

QATAR NATIONAL SPRINT 2017

2017 QATAR NATIONAL SPRINT

REGULATIONS

الاتحاد القطري للسيارات والدراجات النارية
QATAR MOTOR & MOTORCYCLE FEDERATION





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CHAPTER 1 - GENERAL CONDITIONS



The basics of Sprint Racing

WHAT IS A SPRINT?

A sprint is a speed event that is normally run on an asphalt surface. These events can be run on racing circuits or other asphalt venues, for example an airfield. The course will be marked out by temporary markers, namely cones. Each cone will have a time value and when moved or touched by the vehicle, the vehicle will incur a time penalty equivalent to the value of the cone. Cars normally run singly and results are determined by the fastest "official run" for each competitor. On leaving the starting line, each contestant activates a timer which is in turn stopped when the same vehicle reaches the finish line. The start-to-finish clocking is the vehicles E.T. (elapsed time) which serves to measure performance and is used in conjunction with the addition of any time penalties incurred.

WHO CAN COMPETE?

Virtually anyone can compete in sprint racing. Drivers are required to have a valid ASN FIA license and must be capable of the safe operation of the vehicle. The vehicle must meet basic safety criteria (i.e. have good brakes, be equipped with a seat belt etc) This applies to most street type vehicles.

WHO WINS WHAT?

The primary objective is to become the overall winner of the category of competition in which his/her car is classified.

Art.1 – DEFINITION & REGULATIONS

QATAR MOTOR AND MOTORCYCLE FEDERATION (QMMF) organises the **2017 QATAR NATIONAL SPRINT**.

Every round will be held in accordance with the National Sporting Code (and its appendices), the FIA International Sporting Code and its appendices, & the present supplementary regulations specific to the 2017 Qatar National Sprint.

1.1 - Regulations

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

1.2 - General undertaking

All drivers/ competitors participating in the **2017 QATAR NATIONAL SPRINT** undertake, on behalf of themselves, their employees, agents and team members to observe all the provisions, as supplemented or amended, of the FIA International Sporting Code, and the present Sporting Regulations.

1.3 - Modifications to the regulations- Appendices.

The Organiser with the approval of the Stewards reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise. The participants will be informed as soon as possible.

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.

1.4 – Application and interpretation of the regulations.



In compliance with FIA International Sporting Code, the Clerk of the Course 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 Stewards, who will apply the FIA Sporting Code.

If, in the opinion of the QMMF, a competitor fails to operate his team in a manner compatible with the standards of the 2017 Qatar National Sprint or in any way brings the 2017 Qatar National Sprint into disrepute, QMMF may exclude such competitor from the 2017 Qatar National Sprint.

Art. 2 – ORGANISATION

2.1 - Secretariat of the event.

Before and after the meetings, the Secretary of the Event can be located at the address shown below:

Qatar Motor and Motorcycle Federation (QMMF)
Al Wusail, North Relief Road – P.O. BOX 8708 – Doha - State of Qatar
Tel: +974 43 79 884/885 - Fax: +974 73 79 732
Email: info@qmmf.com
Website: www.qmmf.com

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

Losail Circuit Sports Club.

Art. 3 – INSURANCE

The company providing the third party liability insurance cover is:

Doha Insurance Company. PO Box 7171- Doha- State of Qatar.

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

Third party insurance arranged by QMMF 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 2017 Qatar National Sprint are not third parties with respect to one another.



Art. 4 – OFFICIALS

4.1 - Organising committee

Chairman of the Meeting

Abdulrahman Al Mannai

Members

Khalid Al-Remaihi

Sultan Al Morraikhi

4.2 – Stewards of the Meeting

Chairman of the Panel

Abdulrahman Al Mannai

Khalid Al-Remaihi

Sultan Al Morraikhi

4.3 – Senior Officials

Clerk of the Course

Elie Semaan

Deputy COC

Rashid Al Sulaiti

Chief Scrutineer

Gary Vincent

Safety Officer

Zia Ur Rehman

Chief Marshal

Akram Khan

Secretary of the Meeting

Angelene Lapuz

Authority of the stewards of the meeting: QMMF National Sporting Code, Chapter VIII - **Art. 85:**

Duties of the Clerk of the Course: QMMF National Sporting Code, Chapter VIII - **Art. 86:**

4.3 – Drivers' representatives

The 3 drivers' representatives are:

1. tba



CHAPTER 2 - SPORTIVE REGULATIONS

Art. 5 – LICENCES

5.1 - All Drivers / Competitors participating in the 2017 Qatar National Sprint must hold current licences, namely a **2017 valid ASN FIA licence**. The drivers must also be in possession of a current medical certificate of aptitude for competition to obtain his licence.

Art. 6 – CHAMPIONSHIP EVENTS

6.1 - Each 2017 Qatar National Sprint event will have the status of a restricted national event.

6.2 - The maximum number of events in the Championship is set at **four (4)** Rounds. Each Round will take place at Losail Circuit Sport Club – Car Park Located Outside the main gate.

6.3 – A maximum number of **40 entrants** is permitted for the **2017 Qatar National Sprint Championship**.

6.4 – A round of the **2017 Qatar National Sprint Championship** will be cancelled if there are less than **10 entries**.

6.5 – Calendar:

National Sprint - Round 1	03 Mar 2017
National Sprint - Round 2	21 Mar 2017
National Sprint - Round 3	28 April 2017
National Sprint - Round 4	12 May 2017

(Dates are subjected to change. The changes will be posted via www.qmmf.com)

6.6– Championship Rounds:

Each round of the rally sprint will count towards:

- 2017 Qatar National Sprint Championship

6.7 - Eligible vehicles:

Only vehicles designed for road use only may participate. Vehicles will be designated into classes based on engine displacement and degree of modification. For a class to be classified as such in a round there must be a minimum of **3** entries.

If there are less than 3 entrants within a class for an event, then these entrants will be classified as being in the next class above them until the minimum number is attained.

6.8 – Eligible Entrants:

Drivers holding ASN FIA competition licences.

6.9 – Programme

TBA on the QMMF Website

<http://qmmf.com/site/events/qatar-national-sprint/>



Art. 7 – THE CHAMPIONSHIP

7.1 – 2017 Qatar National Sprint Winning Driver – Points

The 2017 Qatar National Sprint Champion driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place.

7.2 – Classification

For entrants in the 2017 Qatar National Sprint Championship points awarded will be to the following FIA scale taking into consideration all the results obtained during the events which have taken place:

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

7.3 - If two or more drivers finish the 2017 Qatar National Sprint 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,

7.4 – Minimum Participation Requirements

Non-participation in 50% or more of the championship rounds will result in the loss of all points.

Art. 8 – COMPETITOR'S APPLICATIONS AND CONDITIONS FOR ENTRY

8.1 – Registration

The individual application form to enter in the 2017 Qatar National Sprint must be submitted to the QMMF accompanied by the entry fees specified below and the documents requested on the entry form (**Licence, ID card, driving licence, photo, insurance and medical certificate**).

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



8.2 – Entry fees

Complete Championship	Individual Round
1000 QR	300 QR

The entry fee is non-refundable.

8.3 – Entrants must be registered for the full championship to be eligible for the Qatar National Sprint Championship trophies.

8.4 - The Organiser reserves the right to reject the registration of any participant (FIA International Sporting Code) without specifying the reason.

Art. 9 – ADMINISTRATIVE CHECKS

9.1 – Administrative controls

For each round, administration will take place at on the same location as the race is held. The timings for administration hours **must** be respected. And will be posted on the website accordingly in the event schedule.

9.2 - All documents, materials and number panels will be distributed during Administrative Checks.

9.3 - The following documents must be presented at Administrative Checks:

- 2017 ASN FIA licence
- ID Card / Passport with Residence Visa
- Driving licence
- Written authorisation to use the car if the competitor is not the owner.

Art. 10 – SCRUTINEERING GENERAL

10.1 – Vehicles admitted:

Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race in accordance with the 2017 Qatar national Sprint Championships Regulations.

10.2 - **No car may take part in the event until it has been passed by the scrutineers.**

10.3 – All entered vehicles must be visually examined in the designated scrutineering area at the time stated.

10.4 – Competitors must report for scrutineering with their vehicles clean and complete in all respects and in conformity with all technical regulations.

10.5 – Competitors must report for scrutineering with ALL driver’s safety equipment and helmets.

10.6 – Additional scrutineering may be carried out at any time during the event.



Art. 11- COMPULSORY IDENTIFICATION & ADVERTISING

11 – Race numbers

The Organisation will determine the starting numbers. Each car must carry the race numbers allocated by the organiser. The Organiser will supply the 2 adhesive plates with the number and compulsory advertising.

One plate number must be placed on each side of the vehicle 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.

Art. 12- SAFETY

12- During all practice sessions and races, each driver must wear a helmet and fire resistant clothing as specified in technical regulations and be properly restrained in his/her seat by the safety harness.

Each driver must keep the side window on his/her side closed.

Art. 13 – TIMING

13.1 - Timing will be to one hundredths of a second.

13.2 - There will be 2 time keepers at a sprint event.

13.3 - Timing will be from a beam placed approx 1 meter after the start line and a beam placed at the finish line.

Art. 14 – SPRINT START & FINISH

14.1 – An area of approximately 50 meters in length will be indicated before the start line where competitors may warm their tyres. Competitors must have their seat belts and crash helmets on before this zone. Burn outs are strictly prohibited.

14.2 – Drivers will be under starter's orders when instructed by an official to proceed to the start area. If a competitor takes undue time to comply the Clerk of the Course may specify that he comes forward within 2 minutes or the run will be forfeit.

14.3 - The start line official will indicate to the competitor when the car may start. If the car does not start more than 5 seconds after the signal is given, the run will be aborted and a re-run may not be permitted.

14.3 – The finish will be a flying finish. Immediately after the finish line there will be adequate area for the competitors to slow down before entering the paddock. Competitors must come to a complete halt before entering the paddock.

14.4 – Both the start and flying finish will be indicated by a line on the road surface and sign boards.



Art.15 – PADDOCK AND TRACK REGULATIONS

15.1 – Only authorised personnel are permitted in the Paddock or Start area. The Start area is defined as from the beginning of the tyre warming zone through to the start line.

15.2 - Except while on the track no competing car may be driven at a speed exceeding 20kph. **For dangerous driving in the paddock the driver will be excluded from the event**

15.3 - Refuelling and work on the car may only take place in the paddock unless the Clerk of the Course specifically authorises otherwise.

15.4 - Starting and practising: Cars will start one at a time and only one car will be on the track at any one time unless specified in the Supplementary Regulations.

15.5- The spinning of wheels (tyre warming) will only be permitted in the designated area.

15.6 - The starting order will be determined by the organisers.

15.7 - Any competitor making a false start by not correctly complying with the starting signal will be penalized by the addition of 1 second to his/her time. This penalty may be increased at the discretion of the Clerk of the Course dependant upon the nature of the offence.

15.8 - On sprints on a sealed surface (asphalt etc.), should a competitor make an unsatisfactory start, and provided that neither rear wheel centers have crossed the start line, the competitor may be permitted a re-start.

15.9 - Failure to follow the correct route will not count as a run and a re-run will not be permitted.

15.10 - Any car unable to complete the course shall be stopped well clear of the course and shall not be moved without prior permission of the Clerk of the Course.

15.11 - No car shall be driven in the reverse direction of the track except under official supervision.

15.12- If a red flag is displayed, competing cars should come to an immediate halt and await further instructions from officials. If the red flag is displayed through no fault of the competitor affected, this competitor will be permitted a re-run.

15.13 - After crossing the finish line, competitors must slow down and proceed as instructed.

15.14 – Smoking in the paddock is strictly prohibited.



Art. 16 – BRIEFING

Art. 16 – A compulsory briefing by the Clerk of the Course will take place for each round before the practice. All drivers entered in the 2017 Qatar National Sprint must be present throughout the briefing **at each round**.

Art. 17 – SIGHTING LAP & PRACTICE RUN

17.1 – There will be one sighting lap whereby the competitors in their vehicles will follow the Safety Car around the circuit in convoy formation.

17.2 – There will be one practice run. The starting order will be determined by the organisers. The run will be timed with any penalties incurred added to provide a total.

Art. 18 – OFFICIAL TIMED RUNS

Art.18 – There will be two official timed runs. The starting order for each run will be determined by the organiser. Each run will be timed with any penalties incurred added to provide a total.

Art. 19 – RESULTS

19.1 - Each competitor will be given 3 runs (1 practice and 2 official) in the same car in each class entered, the fastest run counts for the results. The Supplementary Regulations may specify more than 3 runs.

19.2 - A competitor's time will be credited only if:-

- a. All four wheels are on the track when it crosses the finish line.
- b. The run is made during the period provided for cars in the appropriate class and not more than the appropriate number of timed runs have been made.
- c. The vehicle completes the correct course without outside assistance.

19.3 - The boundaries of the track are indicated by temporary markers. The penalty for striking a marker is 1 second per marker to be added to the timed run.

19.4 - To be classified as a finisher in the competition a competitor must have completed at least one timed run.

19.5 - In the event of a tie between 2 or more competitors only an equal number of runs for all competitors will be counted. The results of the next fastest run recorded by the competitors concerned shall be compared and so on.

19.6 - If through his own error a driver fails to record a time he shall not be permitted to a re-run.

19.7 - Judges of Fact may be appointed to adjudicate on:-

- a. Unsatisfactory or false starts.
- b. Not following correct course, or touching course markers.



Art. 20 – PRIZES

20.1- Race Prize-giving

The prize giving shall take place at the finish of each round. Competitors that are not personally present at the prize giving ceremony will lose their right to the prizes that are theirs. Nevertheless, the classification and attribution of the other prizes will not be modified.

20.2 – Prizes per Round.

Trophies will be awarded to the top three placed drivers in the Overall and in each Class.

Drivers are not eligible to collect both overall and class trophies; in this case the Class trophy will default to the next best placed driver within the class. There must be a minimum of 5 entries in a class for top 3 placing trophies to be awarded. If there are 3 entries the trophy will be awarded to 1st placed, if less than 3 no trophy will be awarded.

20.3 - Championship Trophies

Trophies will be awarded to the top three placed drivers in the Overall and in each Class.

Drivers are not eligible to collect both overall and class trophies; in this case the Class trophy will default to the next best placed driver within the class.

Art. 21 – PROTEST & APPEAL

- a) Each protest must refer to a single subject only and must be presented in writing to the Clerk of the Course within 30 minutes after the publication of the provisional classification of results.
- b) The sum of the protest fee is **5000 QR**, which shall not be returned if the protest is judged unfounded.
- c) The sum of the National appeal fee (ASN) is **8000 QR**



CHAPTER 3 - TECHNICAL REGULATIONS

Art. 22 – GENERAL TECHNICAL REGULATIONS

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. 23 – DESIGNATION OF CLASSES

23.1 - Classes are based on engine displacement and degree of modification and are thus divided into Stock or Modified. All vehicles must be designed for road use only.

23.2 - Cars with forced induction engines, (turbo charged or supercharged) will have an equivalency factor of 1.7 applied to the cubic capacity to determine their class. (Example: Turbo/supercharged car of 1998cc X 1.7= capacity 3396.6cc.)

23.3 - Stock:

23.3.1 - BODYWORK- EXTERIOR: standard, rear wing may be added

23.3.2 - BODYWORK- INTERIOR: Standard

23.3.4 - ENGINE:

1. **E.C.U.:** Standard, original wiring to be maintained
2. **WATER COOLING CONTROLS:** Standard
3. **THE SYSTEM OF ADMISSION OF INDUCTION AIR:** Standard
4. **FUEL SYSTEMS:** Standard.
5. **OIL SUMPS:** Standard.
6. **HEATERS/ AIR CONDITIONERS:** These may be removed in their entirety.
7. **COMPRESSION RATIO:** Standard
8. **VALVE TIMING:** Standard
9. **VALVE GUIDES/ SPRINGS:** Standard.
10. **FINISH OF ENGINE COMPONENTS:** Standard.
11. **ENGINE AND DRIVE TRAIN MOUNTINGS:** Standard
12. **POWER STEERING:** Standard
13. **CRANKSHAFT:** Standard.
14. **FLYWHEEL:** Standard.
15. **AIR FILTERS:** Free from restriction
16. **ADDITIONAL COOLING DEVICES:** Standard.
17. **CYLINDER HEADS:** Standard
18. **HEAT SHIELDING:** Standard
19. **TURBOCHARGERS:** Standard

23.3.5 - EXHAUST SYSTEM: standard manifold, exhaust pipe is free from restriction.

23.3.6 - TRANSMISSION: gearbox and differential as per homologation

23.3.7 - BATTERY AND ELECTRICAL: The type and size must be as per manufacture supply.



23.3.8 – SUSPENSION: Standard

1. **CASTOR AND CAMBER ANGLES AND TOE:** Standard
2. **SPRINGS:** Springs are standard.
3. **REINFORCEMENT:** Standard
4. **STABILIZER BARS:** - Standard.
5. **SUSPENSION BUSHES:** - Standard.
6. **SHOCK ABSORBERS:** - Standard.

23.3.9- BRAKING SYSTEM: - Standard.

23.3.10 - WHEELS: - Standard

23.3.11 - TYRES: - Standard

23.3.12- Stock Classes

Engine Displacement:	Class
1200- 2000CC	1S
2001- 3000CC	2S
3001+	3S
4 wheel drive (Subaru Impreza STI, Mitsubishi Evo)	4S

23.4 - Modified

23.4.1 - Restricted to vehicles designed for road use only. No restrictions on make, drive, engine size.

23.4.2 – Modified Classes

Engine Displacement:	Class
1200- 2000CC	1M
2001- 3000CC	2M
3001+	3M
4 wheel drive (Subaru Impreza STI, Mitsubishi Evo)	4M

Art. 24 –SCRUTINEERING

24.1 – All entered vehicles must be visually examined in the paddock or designated scrutineering area at the time stated in the event timetable.

24.2 – Competitors must report for scrutineering with their vehicles clean and complete in all respects.

24.3 - 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.

24.5 - 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.

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

24.7 - No car may be removed from the circuit once it has been accepted by the scrutineering.

24.8 – 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.

Art. 25 – SAFETY REQUIREMENTS

Art. 25 - The following safety requirements are **compulsory**:

25.1 - DRIVER

1. **Helmet:** Must meet FIA approved standards for helmets. FIA Technical list No. 25 (Appendix 1).
2. **Racing suit:** Fire resistant/retardant coveralls and boots must be worn.

25.2 - CAR: Good, clean general condition with no loose body work. Compulsory advertising, stickers, and number plates must be present and correctly placed.

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 be secured.
3. **Harness:** Must be operational.
4. **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
5. **No oil leaks are permitted.**
6. **No water leaks are permitted.**
7. **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.**
8. **No loose items in the interior are permitted.**






APPENDIX 1: RECOGNISED FIA HELMET STANDARDS LIST No.25

FIA

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 6, Place de la Concorde 75006 Paris France www.fia.com 	 <p>In compliance with FIA Standard 8860-2010 Manufacturer: Helmets Company Model: JH1000-33-X Size: 57 Serial No: 1234567890 Date of Manufacture: JAN 2010</p> <p>OR</p> <p>In compliance with FIA Standard 8860-2010 Manufacturer: Helmets Company Model: JH1000-33-X Size: 58 Serial No: 9876543210 Date of Manufacture: JAN 2010</p>	YES	YES
<ul style="list-style-type: none"> FIA 8860-2004 NOT VALID AFTER 31.12.2020 	 <p>FIA Standard 8860-2004 Manufacturer: Helmets inc Model: Yeomus Size: 56</p>	YES	YES
<ul style="list-style-type: none"> FIA 8859-2015 	 <p>In compliance with FIA Standard 8859-2015 Manufacturer: Helmets Company Model: JH1000-33-X Size: 58 Serial No: 1234567890 Date of Manufacture: JAN 2015</p>	YES	YES
<ul style="list-style-type: none"> Snell SA2005 or SA2010 + FIA 8858-2002 	 <p>SA2005 or SA2010 + FIA 8858-2002 Helmets with anchorage fitted by manufacturer in accordance with standard 8858-2002</p>	YES	YES
<ul style="list-style-type: none"> Snell SA2005 or SA2010 or SAH2010 + FIA 8858-2010 	 <p>SA2005 or SA2010 or SAH2010 + FIA 8858-2010 Helmets compatible with Frontal Head Restraint systems according to FIA Standard 8858-2010 Manufacturer: Helmets Company Model: HRC4-6P4 Serial No: 1234567890 Date of Manufacture: JAN 2010</p> <p>OR</p> <p>Helmets compatible with Frontal Head Restraint systems according to FIA Standard 8858-2010 Manufacturer: Helmets Company Model: HRC4-6P4 Serial No: 9876543210 Date of Manufacture: JAN 2010</p>	YES	YES

FIA

Liste 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"> • Snell SA 2015 Snell Memorial Foundation 3626 Madison Avenue, Suite 11 North Highlands, CA 95660 USA www.smf.org <p>NOT VALID AFTER 31.12.2023</p>		NO	YES
<ul style="list-style-type: none"> • Snell SAH 2010 • Snell SA 2010 <p>NOT VALID AFTER 31.12.2023</p>		NO	YES
<ul style="list-style-type: none"> • Snell SA 2005 <p>NOT VALID AFTER 31.12.2018</p>		NO	YES
<ul style="list-style-type: none"> • SFI 31.1 • SFI 31.1A • SFI 31.2A <p>SFI Foundation Inc 15705 Pomerado Road, Suite N206 Poway, CA 92064 USA www.sfi-foundation.com</p> <p>NOT VALID AFTER 31.12.2018</p>		NO	YES