

الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

2025 Saudi Toyota Championship – Karting

Sporting Regulations

English Version

Approved By	Date
SAMF Karting Committee	17.02.25

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1 Preamble

- 1.1 The 2025 Saudi Toyota Championship – Karting (the Championship) is organised by the Saudi Automobile & Motorcycle Federation (SAMF).
- 1.2 The Championship has been sanctioned by SAMF as a National Championship.
- 1.3 SAMF may modify the Championship from time to time.

2 Jurisdiction

The Championship will be held in accordance with the FIA International Sporting Code, the SAMF National Competition Rules, these Sporting Regulations and any further regulations, bulletins or instructions issued.

3 Events

- 3.1 The Championship will be contested over three rounds (the Rounds).
- 3.2 Rounds will be conducted at Karting Circuits as determined by SAMF.
- 3.3 SAMF reserves the right to vary the date, time and venue for any Round at its sole discretion.
- 3.4 The classification of a Saudi Arabian Champion Driver will be established through the results obtained by a Driver in all Rounds of the Championship.
- 3.5 Entry to each Round will be open to authorised Drivers holding the appropriate International or National competition license.
- 3.6 In accordance with Article 2.3.4 of the FIA International Sporting Code (ISC), the Championship is open to holders of the appropriate license from other ASNs.

4 Classes

- 4.1 The Championship comprises two classes. Each class is designated as a SAMF National Championship. The classes are:
 - Senior Class: For eligible drivers fourteen (14) years of age at the time of event registration at the first Round.
 - Junior Class: For eligible drivers aged between twelve (12) and fourteen (14) years of age at the time of event registration at the first Round.
- 4.2 Drivers can only be eligible for one class per Round which must be declared on the Entry Form for each Round.

5 Commercial Regulations

- 5.1 SAMF retains ownership of all commercial rights in relation to the promotion and organisation of the Championship.

- 5.2 The right to associate the name of any company, sponsoring entity, organizer or brand with the Championship is exclusively reserved for SAMF.
- 5.3 Competitors must always refer to the Championship by its full name, inclusive of the sponsor name, in all public forums and in any media announcements. Any breaches of this rule will be referred to the Stewards or SAMF.
- 5.4 The Top Three Drivers of each Class of the Championship will be invited to attend the SAMF Annual Prize Giving Ceremony. A failure of the Top Three Drivers to attend the Prize Giving Ceremony will be referred to SAMF for possible disciplinary action.

6 Championship Registration

All Competitors will be considered to have registered for the Championship upon entering the first Round in which they intend to Compete.

7 License Requirements

- 7.1 All drivers must hold a valid National Karting License from SAMF or the appropriate International License.
- 7.2 Drivers that hold a valid and appropriate Karting License from another ASN must submit to SAMF a No Objection Letter or Visa from their ASN granting them permission to participate in the Championship.

8 Entries

- 8.1 Entries must be submitted by the time and date nominated for the closing of Entries in the Supplementary Regulations.
- 8.2 An Entry is a contract between the Driver and the Orgnaiser of a Round that binds the Driver to fully comply with the Rules and Regulations of SAMF and the Championship.
- 8.3 Drivers under the age of eighteen (18) must bring with them a parent or guardian to complete their entry and registration process.

9 Administrative Checking & Scrutineering

- 9.1 Administrative checking and scrutineering will take place at the time and venue as nominated in the Supplementary Regulations.
- 9.2 It is the responsibility of the Competitor to ensure that all information on the official entry list is correct. Any inaccuracies and discrepancies are required to be notified to the Competitor Relations Officer or Secretary of the Event no less than 60 minutes prior to the start of Practice for their respective Class at a Meeting.
- 9.3 Should a Competitor not advise of any inaccuracies and discrepancies, including transponder numbers, prior to the start of Practice, they will be referred to the Stewards for possible disciplinary action.

- 9.4 Competition numbers and sponsors stickers are required to be in place from the commencement of Practice. The placement of official sponsor's stickers on the bodywork of competing Karts is compulsory when so advised.
- 9.5 It is the Competitor's responsibility to have a mechanic, or representative, available at the time requested by the Chief Scrutineer and/or the Technical Delegate for the dismantling of engine(s) to enable technical inspections and verifications to occur.

10 Drivers Briefing

- 10.1 It is compulsory for all Drivers to attend the Drivers Briefing at each Round. A failure to attend will result in the driver being referred to the Stewards for possible disciplinary action.
- 10.2 The time and location of the Drivers Briefing will be advised in the Supplementary Regulations.
- 10.3 The Drivers Briefing Instructions issued have regulatory value. Any breach of the Instructions issued can be referred to the Stewards for possible disciplinary action.

11 Parc Fermé

- 11.1 The area of Parc Fermé includes, but is not limited to, the In Grid, the weigh scales area, the technical inspection area, the Track and such other areas nominated in the Supplementary Regulations or notified by Addendum or Bulletin.
- 11.2 Only persons with correct accreditation may enter Parc Fermé, and then only with the prior approval of the Chief Scrutineer or their representative. Controls are in place as to the nature of equipment and materials that may be brought into Parc Fermé. These controls are communicated by the Rules, the Event regulations and will be interpreted and enforced by the responsible Parc Fermé officials.

12 Chassis & Engine

12.1 Chassis

A Chassis must be either:

- 12.1.1 Currently or previously homologated by the CIK-FIA and meet the Regulations outlined in the current CIK-FIA Karting Technical Regulations; or
- 12.1.2 Approved for use by SAMF meet the requirements outlined in the CIK-FIA Karting Technical Regulation and/or as outlined in the approval.
- 12.1.3 It is the responsibility of the Competitor to have a copy of the homologation or approval document in their possession at a Meeting.

12.2 Engine

An Engine must comply with Rotax Global Technical Regulations and is sealed by the Rotax Factory or an authorised Rotax Dealers Seal.

- 12.2.1 Rotax Max Evo125 cc (Senior Class)
- 12.2.2 Rotax J Max Evo 125 cc (Junior Class)

13 Drivers' Equipment

13.1 Driving Suits, Rib & Chest Protection

- 13.1.1 Driving Suits must be homologated to the standard from CIK-FIA 2013/001 to CIK-FIA 2013/058.
- 13.1.2 Further to 13.1 above, the following Driving Suit Homologation standards **will not be accepted**:
 - CIK-FIA 2013/011
 - CIK-FIA 2013/053
 - CIK FIA 2013/001
- 13.1.3 It is mandatory for Drivers to wear an approved Rib Protection device meeting the appropriate FIA standard for Practice, Qualifying and Races.
- 13.1.4 In addition to article 13.1.3 above, it is mandatory for all Drivers to wear an approved Chest Protector meeting the appropriate FIA standard during all Rounds of the Championship.

13.2 Helmets

Drivers Helmets must be Homologated to any of the standards outlined below:

- Snell-SA2020
- Snell-SA2015
- Snell-SAH2010
- Snell-SA2010
- Snell-K2020
- Snell-K2015
- Snell-K2010
- CMS2016
- CMS2007
- CMR2016
- CMR2007

14 Tyres

- 14.1 The only tyre that is eligible for use in the Championship is Mojo D5 for the Senior Class and Mojo D2 for the Junior Class. The wet tyre for both the Senior and Junior Class is the Mojo W5.
- 14.2 Drivers may only use one set of tyres for Qualifying and the Sprint and Feature Races for each Round.
- 14.3 Tyres must be fitted to rotate in the direction that is displayed on the tyre. It is forbidden to fit the tyres to rotate in a direction that is not in accordance with the Manufacturers instructions.
- 14.4 Drivers may fit a replacement tyre in the event that a tyre is damaged. This can only be done with the permission of the Chief Scrutineer and/ or Technical Delegate.

15 Fuel

- 15.1 All drivers must use the fuel supplied by the organisers at each Round.
- 15.2 Each Driver (or their representative) must bring an empty fuel tank to Scrutineering.
- 15.3 Fuel can be obtained from Scrutineering by each Driver (or their representative) prior to Practice, Qualifying and Races of each Round.

16 Weight

- 16.1 The minimum weight of the Kart and Driver combined in the Senior Class is 160 kg's.
- 16.2 The minimum weight of the Kart and Driver combined in the Junior Class is 145 kg's.
- 16.3 Extra weight will be added to the Karts if the required minimum weight is not achieved.
- 16.4 Drivers or their representative must advise the Chief Scrutineer that additional weight has been added to the Kart and the Chief Scrutineer must provide their specific approval for the use of additional weight on the grounds of both safety and eligibility.

17 Drivers Numbers

- 17.1 Drivers numbers will be allocated and distributed for each Round alphabetically, using the Drivers name.
- 17.2 Drivers must ensure that the number is clearly displayed on all four sides of the Kart for Practice, Qualifying and Races of each Round.

18 Timing

- 18.1 Timing Transponders will be provided by the Organisers prior to the commencement of Practice at each Round.

- 18.2 It is the Driver's responsibility to fit and maintain their timing transponder.
- 18.3 It is compulsory for all Competitors to affix the timing transponder to their Kart in a working condition from the start of the first practice session at all Rounds. Failure to do so during a Practice or Qualifying session will result in a mechanical black flag being issued and the Competitor will be required to return to the pit lane to have the issue rectified.
- 18.4 During Races, the Clerk of the Course or Race Director will not display a Mechanical Black Flag for devices that are not working. A secondary system will be used by Officials to determine the position of the Driver.

19 Round Format

19.1 Practice

- 19.1.1 Free Practice will be conducted at each Round of the Championship.
- 19.1.2 Drivers must complete a minimum of two laps during the Practice session at each Round. Any driver that fails to complete two laps during a Practice session will be referred to the Stewards who will determine, based on the Drivers experience, whether they can continue to participate in the Round.

19.2 Qualifying and Starting Grid

- 19.2.1 There will be one Qualifying session at each Round.
- 19.2.2 The times from the Qualifying session will be used to determine the starting grid for race one, with the Driver that achieved the fastest time occupying grid position one, the Driver that achieved the second fastest time occupying grid position two and so on.
- 19.2.3 In the event that there is a dead heat between two drivers during Qualifying, the drivers second fastest time during the Qualifying session will be used to determine who shall take the higher position on the starting grid. This same methodology shall be used until a Starting Grid can be determined.
- 19.2.4 If a Starting Grid cannot be determined from Qualifying times, the Drivers Practice results will be used.
- 19.2.5 The Starting Grid for Race two for each Round will be determined by the Final Classification of Race one, with the winner of Race one occupying grid position one, the second place Driver of Race one occupying grid position two and so on.
- 19.2.6 Any Driver that fails to complete a Qualifying Lap and post a time during Qualifying will start the Race from the rear of the Grid with the permission of the Stewards.
- 19.2.7 Each Driver must achieve a lap time within 110% of the fastest lap time recorded in that qualifying session/s. Any Driver failing to meet the qualifying

time criterion may must apply to the Stewards who may grant permission to compete, e.g. met the qualifying time criterion in practice.

19.3 Races

- 19.3.1 There will be two Races conducted at each Round.
- 19.3.2 A Sprint Race that will usually be the least number of complete laps that exceed 17 kilometers.
- 19.3.3 A Feature Race that will usually be the least number of complete laps that exceed 23 kilometers.

20 Race Start Procedure

20.1 Starting Grid

- 20.1.1 15 minutes before the starting time for the Formation Lap, each Driver with their kart placed on a trolley and pushed by their Mechanic will leave the “Start Servicing Park” to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work and/ or adjustment to the kart are strictly forbidden with the exception of tyre pressures, which can be adjusted by the Driver or his Mechanic using his own tyre pressure gauge by letting air out only.
- 20.1.2 13 minutes before the starting time for the Formation Lap, an audible warning will be sounded, announcing that the exit from the “Start Servicing Park” will close 1 minute later.
- 20.1.3 12 minutes before the starting time, the exit from the “Start Servicing Park” will be closed and a second audible warning will be sounded.
- 20.1.4 The launching of the Formation Lap will be preceded by the showing of boards announcing:
 - 10 minutes,
 - 5 minutes,
 - 3 minutes,
 - 1 minute,
 - 30 seconds. Each of these boards will be accompanied by an audible warning.
- 20.1.5 At the 3 minute signal, all personnel except approved officials and mechanics must leave the starting grid.
- 20.1.6 At the 1 minute signal all mechanics and approved officials must leave the starting grid.

20.2 Formation Lap

- 20.2.1 The Formation Lap commences when the Green Flag is displayed.
- 20.2.2 During the Formation Lap, the field must maintain grid order in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. The driver in 2nd position should remain alongside during this lap.
- 20.2.3 Drivers must not break formation on the Formation Lap. Erratic weaving (zig-zags) is prohibited. Offending drivers will be referred to the Stewards for possible disciplinary action.
- 20.2.4 The number of formation laps is one complete lap, unless otherwise determined by the Clerk of the Course or the Starter.
- 20.2.5 If a driver stops for any reason during the Formation Lap and the kart cannot be restarted quickly, it must be immediately removed from the track to a place of safety.
- 20.2.6 A driver who is otherwise delayed and finds themselves out of position will have the possibility of regaining his/her place (1) only if this manoeuvre does not impede other drivers and (2) in all cases before having reached their original starting position by the point of crossing the Red Line which will be marked on the track and indicated by the Clerk of the Course during the Briefing.
- 20.2.7 Drivers are cautioned that they should remain at the back of the field if the manoeuvre cannot be safely completed by the red Formation Line.
- 20.2.8 In order to regain one's position, it is forbidden to use any course other than the track used during the race.
- 20.2.9 Any driver permitted to join the track AFTER a false start MUST remain at the back of the grid on the current formation lap and any subsequent formation lap until the race is officially started.
- 20.2.10 It is the responsibility of the Driver in Pole Position to keep the field at walking pace from the red line up until the tramlines in the interests of safety. The Driver in second position on the starting grid must ensure that he/she is not ahead of the Driver in Pole Position at the time the start signal is given.

20.3 Race Start

- 20.3.1 The Start will be a Rolling Start.
- 20.3.2 At the end of the Formation Lap, Drivers will proceed forward in two lines at a reduced and constant speed not exceeding 20 km/h towards the Starting Line, as dictated by the front row. Each line of karts shall remain within the 110m long corridor (tramlines) marked on the track.
- 20.3.3 When the karts approach the Start Line the national flag will be stationary. Karts must maintain their position until the start signal is given. The start signal will usually indicated by the waving of the national flag.
- 20.3.4 A driver crossing the tramlines is liable to be sanctioned by the Stewards on the basis of a time penalty of 3 seconds for partially crossing the lines and 10 seconds for completely leaving the corridor.

- 20.3.5 If he/she is satisfied with the formation, the Starter will give the start. If he/she is not satisfied with the procedure the signal will not be given to indicate a “no-start”, meaning that an extra Formation Lap will take place. If the reason for a “no-start” is due to a particular offender, Officials may decide to impose a penalty at their discretion.
- 20.3.6 In the case of start light failure, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start.
- 20.3.7 Any attempts to jump the start or delay it and any karts leaving the lane (rolling start) before the signal given will be sanctioned in accordance with the FIA Karting General Prescriptions.

21 Championship Points

- 21.1 Championship Points for each Class in the Championship will be awarded to Drivers for each Race during the Round as follows:

Feature Race Points Allocation

Final Classification	Championship Points
1 st Place	25
2 nd Place	20
3 rd Place	17
4 th Place	16
5 th Place	15
6 th Place	14
7 th Place	13
8 th Place	12
9 th Place	11
10 th Place	10

Sprint Race Points Allocation

Final Classification	Championship Points
1 st Place	20
2 nd Place	17
3 rd Place	15
4 th Place	14
5 th Place	13
6 th Place	12
7 th Place	11
8 th Place	10
9 th Place	9
10 th Place	8

- 21.2 One (1) Championship Point will be allocated to Driver who achieves Pole Position in Qualifying at each Round.

- 21.3 The Championship Points from the Sprint Race and the Feature Race for each Class will be combined at each Round and the Driver who has been awarded the most Championship Points will be declared the Round winner, the Driver who has been awarded the second most points will be declared to have finished second for the Round and so on.
- 21.4 The Drivers in each Class of the Championship that have been awarded the most Points after the completion of the three Rounds will be declared the 2025 Saudi Toyota Championship Karting Champion.
- 21.5 The following will apply to any race in which the scheduled distance/duration is not completed by the leader:
- if less than 50% of the race has been completed, no points will be awarded;
 - if 50% to 75% of the race has been completed, 50% of the points will be awarded;
 - and if at least 75% of the race has been completed, full points will be awarded.
- 21.6 To be classified as a finisher, a Kart must have: crossed the Finish Line on the Track (i.e. not in the Pit Lane, the Pit Entry Road nor the Pit Exit Road) under its own power; completed at least 75% of the number of laps distance/duration completed by the winner; and completed its last lap in less than twice the time of the winner's last lap time for that race.

22 Podium & Prizes

- 22.1 Prizes will be awarded to the top three Drivers in each Class at each Round in accordance with Article 21.2 of these Regulations
- 22.2 A Podium Ceremony will take place at each Round for the top three Drivers of each Class. Any Driver that does not attend the Podium Ceremony will be considered to have breached these Regulations and will be referred to the Stewards for possible disciplinary action.
- 22.3 Any Driver that is being presented an Award in the Podium Ceremony must be wearing their Homologated Race Suit.

23 Protests & Appeals

23.1 Protests

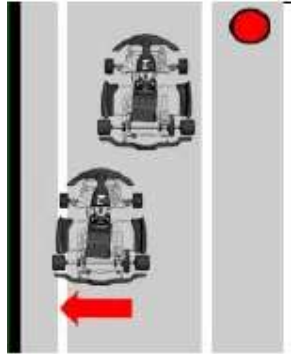
- 23.1.1 Protests must be lodged in accordance with the NCR and on the appropriate form.
- 23.1.2 The Protest Fee is 1,500 SAR

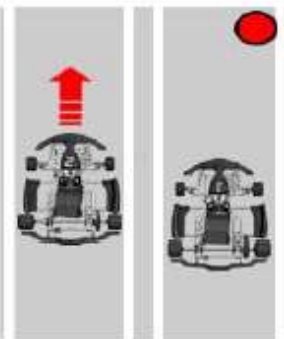
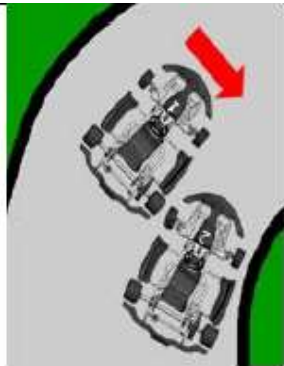
23.2 Appeals

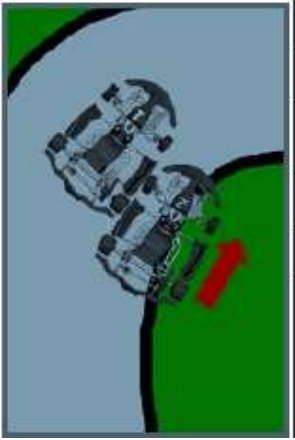
- 23.2.1 Appeals must be lodged in accordance with the NCR and on the appropriate form.
- 23.2.2 The Appeal Fee is 2,500 SAR

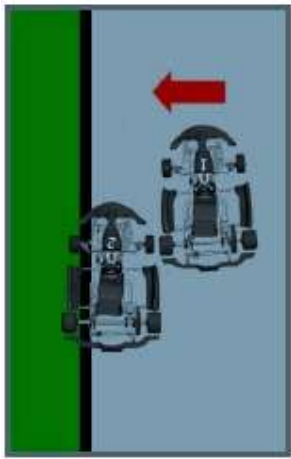
Appendix 1 – Code of Driver Conduct

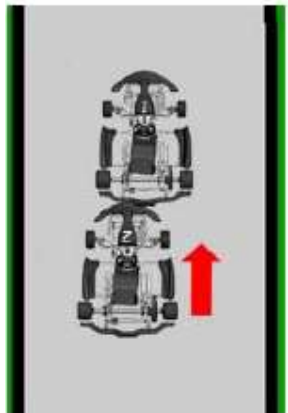
- All Drivers are expected to know what they are permitted to do on the Track.
- It will be at the discretion of the Stewards to decide if any Driver involved in an incident should be penalised.
- Unless it is clear that a Driver or Drivers were wholly of predominantly to blame for an incident, no penalty will be imposed.
- Unless it is completely clear that a Driver was in breach of the Rules, any incident involving more than one (1) Kart will normally be reviewed following the session.
- The following illustrative guide is provided to help you to understand what is acceptable and what is unacceptable driving conduct is. The penalty guide is only a recommendation.

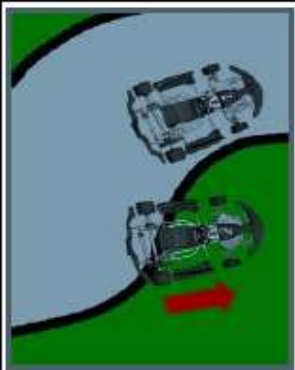
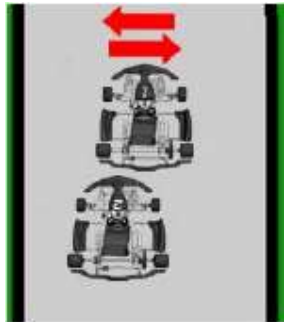
ARTICLE	INFRINGEMENT	EXAMPLE	RECOMMENDED PENALTY
23.1	<p>FALSE START (Type A) means Kart 2 leaves the marked lane during the start phase with at least two (2) tyres before the start signal is given. Leaving means that the tyres are completely outside the line. FALSE START (Type B) means Kart 2 leaves the marked lane during the start phase with at least four (4) tyres before the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>Infringement A = 3 second penalty Infringement B = 5 second penalty</p>

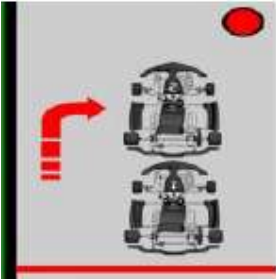

23.2	<p>JUMP-START means that Kart 2 accelerates during the Start phase leaving Kart 1 behind before the start has been released. It is irrelevant if the start will be repeated afterwards.</p>		5 second penalty
23.3	<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either either partial or completely for passing the curve. It is irrelevant if the Karts have touched or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1. It is considered to be an advantage if (either/ or) Kart 2 suffers a position loss or is forced to retire from the session, or Kart 2 suffers damage leading to a position loss or retirement.</p>		<p>Breach without Advantage = Reprimand. Breach with Advantage = Range from 10 second penalty (if deemed Careless) to Disqualification (if deemed Reckless).</p>

23.4	<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track. An advantage is at hand, if (either/or):- Kart 2 wins a position.- Kart 1 suffers a position loss or drop-out- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.</p>		<p>Breach without Advantage = Reprimand. Breach with Advantage = Range from 10 second penalty (if deemed Careless) to Disqualification (if deemed Reckless).</p>
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23.5	<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1. An advantage is at hand, if (either/or):- Kart 1 wins a position.- Kart 2 suffers a position loss or drop-out.- Kart 2 suffers a damage leading in a position loss or DNF.</p>		<p>Breach without Advantage = Reprimand. Breach with Advantage = Range from 10 second penalty (if deemed Careless) to Disqualification (if deemed Reckless).</p>
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23.6	<p>BUMP (That does not cause the front faring to be in the incorrect position) means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself. An advantage is at hand, if (either/or):- Kart 2 wins a position and the previous order cannot be restored within the same lap.- Kart 1 suffers a position loss or drop-out.- Kart 1 suffers a damage leading in a position loss or DNF within the same lap.</p>		<p>Breach without Advantage = Reprimand. Breach with Advantage = 10 second penalty</p>
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23.7	<p>SHORT-CUT/ TRACK LIMITS BREACH means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track. An advantage is at hand, if (either/or):- Kart 2 wins a position or gains time which cannot be balanced within the same lap.- Kart 1 or any other is handicapped by the return of Kart 2.- Kart 1 or any other suffers a position loss or DNF by the return of Kart 2.</p>		<p>Breach without Advantage = Warning. Breach with Positional Advantage = Two (2) Place Penalty. Breach with Relative Track Position Advantage = 10 second penalty.</p>
23.8	<p>CHANGE OF DIRECTION - WEAVING means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake. An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		<p>Breach without Advantage = Warning. Breach with Advantage = 10 second penalty</p>

23.9	<p>FORMATION FAULT is at hand, if Kart 2 improves it's starting position unforced during the formation lap after having crossed the red line (and before the start has been released).</p>		10 second penalty
23.10	<p>FLAG DISREGARD is at hand, if the driver does not carry out the flag/lights instructions given by either the track personal or clerk of the course. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> - Overtaking under yellow flag. - Continuing the race after receipt of black/orange flag etc. 		Referred to the Stewards