must be fitted. No other data loggers/dash may be used. Official times will be provided by the official timekeeper.

Permitted channels to log:

- Standard SDS engine channels
- 1 x Wheel speed
- GPS data
- Tri-axis accelerometer
- Front and rear brake pressure
- Steering angle
- Lambda
- Battery
- Logger temperature
- Gear position
- Oil temperature
- Oil pressure
- Fuel pressure
- Water temperature
- Throttle position

4.9.5 PIT TO CAR RADIOS

Pit to car radio systems are not permitted.

4.10 BRAKES

4.10.1 Standard four-pot callipers front & rear.

4.10.2 MODIFICATIONS PERMITTED:

Only brake pads supplied by GulfSport may be fitted and random checks may be made. A cockpit adjustable bias adjuster as supplied by GulfSport is permitted.

4.10.3 MODIFICATIONS PROHIBITED:

Any change of brake calliper/piston size or brake disc diameter and pad material.

4.11 WHEELS AND STEERING

4.11.1 Only wheels supplied by GulfSport are permitted as follows:

Type: OZ, flow formed aluminium.

Front: 13" x 8"

Rear: 13" x 10"

4.11.2 Only the steering wheel as per 4.9.4 may be used.

4.12 TYRES

4.12.1 Slicks:

Front: 180/550 R13 (F200 Compound - C92)

Rear: 240/570 R13 (F200 Compound - C92)

Wets:

Front: 180/550 R13 (Z206 Compound - W5)

Rear: 240/570 R13 (Z207 Compound - W5)

4.12.2 Hankook slicks and wets are currently the mandatory control tyres for FGA and must be supplied by GulfSport. These tyres are uniquely identified and may be checked at Scrutineering. Tyre size and compound must be as above.

Formula Gulf Academy 2017/18

Supplementary Regulations

- 4.12.3 NOMINATED MANUFACTURE: Hankook
- 4.12.4 Only GulfSport supplied tyres are permitted.
The use of a Control Tyre Registration Form may be used at any point in the season. This will be presented to the driver at sign on.
- 4.12.5 Only four (4) new slick tyres can be used across the race weekend. In the event of a tyre being damaged the scrutineer will allow at their discretion the use of more tyres. In the first instance a tyre of similar condition will be supplied. If one is not available then a new tyre may be fitted. If a new tyre is used a penalty may be applied at the discretion of the stewards. One set of used tyres from the previous event can be used in testing. New tyres must be fitted for qualifying. Tyres will be marked per event to ensure a fair use of tyres. Wet tyres will be allocated at the discretion of the organiser.
- 4.12.6 The use of tyre heating or heat retention devices is prohibited. Any form of Chemical tyre softener is also prohibited.
- 4.12.7 Only dried air is permitted to inflate tyres. The use of nitrogen is forbidden.

4.13 MINIMUM WEIGHT LIMIT

- 4.13.1 Minimum weight of the car at any point during the event combined with the weight of driver, including all race clothing and helmet is 475kg.
No allowance is made for topping up with fluids. Any ballast weight to achieve the minimum weight must be supplied by GulfSport and secured to the car using the mounting point provided in the chassis. The organisers reserve the right to alter the minimum weight limit in order to ensure competitive racing. Following competition, the driver must remain available with the car under Parc Ferme conditions until released by the Scrutineers, in order to ensure weighing is completed with the minimum of delay.

4.14 FUEL TANK AND FUEL

FUEL:

Only fuel supplied by the organiser must be used. This will be standard pump fuel.

4.14.1 LOCATION OF THE FUEL TANK:

The fuel tank may not be relocated from its original position.

4.14.2 TYPE OF FUEL TANK:

33 litre, FIA FT3 1999 specification fuel bladder.

RANDOM FUEL TESTING

The organiser reserves the right to take a fuel sample. This will only be done after official practice or racing at the race weekend. To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

- 4.14.3 No Refuelling is permitted during practice, qualifying sessions or races.

4.15 SILENCING

- 4.15.1 The standard silencer must be fitted, with no modifications.

4.16 COMPETITION NUMBERS/DECALS

Racing numbers, Title Sponsor decals, and Event Sponsor decals must be affixed to the vehicle as directed by the organisers staff. Failure to comply will render the car ineligible for FGA.

Formula Gulf Academy 2017/18

Supplementary Regulations

4.16.1 Championship Class numbers will be black on a white background as supplied by the organiser

4.16.2 Masters Class numbers will be white on a red background as supplied by the organiser.

4.17 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

4.17.1 The cars start each event with identical setup apart from the permitted changes defined in 4.7. a copy of the car set-up sheet shall be logged with the Stewards at each event as a reference.

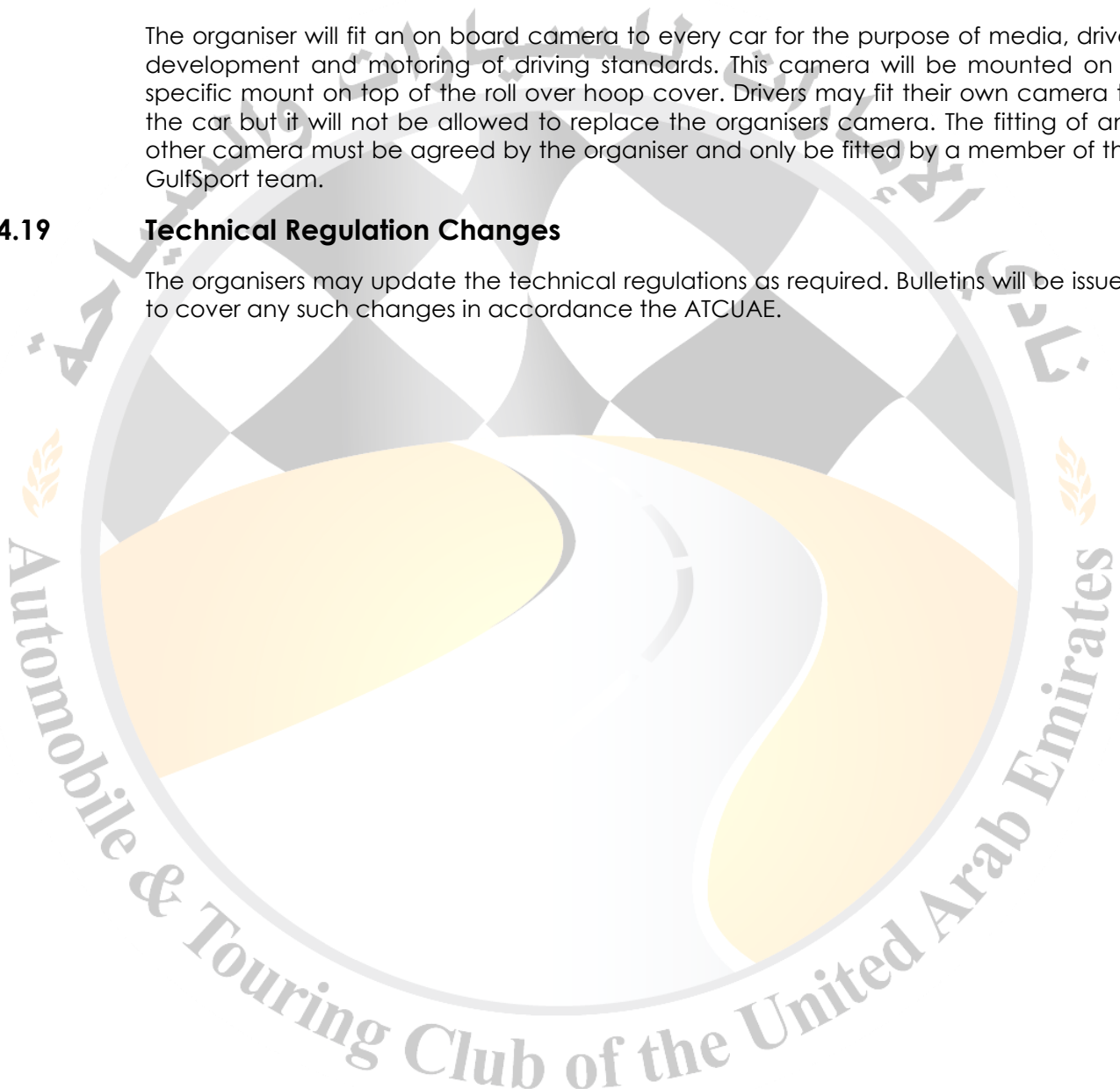
4.17.2 No person other than FGA/GSR personnel may work on any car at any point.

4.18 On Board Cameras

The organiser will fit an on board camera to every car for the purpose of media, driver development and motoring of driving standards. This camera will be mounted on a specific mount on top of the roll over hoop cover. Drivers may fit their own camera to the car but it will not be allowed to replace the organisers camera. The fitting of any other camera must be agreed by the organiser and only be fitted by a member of the GulfSport team.

4.19 Technical Regulation Changes

The organisers may update the technical regulations as required. Bulletins will be issued to cover any such changes in accordance the ATCUAE.



FGA – Conditions

Race Wear

It is GulfSport's objective that the FGA be the premier regional Single Seater race series, both in the enjoyment it brings to the competitor, and also in the image that it projects to the racing fan at the circuit and on the TV (where relevant). It is recommended that all members of the team wear matching and professional Team Wear during the race and co-ordinated smart teamwear throughout the race weekend.

Driving Standards/personal conduct

The whole purpose of the FGA is to give pleasure to all participants both on and off the track. Unfortunately we can't all win and occasionally, in the heat of the moment, we do not all conduct ourselves as we would have with the benefit of hindsight.

It is a condition of entry to this FGA that drivers and teams do everything in their power to ensure that everyone else enjoys the event as much as they would like to.

These are some guidelines:

1. *If you have a coming together on the track, wait until the other party has cooled down and then discuss the incident with them. Apologise if you were in any way to blame.*
2. *If the drivers can't bring themselves to discuss an incident in a civil manner, it is the Team Chief's responsibility to restore harmony.*
3. *Don't drive the race as if it is a 5-lap sprint.*

If you have any concerns about driving standards then report them to the FGA Co-ordinator. If, in the view of GulfSport any driver repeatedly breaks the spirit of this condition, he/she risks having their entry refused.

Car Livery and Appearance

It is a condition of the FGA that cars are presented at the circuit looking first class! All accident repairs must be professionally carried out. No car should be presented for scrutineering with duct tape or badly repaired bodywork.

All livery work will be undertaken by GulfSport, the car design (with high res logos). GulfSport will provide a base design that can have custom colours and logos applied to it.

Any FGA sponsors decals required on the car are detailed in appendix 4.