



QATAR NATIONAL SPRINT

2024

REGULATIONS



وزارة الرياضة والشباب
Ministry of Sports and Youth
دولة قطر • State of Qatar



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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 vehicle's 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) organizes the 2024 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 2024 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 **2024 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 Organizer 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 2024 Qatar National Sprint or in any way brings the 2024 Qatar National Sprint into disrepute, QMMF may exclude such competitor from the 2024 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)
Headquarters Lusail Sports Arena - Al Wusail - North Relief Road
P.O. BOX 8708 – Doha - State of Qatar
Tel: +974 43 79 884/885 - Fax: +974 43 79 732
Email: info@qmmf.com.qa
Website: www.qmmf.com

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

Paddock.

Art. 3 – INSURANCE

The company providing the third party liability insurance cover is:

Qatar Islamic Insurance Company. - Doha- State of Qatar.
Policy Number – TBC

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 2024 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 Amro Al - Hamad
Event manager/ Race Director	Rashid Al Sulaiti

4.2 – Stewards of the Meeting

Chairman of the Panel	Abdulrahman Al Mannai
ASN Stewards	Khalid Al-Remaihi Amro Al - Hamad

4.3 – Senior Officials

Clerk of the Course	Ammar Al Bulushi
Deputy COC	Zia Ur Rehman
Timekeeping Officer	Aaron Paul Limbago
Chief Scrutineer	Stanley DaSilva
Safety Officer	Dexter Celemen
Chief Marshal	Nasir 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:**

CHAPTER 2 - SPORTIVE REGULATIONS

Art. 5 – LICENCES

5.1 - All Drivers / Competitors participating in the 2024 Qatar National Sprint must hold current licences, namely a **2024 valid ASN FIA licence**. The drivers must also be in possession of a current medical certificate of aptitude for competition to obtain his licence.

5.2 – One event licence will be accepted only once during the season, according to organizer’s decision.

5.3 – A valid D1 grade (or higher) Licence issued by another federation with a start permission will be accepted.

Art. 6 – CHAMPIONSHIP EVENTS

6.1 - Each 2024 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 **six (6)** Rounds. Each Round will take place at Losail International Circuit – Karting Track. Any changes will be published on QMMF website and/or QMMF official channels.

6.3 – **A maximum number of 40 entrants is permitted for the 2024 Qatar National Sprint Championship. If the round exceeds 40 participants, the Organizing Committee has the right to decrease the number of official runs.**

6.4 – **A round of the 2024 Qatar National Sprint Championship may be cancelled if there are less than 10 entries.**

6.5 – Calendar:

QNS Round 1	27 January 2024
QNS Round 2	23 February 2024
QNS Round 3	6 September 2024
QNS Round 4	13 September 2024
QNS Round 5	5 October 2024
QNS Round 6	19 October 2024

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

6.6– Championship Rounds:

Each round of the sprint will count towards:

- 2024 Qatar National Sprint Championship

6.7 - Eligible vehicles:

See Art. 23. 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.

A registered car maybe used by different drivers as long as each driver registered separately.

A driver is allowed to enter upto 2 cars , if those cars are registered in different classes.

6.8 – Eligible Entrants:

Drivers holding ASN FIA competition licences for full Sprint season or a one event QMMF Sprint licence (allowed only once in the whole championship).

Art. 7 – THE CHAMPIONSHIP

7.1 – 2024 Qatar National Sprint Winning Driver – Points

The 2024 Qatar National Sprint Champion driver's title will be awarded to the driver who has scored the highest number of points in **5 rounds out of the 6 rounds**, taking into consideration all the results obtained during the Events which have taken place.

7.2 – Classification

For entrants in the 2024 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:

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

7.3 - If two or more drivers finish the 2024 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 2024 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, and insurance**).

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

8.2 - Transponders

A deposit of **500 QR or Qatar I.D** for the transponder must be paid along the entry fees. This deposit will be refunded at the end of the event.

One personal identified transponder will be given out at documentation. It is imperative that it is returned to the registration area at the end of the event.

The transponder must be fixed using correct bracket in the recommended position according to the scrutineer's request. **The competitor is responsible for the transponder. If the transponder is damaged, the deposit will be not refunded and the competitor will be liable for the cost of replacement 2000 QR.**

8.3 – Entry fees

Complete Championship	Individual Round
1050 QR	315 QR

- **The entry fee is non-refundable.**
- **Late entry fee in an individual round is 630 QR.**

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

8.5 - 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:

- 2024 ASN FIA licence
- Valid ID Card / Passport with Residence Visa
- Valid Driving licence
- Valid car registration
- Valid Insurance
- Written authorisation to use the car if the competitor is not the car 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 2024 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 official heats, each driver must wear an FIA homologated helmet and fire resistant/retardant coveralls as specified in technical regulations, utility and maintenance coveralls won't be accepted anymore. It is mandatory also that each driver must 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

Main Timing (Transponder and Timing Devices)

13.1 - Using transponder and timing devices competitor's passing from the Start to Finish Line will be calculated automatically at the end of each session or run. Results will be available if all the competitors passed on the finish line.

Back Up Timing (Photocell Beam Sensor)

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

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

13.4 - 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 racing gears 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.

14.4 – 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.

14.5 – 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 authorized 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. Authorized passengers are allowed in the sighting lap only.

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 - Refueling 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 2024 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 three 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. If the number of participants is more than 40, only the top three from each class Will be qualified for the 3rd heat.

Art. 19 – RESULTS

19.1 - Each competitor will be given 4 runs (1 practice and 3 officials) (subjected to the total number of participants reference to article 18) 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. **The stop box cone is considered as two seconds penalty. Striking 10 and/or more track markers/obstacles will lead to a DNF.**

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 each Class.

There must be a minimum of 3 entries in a class for top 3 placing trophies to be awarded. If there are less than 3 entries the trophy will be awarded to 1st placed.

20.3 - Championship Trophies

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

(Depends on the number of entries in each class, reference to article 20.3)

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 Production or Open. All stock vehicles must be designed for road use only.

23.2 - Production:

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

23.2.2 - BODYWORK- INTERIOR: Standard

23.2.3 - 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
15. **AIR FILTERS:** Free from restriction
17. **CYLINDER HEADS:** Standard
18. **HEAT SHIELDING:** Standard
19. **TURBOCHARGERS:** Standard

23.2.4 - EXHAUST SYSTEM: manifold and exhaust pipe are free from restriction.

23.2.5 - TRANSMISSION: gearbox and differential as per homologation

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

23.2.7 – SUSPENSION: Standard

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

23.2.8- BRAKING SYSTEM: - Standard.

23.2.9 - WHEELS: - Free from restriction

23.2.10 - TYRES: - Production class cars can use any tyres with the exception or racing slicks. **Slicks tyres are not permitted.**

23.2.11- Production Classes

Cars specifications:	Class
Naturally aspirated engines 2500cc and Below Forced induction engines 1601cc and Below	P1
Naturally aspirated engines from 2501cc to 3700cc Forced induction engines from 1601cc to 2500cc	P2
Naturally aspirated engines from 3701cc and above Forced induction engines from 2501cc and above	P3

23.3 – Open class

23.3.1 - BODYWORK- EXTERIOR: Free from restriction, body kits are allowed. Cars must keep their original manufacturer’s silhouette.

23.3.2 - BODYWORK- INTERIOR: Free from restriction

23.3.3- ENGINE:

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

23.3.4 - EXHAUST SYSTEM: manifold and exhaust pipe are free from restriction.

23.3.5 - TRANSMISSION: Free from restriction

23.3.6 - BATTERY AND ELECTRICAL: Free from restriction

23.3.7 – SUSPENSION:

1. **CASTOR AND CAMBER ANGLES AND TOE:** Free from restriction
2. **SPRINGS:** free from restriction
3. **REINFORCEMENT:** Free from restriction
4. **STABILIZER BARS:** - Free from restriction
5. **SUSPENSION BUSHES:** - Free from restriction
6. **SHOCK ABSORBERS:** - Free from restriction

23.3.8- BRAKING SYSTEM: - Free from restriction

23.3.9 - WHEELS: - Free from restriction

23.3.10 - TYRES: - Free from restriction, slicks are allowed

23.3.11- Open Classes

Cars specifications:	Class
Naturally aspirated engines 2500cc and Below Forced induction engines 1601cc and Below	Op1
Naturally aspirated engines from 2501cc to 3700cc Forced induction engines from 1601cc to 2500cc	Op2
Naturally aspirated engines from 3701cc and above Forced induction engines from 2501cc and above	Op3

23.4 – Electric & Hybrid Cars

23.4.1 – Cars Must be identical and from the same car make.

23.4.2 – The minimum number of entries in this class is 3.

23.4.3 – There must be a minimum of 3 entries for top 3 placing trophies to be awarded. If there are less than 3 entries the trophy will be awarded to 1st placed only.

23.4.4 – If the entries are not from the same car make, the class will be considered as an “Experience” class and no cash prizes to be awarded.

23.5 – Women’s Cup

23.5.1 – This is considered as an open class and entries could be from various categories.

23.5.2 – The minimum number of entries in this class is 3.

23.5.3 – There must be a minimum of 3 entries for top 3 placing trophies to be awarded. If there are less than 3 entries the trophy will be awarded to 1st placed only.

Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.

The event Stewards reserve the right to exclude any vehicle deemed to be unsafe and/or non-compliant with the spirit of the event.

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.

24.4 - 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.

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

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

24.7 – 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 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 [†]	Recognised to be used without FHR
<p>• FIA 8860-2010 Federation International de l'Automobile 6, Place de la Concorde 75006 Paris France www.fia.com</p>		YES	YES
<p>• FIA 8860-2004 NOT VALID AFTER 31.12.2020</p>		YES	YES
<p>• FIA 8859-2015</p>		YES	YES
<p>• Snell SA2005 or SA2010 + FIA 8858-2002</p>		YES	YES
<p>• Snell SA2005 or SA2010 or SAH2010 + FIA 8858-2010</p>		YES	YES

STANDARD DESIGNATION	LABEL EXAMPLE	Recognised to be used with FHR	Recognised to be used without FHR
<ul style="list-style-type: none"> • Snell SA 2015 <p>Snell Memorial Foundation 3625 Madison Avenue, Suite 11 North Highlands, GA 30062 USA</p> 		NO	YES
<ul style="list-style-type: none"> • Snell SAH 2010 • Snell SA 2010 		NO	YES
<ul style="list-style-type: none"> • Snell SA 2005 		NO	YES
<ul style="list-style-type: none"> • SFI 31.1 • SFI 31.1A • SFI 31.2A <p>SFI Foundation Inc 10700 Pinetree Rd, Suite 6000 Pineville, GA 32064 USA</p> 		NO	YES



**QATAR NATIONAL
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