



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

2024 Saudi Toyota Championship – Karting

~~Supplementary Regulations~~

Sporting Regulations

Amended

English Version

1. RUNNING THE COMPETITION

The 2024 Saudi Toyota Championship – Karting, will be held in accordance with the FIA International Sporting Code, the National Competition Rules of SAMF, these Supplementary Regulations and any further regulations, bulletins or instructions issued.

1.1. Free practice

It's mandatory to do at least 2 laps in the free practice during the dates mentioned in the SAMF schedule which is a 10-minute practice session interval, any tires set are only allowed for the practice.

- Senior Category: Age group +14.
- Junior Category: Age group ~~8-13~~ 12 - 15

1.2. Qualifying Session

During qualifying sessions, drivers are ranked based on the best time. Time is taken during qualifying as a starting position for race one.

In the event of a dead heat between any of the drivers, ~~two extra laps shall be considered between the two holders of the same position.~~ priority will be given to the one who set the qualifying time first.

Violations:

In case of exceeding track limits, Lap time will be deleted for drivers who exceed track limits. In case of slowing other drivers, Stewards will make a decision of what penalty the drivers will serve.

1.3. Race

~~Race one determined by fastest lap in qualifying.~~ Qualifying Determine position for pre final.
~~Race two determined by the classification of race one.~~ Pre-Final Determine start position in final.

- Senior Category: Age group +14.
- Junior Category: Age group ~~8-13~~ 12 - 15

~~After completing all the races and based on the points collected from the total of the three races, the three drivers with the highest points in the competition will be crowned and won in the 2024 Saudi Karting Events title.~~

Category	Age	Unofficial free practice	4 Qualifying rounds	Finals
Professional	14+	Open	Fastest time	Points system

1.4. DNS

In the event that the driver is unable to enter the race, he will be starting from the pit.

1.5. Weight

The minimum weight of the Kart including driver is 160 kg. is as follow:

- Junior Category: 145 kg.
- Senior Category: 160 kg.

Extra weights will be added in case the required weight is not reached.

1.6. Drivers' numbers

Drivers' numbers will be distributed alphabetically, and each driver must ensure that the number is on his kart from 4 sides.

1.7. Fuel

Fuel will be provided in both qualifying and races. Each driver must bring an empty fuel tank upon scrutineering and will be given back before the qualifying session and races.

1.8. Timing system

Time reading devices and transponders will be provided prior to qualifying and races. In case of a technical failure in reading the time during the qualifying, the driver will be summoned to change the device.

In case of its failure in the finals, the driver will not be called in return, and a secondary device will be used to read the driver's position during the race.

In all cases, the responsibility of the device remains the responsibility of the driver.

If it falls from the Kart, the time will not be counted for the driver and accordingly he will bear the corresponding result.

1.9. Tires

1.9.1. Tires rules

~~One set of tires during qualifying tryouts and one set of tires during finals is allowed. It is not allowed to use qualifying tires set in finals, and in case of violation, the driver will be excluded from the competition.~~ Only one set of Tires is allowed from the start of the event till the end of the event

The direction of the tires is in one direction (according to the sense of rotation defined on the tire) and it is forbidden to change directions under any circumstances.

The driver is allowed to replace one tire only, and it is only in case of tire technical failure as a result of a manufacturing defect or accident. subject to approval of chief scrutineer.

Eligibility of the tyers accepted in the Saudi National Events is **VEGA Tyers XH3**.

1.10. General rules

The rest of the provisions are detailed in the general provision's clause in Appendix C.

2. MAIN COMPETITION DATES

Date	Event
17/09/2024	Registration opening date
23/07/2023 26/09/2024	Registration closing date
28/09/2024	Administrative check and & technical meeting
28/09/2024	Free Practice
28/09/2024	Qualifying
28/09/2024	Race 1
28/09/2024	Race 2

3. PROGRAM

The competition program is a timeline that shows the sports activities in the venue. This includes practice sessions, qualifying and races. Usually, the competition program also includes the medal ceremony date. The competition program is a vital tool for the detailed sports information ~~(and related functional areas such as broadcasting, ticketing and ticketing, stadium management, and spectator services) that a business needs to run smoothly and efficiently.~~

The competition program is subject to change depending on circumstances such as bad weather or changes in driver's participation.

In line with the daily schedule ~~of stadium activities~~, a detailed ~~match~~ schedule is prepared for ~~each day of~~ the competition prior to the start of the events.

Competition program	
Date	Program
28/09/2024	1. signing the acknowledgement
28/09/2024	2. equipment scrutineering
28/09/2024	3. Official free practice
28/09/2024	4. Qualifying
28/09/2024	5. Races
28/09/2024	6. Ceremony

4. DETAILED TIMETABLE

Registration & Scrutineering	Saturday, September 28, 2024		Venue
Start Time: 14:00 End Time: 16:00	14:00 - 16:00	Registration	Dirab Park
Start Time: 15:00 End Time: 17:00	15:00 - 17:00	Scrutineering	Dirab Park
Briefing	Saturday, September 28, 2024		
Start Time: 17:30 End Time: 18:00	17:30 - 18:00	Briefing	Dirab Park
Free Practice	Saturday, September 28, 2024		
Start Time: 18:30 End Time: 19:30	18:30-19:30	Free Practice	Dirab Park
Qualifying Round	Saturday, September 28, 2024		
Start Time: 20:00 End Time: 22:00 May extended two groups	20:00 – 20:10	Group A Junior	Dirab Park
	20:20 – 20:30	Group B Senior	
Race-1 Pre Final	Saturday, September 28, 2024		
Start Time: 21:00 End Time: 21:30	21:00 – 21:10	Group A Junior	Dirab Park
	21:20 – 21:30	Group B Senior	
Race-2 Final	Saturday, September 28, 2024		
Start Time: 22:00 End Time: 22:30	22:00 – 22:10	Group A Junior	Dirab Park
	22:20 – 22:30	Group B Senior	
Provisional Results - 22:50 PM			
Final Official Results - 23:20 PM			
Podium Ceremony - 23:30 PM			

5. SPORTING RULES AND REGULATIONS

5.1. General Rules

Karting competition will be held at the 2024 Saudi Toyota championship compliance with the rules and regulations of the FIA 2024 and the regulations of the Saudi Automobile and Motorcycle Federation.

- **Final dates**

Registration deadlines in Karting Saudi Toyota championship are September 23rd in all the categories mentioned.

- **Licences**

All drivers must have a valid national license from the Saudi Automobile and Motorcycle Federation or an international license.

- A. If the driver is a resident and holds a license from outside of Saudi Arabia, the drivers submit a no-objection letter (ASN permission), signed and stamped by the sports authority representing the country.
- B. All racers from the Kingdom of Saudi Arabia and residing outside the Kingdom of Saudi Arabia and holding a karting license from the Saudi Automobile and Motorcycle Federation has the ability to participate in the championship.

- **Acknowledgments**

Signing the declaration in two periods during registration and the day of the event before the start of the event is mentioned in the timetable. All drivers must bring the required licenses and papers on the first day to ensure their validity and complete the procedures by the administration before the final signature of the declaration. All drivers who have not obtained their licenses or completed no-objection letters will not be allowed to sign an acknowledgment to participate in the event. Drivers under 18 years of age must bring their parents to sign the declaration or a letter from the parents of the racer's guardian.

- **Scrutineering**

Scrutineering will take place at the event site according to the attached schedule during the days of the tournament. All drivers must display their karts to scrutineering, which includes racing suit, helmet and shoes. The scrutineering card will be shared with each driver and must present it during the event upon request from the technical team. The scrutineering card and the information mentioned on the card are the responsibility of the driver. No driver is allowed to change the accessories until after obtaining the approval of the chief scrutineer, and this includes racing shoes, suit and helmet. The scrutineering will be in two stages before the Saudi Events during the qualifiers and during the Saudi Events in the finals. Racers who have not completed the scrutineer will not be allowed to participate in the event under any circumstances.

All competitors must review the National Saudi event regulations.

- **Racing Instructions**

All drivers must attend the race instructions in the presence of race director. During the instructions, all arbitration and safety points will be explained in the event, if accident or dilemma occurs during the race. All drivers must attend the instructions and in the event of absence the driver is prevented from participating in the competition. During the instructions briefing, all racers are allowed to ask questions about the competition in addition to making suggestions, if any.

- **Prizes**

Prizes are awarded to the first three places based on the final score after completing the races.

- **Points system**

Points are collected by all drivers from the all races of the races. In the event of a natural disaster that led to the cancellation of a race, no points will be distributed, and the championship will be completed, and points will be collected for the remaining races.

Points distribution at each race:

1 st Place	25 points
2 nd Place	18 points
3 rd Place	15 points
4 th Place	12 points
5 th Place	10 points
6 th Place	08 points
7 th Place	06 points
8 th Place	04 points
9 th Place	02 points
10 th Place	01 points

6. RACING TRACK: BASIC INFORMATION

6.1. General information of competition venue

Venue	Fun Extreme Circuit
Short name	Karting circuit
Track layout	Outer track layer
Track description	Karting track
Total seating availability	200
Net seating availability	1

7. TECHNICAL OFFICIALS

TBA

8. UNIFORMS

Providing technical officials with uniforms by the SAMF (to be confirmed later).
Karting technical officials receive a uniform consisting of the official uniform of the Saudi Automobile and Motorcycle Federation.

9. DRIVERS' EQUIPMENT

All equipment must be provided by the driver in the qualifiers and finals.

10. REGISTRATION

10.1. ~~Time frame for registering the names of the accompanying delegation and administrators.~~

Registration of drivers' names is done by SAMF.

11. SPORTING INFORMATION

A sports information desk is located within the driver's preparation areas at each sports competition venue.

The work of the Sports Information Desk starts from the opening day of the competition for each event, or earlier, in line with the training of the event as it takes place at the venue of the competition, and likewise the second in order facilitates the distribution of data to racers, team officials and international associations.

Team admins often use the on-site service extensively to provide real-time information such as outputs related to results (starting lists and competition schedules).

11.1. Sporting and activities Information Office

Event	Location	Date	Time
Karting	SAMF	16 Sept – 31 Dec 2024	02:00 PM – 12:00 AM

12. APPENDIX

Appendix (A) Equipment check

- Eligibility of the accepted suit in Saudi National Events is based on the homologation mentioned in the suit from CIK-FIA 2013/001 - CIK-FIA 2013/058, with the exception of that in events because they are not eligible in the event.
 - CIK-FIA 2013/011
 - CIK-FIA 2013/053
 - CIK FIA 2013/001
- Eligibility of the helmet accepted in the Saudi National Events based on the homologation mentioned in the helmet.
 - Snell-SA2020
 - Snell-SA2015
 - Snell-SAH2010
 - Snell-SA2010
 - Snell-K2020
 - Snell-K2015
 - Snell-K2010
 - CMS2016
 - CMS2007
 - CMR2016
 - CMR2007

Any motorcycle helmets are excluded from the event.

- Availability of a motorized kart for the racer to participate in the event, provided that the homogeneity of the chassis is eligible to participate based on the homogeneity number associated with the chassis, bearing in mind that the validity of the chassis is 3 years from the date of manufacture, with the exception of the chassis in factory condition.
- Mandatory for the driver to have a ~~Ribs protector during the qualifying tryouts and~~ chest protector ~~during the finals~~ all time.
- Availability of the engine with the karting car, provided that it is compatible Rotax Global Technical Regulation and is sealed with the factory seal or dealer's seal, and that the engine that is qualified for the event:
 - Rotax Max 125cc.
 - Rotax Max Evo 125cc.
- Eligibility of the tyers accepted in the Saudi National Events is VEGA Tyers.

Appendix (B): Scrutineering:

- TBC: in supplementary bulletin.

Appendix (C): General Regulations:

Penalties

- Drivers receiving the black flag will be disqualified from the event. Penalties might be added also such as point deduction or exclusion from the event based on the judgement of a fact.

~~Pre-Race Start~~ Pre-Grid Start:

- Karts shall be lined up on the Pre-Grid 10 minutes earlier from the start of the race. It is the driver's responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit without the express permission of the Clerk of the Course.
- Each driver is allowed to bring one mechanic in the pre-grid identified by chief scrutineers.
- Driver and mechanics are not allowed to do any mechanical fix in the pre-grid area.
- All mechanic and coaches must leave the pre-grid before the start of the race.

Formation Lap:

- Drivers should leave the Pre-Grid when the green flag is displayed.
- The field must stick together 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.
- Drivers must not break formation before taking the start. Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised.
- The number of formation laps is one complete lap and the second is for race start.
- 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.
- 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.~~ **Before reaching the start line.**
- 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.
- In order to regain one's position, it is forbidden to use any course other than the track used during the race.
- 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.

- It is the responsibility of Pole Position to keep the field at walking pace from the red line up until the tramlines in the interests of safety. Anti-Pole must ensure that he/she is not ahead of Pole Position at the time the start signal is given.

Race Start:

- At the end of the Formation Lap, drivers will proceed forward in two lines at a reduced and constant speed 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. When the karts approach the Start Line the green flag will be stationary. Karts must maintain their position until the start signal is given.
- When the karts approach the Start Line the green flag will be stationary. Karts must maintain their position until the start signal is given.
- 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.
- 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.
- 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.
- As soon as the start signal has been given racing conditions are applied.
- Any attempts to jump the start or delay it and any karts leaving the lane (rolling start) or grid slot (standing start) before the signal given will be sanctioned according to (in line with Article 2.24 of the FIA Karting General Prescriptions).

RACE NEUTRALISATION (FULL COURSE YELLOW):

- The Clerk of the Course may decide to ‘neutralise’ a Race or Qualifying session by directing that a full course yellow be issued. This procedure can be used where the track is obstructed and/or drivers and officials are in immediate physical danger BUT the circumstances are insufficient to justify a stoppage.
- Simultaneously, yellow/black quartered flags will be shown at all Marshals’ Posts, accompanied by a ‘SLOW’ board where available. Yellow warning lights will be activated at circuits with this capability. The race leader’s number will be displayed at the start line. [At venues where yellow/black flags are unavailable, stationary yellow flags will be used.
- The leading kart will dictate the pace but must slow sufficiently to allow all karts behind to catch up and form a long train. The formation should then remain as tight as possible with no overtaking permitted (unless a kart slows dramatically or stops because of a problem).

Racing stoppage:

- It only happens if the circuit track is closed due to a collision or natural disasters, which makes the track in a dangerous condition to drive on. The Clerk of course or race director has the authority to order the marshal to raise the red flag at the start and finish line.
- Accordingly, all Marshals have to raise the red flag. As soon as the red flag is raised, all drivers must slow down, head to the start and finish line, and stand fully in one longitudinal line according to their positions in the current cycle, bearing in mind that the actual position of each driver is the position in the lap before raising the red flag.
 - Less than two completed laps
- In case the race is stopped before completing two laps, the race is considered null and the race must be restarted, and all drivers must return to the actual starting positions to restart the race.

Race finish:

- The chequered flag signal indicating the end of the Race shall be given on the Start Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- Should the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given.
- Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- Any classified kart unable to reach the scales by its own means will be placed under the control of Marshals, who will supervise the movement of the kart to the scales with the assistance of the driver.
- Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving dangerously and will be referred to the Stewards.

Weight scale:

- The official weight scale will be in the scrutineering area, unless it is specified elsewhere.
- The weight will be done twice, before and after sessions.
- Chief scrutineer is responsible for the credibility of the scale. In case of a difference in weight, the chief scrutineer will re-weight, and if this is proven, he will submit a report to the race director take action towards the situation.

Scrutineering area:

- The area is only for administrators, technicians and organizers and no visitors or attendees are allowed to be in the area.
- The scrutineering area will be provided by the circuit administration.
- All drivers arriving before or after the race for any of the insults must check the weight of the vehicle.
- It is strictly forbidden for all drivers to enter or leave the scrutineering area until they are allowed by the Chief scrutineer or authorized personnel to do so.
- It is forbidden for all racers to change engine during finals.

Track regulations:

- During each lap of the track in the race, drivers are only allowed to use the track limits and must at all times observe the codified laws relating to circuit driving.
- Track limits is drawn with white stripes on either side of the track. Barriers are not part of the track.
- Drivers are allowed to use the entire track width (including) the white lines. If the vehicle's four tires are outside these lines, the vehicle is considered off-track.
- During the race, the driver is allowed to use the entire width of the track. However, once another vehicle is temporarily behind him, the driver is not allowed to move from side to side or make an accidental movement in order to prevent the other competitor's legal overtaking.
- The driver can overtake, either on the right or left. However, maneuvers may impede other drivers such as premature or dangerous changes in direction, changing more than one direction, attempting to overtake in a straight-line congestion area or deliberately delaying vehicles at a bend are prohibited and may subject the driver to liability or penalty.
- In general, a one-time maneuver in the lane in defense of the driver's position between any two turns is acceptable as long as this movement does not cause any danger to the driver and competitor.
- If the passing kart at the turning point overlaps another kart, the overtaking vehicle must not turn on the other kart. In general, the overtaking kart must safely overtake.
- When overtaking, the driver must give way only after entering the bend, and thus must leave the space for overtaking.
- The driver must be given room at the exit of the turn.
- It is not allowed to crash into the back of another vehicle, causing it to become unstable when it exits.
- If the front kart is "pushed" from behind and loses its position, this will be considered a violation of the laws and may result in a penalty.
- The driver may use the entire route alone. However, once he is being followed by another driver that has completed a full lap on the driver, he must allow the faster driver to overtake at the first possible opportunity. Blue flags will be used in this case to alert the slower driver in this situation. Failure to comply with the blue flags is an offense which will be referred to the stewards.

- Drivers are strictly prohibited from driving their karts in the opposite direction of the track during the race, unless absolutely necessary to remove the kart from dangerous situations.
- During each session, the kart stopping on the track must be removed as quickly as possible so that its presence does not pose a danger or obstacle to other drivers. If the driver is unable to remove the kart from danger by driving it, he will be asked to exit the track when it is safe to do so and take it out to a safe place.
- The marshal may assist the driver if the Clerk of Course asks them to do so.
- Except for medical or safety reasons, the driver must remain near his vehicle until the end of the race.
- Except in cases stipulated by regulations or laws, no one except the driver is entitled to touch the parked vehicle before reaching the vehicle weighing site.
- When the track is closed by the Race Director after qualifying or a race has ended, until all the vehicles involved, whether in motion or in motion due to malfunction, have come to the scale in the scrutineering area, no one shall be permitted to enter the circuit except for the Duty Marshal.
- If the driver is involved in a collision, he must not leave the circuit without the consent of the stewards.
- No driver may leave the scrutineering area without the permission of the chief scrutineer.
- A driver leaving the race must indicate his position in leaving the race in time and be responsible for ensuring that he exits safely and at the nearest suitable location.
- Any driver intending to leave the circuit through the entrance to the vehicles must raise his right hand to indicate the timely exit and must ensure that he does so safely.
- For each round of the race, drivers must at all times wear the full equipment specified under Appendix A of these Regulations.
- In the event of unusual rains, smooth tires will continue to be used. The race will continue as normal at the discretion of the Race Director or the stewards in conjunction with the Chief Marshal, the race will not be stopped unless driving conditions become dangerous, for example in the case of standing water.
- All drivers should familiarize themselves with wet conditions due to raindrops appearing on their helmet and take care.
- It is the driver's responsibility to observe all provisions of law, technical regulations and sports regulations.
- Participants must ensure that their karts comply with the corresponding safety specifications and standards throughout the event. Bringing the kart for scrutineering is an implied statement of conformity.
- It is forbidden to put recording devices on the helmet or the kart, with the exception of the devices provided by the organizing committee.

General Rules and ethics of the competition

- All participants must play by the rules and respect the race officials and their decisions.
- All participants must respect the rights and value of their fellow participants regardless of gender, physical appearance, cultural background or religion.
- All participants must take responsibility for their actions at all times, including their family, team and support staff.
- All participants are required to demonstrate tact and etiquette to other members and participants in all events.
- Any disputes or problems that may arise during the event must be handled in a respectful manner to the person responsible for the event.
- Drivers should take the time to read and fully understand the rules, regulations and conditions before starting to stare.
- Request for clarification to regulations will be during the drivers briefing.
- All participants must respect the environment, venue and audience.
- All participants have the responsibility to minimize excessive noise and keep all used areas clean during the event.
- Doping is strictly prohibited during at all events.
- Offensive comments on any social media platform (Instagram, Twitter, etc.) or public sites are strictly prohibited This applies to competitors, teams, officials, organizers and anyone associated with the series and sports in general.
- Contestants are strongly advised to beware of engaging in controversial, divisive and potentially harmful conversations and they will be held responsible for their actions.

Protests

- In case of protests to the general provisions, they must be submitted to the race director and forwarded to the stewards.
- The protest period is within 30 minutes of the announcement of the provisional results.
- In case of protest from one of the drivers, he must pay a sum of 5,000 Saudi riyals that is non-refundable, unless the objection is valid.
- In case of an appeal, 5000 Saudi riyals must be paid to initiate the appeal by the stewards.
- In case of protest to the credibility and warranty of any part of the drive's vehicle from another driver, such as (engine, chassis), a non-refundable amount of 20,000 Saudi riyals must be paid until the objection is valid.
- any changes or amendment to the regulations will be issued by a bulletin.