

KMTC 2K



KMT 2K CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS



Kuwait Motor Town Championships

2000cc

Kuwait Motor Town Championships (KMTC) is a group of multi-disciplinary competitions, taking place across our various tracks to provide each motorsport -and more crucially the athletes and fans- the events and atmosphere they deserve.

The aim of KMTC is to introduce the competition aspect of Motorsport to the public and ease its accessibility to further raise motorsport interest in Kuwait, where through participating in KMT championships, drivers and officials alike will get a feel for the atmosphere and organization of participating in -as well as hosting- a race weekend in the world of motorsport.

Drivers will be bound to compete within a set of rules and regulations as per any competitive racing event, as KMT will have officials and marshals overseeing the rules and behavior on track with penalties applied for any misconduct. This type of event is a great learning experience for all parties involved as KMT strives to host more and more racing championships in the near future.

Held on Kuwait Motor Town's Main Circuit, KMTC 2000cc is a national competition taking place over 6 rounds where drivers begin each round by taking part in practice sessions around the GP, National, and South layouts of the main circuit to hone their vehicle's performance, as well as their own.

The following stage will be the qualifying shoot-out, aiming to set the fastest lap time to get the positional advantage for the main race and to set up the rest of the starting grid.

Trophies will be awarded at the conclusion of each race, and one overall champion will be crowned at the final award ceremony on the (Date: 16th of March 2024).

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Section 1 SPORTING REGULATIONS - GENERAL

1.1 TITLE AND JURISDICTION

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1.2 COMPETITOR ELIGIBILITY

1.2.1 Drivers must be in possession of a valid National Race License as a minimum and issued by KIAC or an FIA-affiliated ASN to race and score championship points. Drivers with licenses from other ASNs around the world may compete but they must have PRIOR start permission from their home ASN to compete.

Drivers must be registered and have paid relevant fees for the 2023 KMT 2K Championship.

1.2.3 In case of underage driver participation, the Team/Entrant is requested to fill in a parents' authorization (on the forehand) that must be handed over at the administrative checks. A copy must be sent in advance (digitally).

1.2.4 All necessary documentation must be presented for checking when signing on.

1.2.5 The presentation of a car for Scrutineering at each event shall be deemed to be an explicit acknowledgment and statement of compliance that the car meets the conditions of eligibility and safety as described in the Technical Regulations.

1.2.6 All cars must be presented with an up-to-date and valid KIAC Technical Passport.

1.3 REGISTRATION

All drivers must register as competitors for the 2023 KMT 2K Championship by returning the Registration Form with the correct Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations

herein. If an Entrant wishes to nominate more than one driver, they must declare this on the entry form.

Entries must be sent to the organizer at the following address:

Kuwait Motor Town

Race Control Building – Registration Office.

King Fahad Bin Abdul Aziz Road 40

Phone: +965 2206 4777

Email: info@kmt.kw

Registrations will be accepted from the date of publication of these regulations.

Registration numbers will be permanent competition numbers for the Radical Kuwait Cup. Numbers are preassigned by the organizers.

The organizers and promoters of the 2023 KMT 2K Championship reserve the right to refuse registrations at their discretion.

1.3.5 Any withdrawal of entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

1.3.6 Entry Fee:

Entry fees will be announced in the supplementary regulations for each round.

1.3.7 Documentation:

For each round, documentation & scrutineering will take place at Kuwait Motor Town (PIT Garage 1 & 2).

1.3.8.1 The following documents must be submitted during registration:

- Valid ASN National Competition License and Start Permission from foreign ASNs.
- Technical Vehicle Passport.
- Civil ID Card for Kuwaiti Nationals and residents. Passports or ID Card for foreign drivers.
- Authorization to use the car if the driver is not the owner.
- Name and contact details of the driver/Team representative who must be always available whilst the driver is on track.
- Name and contact details of emergency contact person.

1.3.8.2 Transponders:

Two (2) personally identified transponders will be given out at documentation. It is imperative that they are returned to the Registration office on the Ground floor of the control tower at the end of each event to be charged for the next event.

The transponders must be fixed in the recommended position according to the scrutineer's requests. The competitor is responsible for these 2 transponders. *If the transponder is damaged, the driver is liable for the cost of its replacement.*

1.3.8.3 Bracelets:

Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a driver or a team member from checking his bracelet at any time during the event.

1.3.8.4 Passes for Signaling Area (pit lane wall)

Two (2) passes allowing access to the pit lane wall will be issued to each competitor. These passes must only be used by crew members working in the signaling area (pit lane wall). Only crew members displaying this pass will be allowed access to the pit lane wall.

1.3.8.5 Pit Garages:

The organizer will supply a pit garage to the competitors, according to availability. The pit box must be empty after the last race. The competitor is responsible for all invited guests, team members, and equipment within the pit box. Any damage must be paid for.

SMOKING IS STRICTLY FORBIDDEN WITHIN THE PIT GARAGE. A FINE OF 50 KWD WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN NON-SMOKING AREAS. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE CIRCUIT.

Throughout all practice sessions, races, and track activities one side of the pit box must be completely closed to prevent unauthorized access to the pit lane.

For safety reasons, it is not allowed to run the engine when the pit garage is totally closed.

The pit garage areas are solely for the preparation of the cars. It is strictly forbidden for this space to be used as a hospitality or trade site area.

Pit boxes are equipped with the following fire extinguishers; 1 X 5kg Carbon Dioxide (CO₂). Pit lane side 1 X 25 kg dry powder, and Paddock side 1 X 25kg dry powder.

Support vehicles are forbidden from entering the paddock. KMT staff and trolleys will be available for the movement of racing materials.

Only team members wearing bracelets are allowed in the pit garages.

1.3.8.6 Team Office:

Team offices are available for the duration of the event. The competitor must register with documentation.

1.4 CHAMPIONSHIP EVENTS

The 2025 KMT 2K Championship will be contested over 5 ROUNDS (a ROUND = Qualifying and 2 races).

Event	Date
Round 1	14 th 15 th February 2025
Round 2	21 st 22 nd February 2025
Round 3	14 th 15 th March 2025
Round 4	4 th 5 th April 2025
Round 5	25 th 26 th April 2025

1.4.1 The organizers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins by email or by post to the address specified on the Official Registration Form.

1.4.2 In the event of the Force Majeure, the championship organizers reserve the right to reduce the total number of championship rounds.

1.4.3 A maximum of 20 cars will be admitted for the KMT 2K Championship event. However, the organizer reserves the right to allow wild-card entrants per event.

1.4.4 Cancellation:

The organizer reserves the right to cancel an event should the number of cars on the grid be fewer than 5 cars.

1.5 SCORING

1.5.1 Points for each race will be awarded to registered competitors listed as classified finishers in the Final Results as follows:

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

No points will be awarded for any other additional points systems.

The points total from all rounds of the 2K Cup will determine the final points and positions.

1.5.2 If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.

Full points will, however, be awarded if the maximum race time is reached before 75% of the original race distance is completed by the leader.

No points will be awarded if all laps have been completed under Safety Car.

1.5.3 Dead Heat

If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:

- The holder of the greatest number of first places.
- 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.

d) If this procedure fails to produce a result, the ASN will nominate the winner according to such criteria as it thinks it fits.

1.6 AWARDS

1.6.1 Per Round:

Trophies to 1st, 2nd, 3rd overall in each race.

1.6.3 Championship:

Trophies to 1st, 2nd, 3rd third overall.

Perpetual Overall Championship Trophy for the driver scoring the most points overall.

1.6.4 Presentations

Awards are to be provided for the presentation at the end of each race or at the end of the presentation ceremony. Race suits zipped up must be worn on the podium.

In the event of any Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the organizer in good condition within 10 days. The championship organizers reserve the right to withdraw points/trophies from any competitor who has monies outstanding with the organizer and/or any of their suppliers at each event and the end-of-season awards ceremony.

1.7 SCRUTINEERING AND REFUELLING

1.7.1 Competitors must present their vehicle completely in all respects to be visually inspected. The presentation is a statement of conformity.

1.7.2 Fuel & Pit Stop

Production Class vehicles are restricted to commercially available fuel.

A maximum of 200 liters may be stored outside the pit box, under the tent.

Refueling must be carried out using a manual pump. Refueling is not permitted in the paddock. Refueling during the race is prohibited, including during a red flag.

1.8 COMPULSORY IDENTIFICATION

1.8.1 Race numbers

The Organizers will determine the starting numbers following the results of the previous championship. For new competitors the number will be assigned sequentially. Each car must carry the race numbers allocated by the organizer.

The Organizer will supply the 3 adhesive plates with the number and compulsory advertising.

A visible race number measuring 10cm X 10 cm must be affixed to the right side of the strip on the upper part of the windscreen. One plate (41 cm wide X 42 cm high) must be placed on each side of the vehicle on the doors prior to presenting the car for technical scrutineering. It is the competitor's responsibility to correctly place these on the car.

1.8.2 Name of the driver and blood group is compulsory and must appear on the bodywork (rear window, and rear lateral windows), and be easily legible. For cars with no rear lateral windows, the name and blood group must appear on the bodywork above the door.

It is strictly forbidden to make any adjustment to the dimensions of the sticker unless the Organizer has given written authorization to do so.

The stickers must remain in the car during the practices and the race. Any competitor who fails to comply with this standard may not be authorized to take part in the practices and/or the race. The removal of any advertising

material that is handed over by the organization will be brought to the attention of Stewards.

1.8.3 ADVERTISING

Not displaying compulsory advertising will result in a fine of 150 KWD. Any sticker supplied by the organizer with damage to the advertising must be replaced.

Advertising, in any form, of alcohol and/or tobacco, and/or associated products is strictly forbidden.

No advertising or statements on the car, or team vehicles, or on competitor's race clothing or team clothing is allowed, which may be considered unsuitable or offensive to the organizers, or their sponsors. Advertising, in any form, of any political or religious beliefs is strictly forbidden.

1.9 FREE PRACTICE

1.9.1 Except where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and races.

1.9.2 Every driver must complete a minimum of 3 laps of practice. The Clerk of the Course and/or stewards of the meeting shall have the right to exclude any driver whose practicing or racing are considered unsatisfactory or unsafe.

No driver may start in a race without taking part in practice, except in a case of "force majeure" duly recognized as such by the Stewards.

1.9.3 There will be one 30-minute Free Practice session. For the five minutes prior to the start of the session, countdown boards showing 5 minutes, 3 minutes, and 1 minute will be displayed accompanied by an audible warning. At 0 minute the GREEN LIGHT and a GREEN flag will be displayed at the pit lane exit to indicate the start of the session, and a horn will be sounded. For the three minutes prior to the end of the session, minute countdown boards

(3 minutes, 2 minutes and 1 minute) will be shown at the starter cabin.

The Checkered flag being waved at the finishing line will indicate that the session has come to an end. Passing the Checkered flag more than once is strictly prohibited.

1.10 QUALIFYING PRACTICE & QUALIFYING TIME

1.10.1 There will be one Qualifying session of 20 min (same procedure as free practice). Every driver must complete 1 qualifying lap in the car to be raced and in the correct session in order to qualify.

Any driver whose best qualifying lap time exceeds 120% of the fastest time in the practices may not be allowed to take part in the race.

1.11 STOPPING THE PRACTICE

1.11.1 If a car stops during practice, it shall be removed from the track as quickly as possible upon Race Director's decision. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the session. If technical means are used, the car concerned will not be allowed to rejoin the session or the race.

1.11.2 Practices may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. There will be no prolongation of the practice period after an interruption of this kind. Furthermore if, in the opinion of the Stewards and/or Race Director, a stoppage is caused deliberately, the driver concerned may have his lap times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session.

1.11.3 Cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and must be represented to scrutineering before re-joining the session.

1.11.4 Cars traversing the gravel must be re-presented to scrutineers prior to re-joining the session. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Start/Finish. Simultaneously, red flags will be shown at all the marshal's posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the rolling lane is forbidden.

1.11.5 Should the practice session be interrupted; no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted starting.

All cars abandoned on the track will be removed to a safe place as soon as possible and at least at the end of each practice session.

1.12 THE GRID

1.12.1 At the end of the practice, the fastest time achieved by each driver will be published officially.

1.12.2 The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver during qualifying. Should two or more drivers set identical times, priority will be given to the one who set it first.

The starting grid for race 2 will be determined according to the results of race 1.

1.12.3 The starting grid for Race 2 will be drawn up in reverse order of the finishing order of race 1. Cars not finishing Race 1 will be put at the back of the grid. If two or more cars fail to finish Race 1, they will be placed at the back of the grid in order of the

qualifying time; the faster car being placed in front of the slower one.

1.12.4 The fastest car will start the race from the pole position on the grid on the right side of the KMT track.

1.13 RACES

1.13.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race. A race will not be suspended in the event of rain unless the circuit is blocked, or it is dangerous to continue.

1.13.2 The standard minimum scheduled distance for each race shall be 10 Laps whenever practicable. The Checkered flag will be shown to the race leader the first time they cross the finish line after 20 minutes have elapsed.

1.13.3 The maximum number of cars permitted to start a race is set at 20.

1.14 STARTING PROCEDURE

1.14.1 20 minutes before the start of the race the Safety car will take position in front of the grid.

1.14.2 15 minutes before the start of the race the pit lane will be opened. A green flag and green light will be displayed. A 5-minute board will be shown and then a countdown board for each minute accompanied by an audible warning until the pit lane is closed with a red flag and red light at the pit lane exit. Cars must leave the pit lane to cover a sighting lap. At the end of this lap, they will stop on the grid in starting position order and the engines will be stopped. Fueling on the grid is strictly prohibited.

1.14.3 10 minutes before the starting time, the pit exit will be closed, and a warning signal will be given. Failure to leave the pit lane within this time will result in the driver joining the sighting lap from the pit lane after the last car passes the Start/Finish line, but only under the direction of the marshals. This car will start the race from the last position on the grid.

- 1.14.4 5 minutes before the formation lap starts, a board will be shown with an audible warning. The safety car will leave the front of the grid and complete one lap stopping behind the last car on the grid. Officials and technical staff must leave the grid. A 3-minute board with horns will then be given. At 1 minute all engines must be started, and all personnel must leave the grid. A 30s board will then be displayed and the 0 second green flag will be shown at the front of the grid. All cars will begin a formation lap. Practice starts are forbidden and the starting formation must be as tight as possible. The leading car will give the pace with overtaking strictly prohibited. Any car that has a technical problem during the formation lap must slow down and be off the race line, then leave the track as soon as it's safe to pass. Any car that doesn't finish the formation lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid. After the race, the car will be brought back to the pitlane.
- 1.14.5 Grid start - On completion of the formation lap all cars must take up their respective starting positions on the grid and stop, keeping their engines running. The safety car must stop at the back of the grid and follow the first race lap before coming back to its parking position at the pit exit. There will be a standing start. Once all cars have taken their position the starter will switch on the red lights for a time of 2 to 5 seconds. The race will start by extinguishing the red lights.
- 1.14.6 During the start of a race, the pit wall must be kept free of all persons with the exception of authorized officials and fire marshals.
- 1.14.7 False start - A false start occurs when, before the appropriate signal is given, a competitor under the starter's orders moves forward from the prescribed position. Any driver who makes a false start shall be penalized by the addition of a time penalty to the time taken by them to complete the course of the race. This penalty shall be determined by the Race Director and/or Stewards.

1.15 SUSPENDING A RACE

- 1.15.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all flag marshal posts and the abort lights to be shown at the Line.
- 1.15.2 When the signal is given, overtaking is forbidden, and the pit exit will be closed. All cars must proceed slowly to the pit lane. All cars must stay in a single line in the rolling lane of the pits. If the leading car is not at the front of the line, any cars between it and the pit exit will be waved off to complete another lap before the race is resumed.
- 1.15.3 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.
- 1.15.4 The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken. All such cars will then be permitted to resume the race. The safety car will then be driven to the front of the line of cars.
- 1.15.5 Whilst the race is suspended:
- Neither the race nor the timekeeping system will stop.
 - Refueling and/or removal of fuel are forbidden.
 - Only team members and officials will be permitted on the rolling lane.

1.16 RESUMING A RACE

- 1.16.1 The delay in resuming the race will be kept as short as possible. However, a minimum of a 5-minute warning will be given.
- 1.16.2 The procedure as detailed in Art. 1.18 shall then be applied.

1.16.3 Overtaking during this lap is permitted only if a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Penalties will be imposed on any driver who, in the opinion of Stewards, unnecessarily overtook another car during the lap.

1.16.4 If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

1.17 RACE AND TRACK SESSION FINISHES

After taking the Checkered Flag drivers are required to:

Progressively and safely slow down.

Remain behind any competitors ahead of them.

Return to the Pit Lane Entrance/Paddock Entrance as instructed.

Comply with any directions given by Marshals or Officials.

Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

1.18 PARC FERMÉ

After every race the first 3 cars need to proceed to Parc Fermé at the start of the pitlane, as directed by circuit officials and remain in Parc Ferme until the decision to release the cars is made by the Stewards.

Team members must not touch the car in any way until directed to do so by officials while in Parce Ferme. They may only assist to push cars on and off the weigh bridge. Any work reported while in Parce Ferme by officials will result in a 10-place penalty for that race.

1.19 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.19.1 In exceptional circumstances, the Stewards or the Race Director may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.

1.19.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed, and posted on the official noticeboard.

1.20 GENERAL SAFETY

1.20.1 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. This applies in Pit Lane also.

1.20.2 Exceeding Track Limits:

1- Drivers must use the track at all times.

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

3- A driver will be judged to have left the track if four wheels of the car go beyond the outer edge of the white line.

4- Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage. If an advantage is gained during a race, and a place is taken, this place must be given back if the car overtaken has continued at racing speeds.

5- A driver may not deliberately leave the truck without justifiable reason.

1.20.3 ABANDONING CAR ON TRACK

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

If there is a chance of a fire on board the car, drivers, if possible, must make their best endeavors to drive the car to the nearest fire point. These are marked clearly around the track with a large red board, marked FIRE. Drivers should take note of these positions on their out lap.

1.20.3 STEERING WHEEL PROTOCOL

If the steering wheel is detachable, it is mandatory for drivers to always re-attach the steering wheel when they depart from the cockpit. This applies at all times of the event excluding when in their own garage or parked outside. The organizer can impose a fine of KD50 if this is not done as reported by an official or organizer of the series.

1.20.4 DEFENDING A RACE POSITION

1- More than one change of direction to defend a position is not permitted. Changes of direction to warm tires under green light racing conditions is not permitted.

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

3- Any driver defending his position on a straight, and before any braking area, may use the full width of the track

during his first move, provided no significant portion of the car attempting to pass is alongside his / hers

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

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

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

1.21 SAFETY CAR

1.21.1 The Race Director, in conjunction with the Clerk of the Course reserves the right to introduce a Safety Car at any time during a race.

1.21.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof. The Safety Car will be driven by a competent driver appointed by the hosting circuit and crewed by a Safety Car Observer who will be in permanent contact with the Clerk of the Course.

1.21.3 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.

1.21.4 As soon as the order is given to deploy the Safety Car, all flag posts (including the Start Line) will display a yellow flag and an "SC" board, which will remain out until the intervention is over.

1.21.5 The Safety Car intervention period is deemed to start when a competitor passes the first SC Board on the track and is deemed to be over when a competitor passes the Green Flag at the Start line on the track. All competing vehicles when notified of the Safety Car intervention (by flag signals and SC boards) will reduce speed and line up

behind the Safety Car maintaining the same speed as it. Overtaking the Safety Car is forbidden unless signaled to do so, and competitors should continue at reduced speed until they reach the line of vehicles behind the Safety Car. Overtaking and/or un-lapping of any competing vehicle during a Safety Car intervention is forbidden.

1.21.6 If the Clerk of the Course deems it necessary to allow a competitor to pass for whatever reason, the observer in the safety car will wave with their outstretched arm to indicate to pass. This message only applies to the competitor immediately behind the safety car. If another competitor is needed to pass the signal will be repeated. These competitors once passed can proceed with caution to rejoin the back of the train of cars.

1.21.7 When the Clerk of the Course decides to call in the Safety Car, the SC board and yellow flag on the Start Line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in the directional flow of the circuit after the last vehicle in the Safety Car train has passed. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap.

1.21.8 A Green Flag will be waved on the Start Line and overtaking and/or overlapping remains forbidden until each of the competing vehicles passes the Green Flag on the Start Line.

1.21.9 While the Safety Car is in operation, competing vehicles may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on.

1.21.10 All vehicles must maintain the same speed as the Safety Car whilst in convoy and at the same speed as the vehicle in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Start line; all competitors should maintain a maximum distance of three car's length from the vehicle in front. At no time during the procedure may any part of a competitor's vehicle overlap with any part of a vehicle of another competitor, or the Safety Car.

1.21.11 The Clerk of the Course may impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalized.

1.22 GENERAL DRIVING STANDARDS AND CONDUCT

Drivers must respect the right of other competitors to “racing room”. Drivers are responsible for avoiding physical contact between cars on the racetrack.

Each competitor has a right to “racing room”, which is generally defined as “at least three quarters of one car width”, or “sufficient space on the racing surface that under racing conditions, a driver can maintain control of his car in close quarters”.

Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to the racing room.

If a driver chooses to make an overtaking maneuver by breaking the other competitor, they assume responsibility for the outcome of that maneuver if it is considered to be a ‘lunge’. For the avoidance of doubt, the definition of ‘Lunge’ is taken as a maneuver where the overtake starts after the lead competitor has started to brake, and the other competitor ‘lunges’ from a decent distance behind. It is assumed that in this kind of maneuver the driver being overtaken would have no way of knowing the other driver’s intentions, as their focus will have shifted to the corner, rather than competent well behind them.

Any driver deemed by the Clerk of the Course (COC) for displaying reckless and dangerous driving may be penalized. The COC shall determine the course of action.

Drivers must always obey all flags and direction from officials. Drivers must also always adhere to track limits.

1.23 PROTESTS AND APPEALS

1.23.1 Protests

1 - Protests against the Race Director / Clerk of the Course Decision must be submitted, in writing to the Chairman of Stewards, by the competitor accompanied by the protest fee of KD 200 not later than 30 minutes after the provisional results has been published.

2 - If the protest is successful, then the protest fee will be returned, if unsuccessful the fee will not be returned.

1.23.2 Appeals

1- In the event of an unsuccessful protest the competitor will have the right to appeal against the decision of the Stewards and must declare his intention to appeal in writing to the Chairman of Stewards within one hour of receiving the Stewards Decision.

2- The National Appeal fee is KD 750, which must be paid to the National ASN (Kuwait International Automobile Club – KIAC) within 48 hours after the competitor declares in writing his intention to appeal.

1.23.3 Appeals may not be made against decisions concerning the following:

A reprimand

A fine resulting from a pit lane exits speeding, pit lane exit, or practice start violation.

A drop of grid position

Starting from pit lane exit

Drop of place(s) in the classification of the Competition.

A time penalty

A drive through

A stop and go penalty.

The deletion of laps

A disqualification from the practice sessions or race by means of black flag or black with orange disc flag.

1.24 ON-BOARD CAMERAS

- 1.24.1 All competing cars must be fitted with an in-car camera. The camera must be mounted at the approved point. The camera must be operational with a memory capacity to hold enough footage for the next on-track activity. If the competitor does not have their own camera or their own camera is broken, then the competitor **MUST** inform the Co-Ordinator in good time so that an alternative camera can be fitted before the next on-track session.
- 1.24.2 At the end of Qualifying and racing the Clerk of Course may request to review the footage from any of the cameras. The Clerk of Course or the Steward may then deal with any incident(s) arising from such review.
- 1.24.3 The Championship Scrutineers may inspect cameras before commencement of a track session and will inform the competitor and Clerk of the Course of inoperable cameras. Only Official Championship Staff may remove the memory cards from the cameras once the track activity has commenced (qualifying or racing). This includes whilst the cars are in Parc Ferme. The Circuit reserves the right to take Memory Cards from ORC in the event of a serious incident causing injury or an incident under investigation.
- 1.24.4 If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity i.e. during a pit stop within qualifying or racing, or while the car is parked in Parc Ferme, without the permission of the Clerk of Course this will be notified to the Clerk of Course and a penalty may be applied.
- 1.24.5 In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. The burden of proof establishing the cause of such failure to record will lie with the competitor. The Clerk of Course reserves the right to request footage from any in-car cameras. In these instances, the footage will be obtained in Parc Ferme by the Championship Officials for review.

1.25 KMT 2K CHAMPIONSHIP – RACE PENALTIES

1.25.1 INFRINGEMENTS OF NON-TECHNICAL REGULATIONS AND THE SPORTING REGULATIONS

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

The organizers reserve the right to impose further penalties on competitors, proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the championship. In cases of repeated offences, the Stewards reserve the right to exclude any other competitor from a fixed number of races or from the championship.

In such cases no other competitor's score shall be adjusted. The championship organizers reserve the right to view data from any source on the car if data logging equipment is fitted, this includes the ECU and any camera equipment.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behavior, on or off the track, in a manner considered to have brought the event into disrepute, event coordinator will be entitled to request that the Radical Cup Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship. If no penalty is given a written warning may be given (sporting or technical), further written warning may result in a penalty.

Cars which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Radical

Cup Stewards to be below an acceptable standard may be excluded from the grid.

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

1.25.2 INFRINGEMENTS OF TECHNICAL REGULATIONS:

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

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Clerk of the Course may permit the competitor to start from the pit lane exit.

b) Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: Any competitor whose vehicle is disqualified from the results of the meeting will be subject to being disqualified from the event forfeiting all event points, prize money and other awards.

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

1.25.3 Specific Penalties

See Appendix 1

Section 2 – TECHNICAL REGULATIONS

The responsibility for the eligibility of vehicles in the championship rests with the competitor. In the event of a dispute concerning the compliance of a vehicle with the regulations, the responsibility lies with the competitor to satisfy the organizer with regards to such compliance and not the organizer to prove non-compliance.

2.1 Introduction

Drivers and cars must conform to the technical regulations throughout all qualifying and racing sessions. Drivers and cars found not to be in conformity with technical regulations may be subject to penalties.

2.2 Eligible Vehicles and Engines

All cars (chassis') must be series production models with:

- Normally aspirated engines with a maximum capacity of 2000cc
- Forced induction engines with a maximum capacity of 1650cc

Cars must belong to a production series distinguishable by specific nomenclature, the same basic floor pan, external body work and identical engine and transmission from the engine to the wheels (except that both manual and automatic gearboxes may be utilized). Bodywork variations concerning number of doors, hatchback or boot are permitted and will be considered to be of the same model range. Both left-handed and right-hand drive vehicles are acceptable.

Convertible cars equipped with approved roll cages (Art. 253-8 FIA Appendix J) are accepted with a closed face helmet.

The engine may be changed, nonetheless the homologated engine design model cannot be changed.

The engine must be from the A2 category (see appendix: Allowed engines).

- o up to 2000cc & supercharged up to 1650cc
- o Diesel up to 2000cc

2.3 Scrutineering General

23.1 – All entered vehicles must be presented for visual examination and weighing in the nominated location, at the time stated in the event timetable. The presentation is a statement of conformity.

2.3.2 – Competitors must report for scrutineering with their vehicles clean and complete in all respects. Vehicles which do not meet these criteria will not be accepted for inspection by the technical steward and may be subject to a late scrutineering fee.

2.3.3- 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.

2.3.4 – All participants must submit the homologation form for the roll cage to scrutineering who will keep it throughout the entire event.

2.3.5 – 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.

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

2.3.7 – Helmets and Hans devices meeting requirements will be issued with an identification sticker. Once a car has passed the safety and technical requirements it will be issued with an identification sticker. These stickers **MUST NOT** be removed or covered. Entrants will not be allowed to exit the pit lane onto the track without displaying these.

2.3.8 – 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.

2.3.9- All cars must be presented after Qualifying Practice and the Race for Weight and/or fuel checking. Failure to prevent the car will lead to sanctions from the stewards.

2.4 Safety Requirements

The following safety requirements are compulsory and must be presented at Initial Scrutineering.

2.4.1 - DRIVER

Helmet: Must meet FIA approved standards for helmets. Drivers of convertible models running without a hard top must wear a FIA Homologated full-face helmet.

Racing suit: Must meet FIA approved standard 8856-2000 for homologated racing suits & boots. FIA Technical list No. 27 (section 1).

Undergarments: Must meet FIA approved standards 8856-2000. FIA Technical list No. 27 (section 2).

Gloves: Must meet FIA approved standard 8856-2000. FIA Technical list No. 27 (section 3).

Hans Device: Must meet FIA approved standard 8858-2002. FIA Technical list No. 29 (Only to be used with Hans compatible seat).

2.4.2 - CAR: Good, clean general condition with no loose body work. Compulsory advertising, stickers, and number plates must be present and correctly placed, including driver's name and blood type.

All competing cars must be professionally turned out.

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.

Seat: Must meet FIA approved standard 8855-1999. FIA Technical list No. 12

Harness: Must be correctly installed and meet FIA approved standards 8853/98 and 8854/98. FIA Technical list No. 24

Roll cage: Must meet FIA standards for roll cages. FIA Appendix J Article 253. (bolt-on or welded FIA Homologated rolls cage can

be accepted). If the roll cage does not meet this requirement and the certificate is not produced, then the car will not pass technical control and will be refused entry to the track.

Roll cage padding: Must meet homologated standard 8857-2001 Type A. FIA Technical list No. 23. If the roll cage padding does not meet this requirement, then the car will not pass technical control and will be refused entry to the track.

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 1 kg. If a plumbed system is being used it must meet FIA standards for plumbed-in fire extinguisher systems. FIA Technical list No. 16

No oil leaks are permitted.

No water leaks are permitted.

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. Dry battery types must be electrically protected.

No loose items in the interior are permitted.

2.5 Additional Safety Requirements and Seals for Production Class

2.5.1 - OIL CATCH TANK: Catch tanks must be fitted in the engine compartment and must be of 2 liters capacity. The tank must be translucent or have a panel through which the level may be observed. Alternatively, the standard closed breather system must be in operation.

2.5.2 - DRAIN PLUG AND OIL FILTERS: Drain plugs must be wired and oil filters must be clamped to prevent loosening.

2.5.3 - REAR VIEW MIRRORS: External units must be fitted, one on each side of the car with a minimum area of 90 cm² per unit. An interior rear-view mirror must be in place.

2.5.4 - CIRCUIT BREAKER: A circuit breaker, capable of being operated from both inside and outside the vehicle, must be fitted to one of the main battery cables. Its position must be clearly marked on the outside by a red spark on a white-edged blue triangle having a base of at least 120mm.

2.5.5 - ADDITIONAL/ REPLACEMENT FASTENINGS: The bonnet and boot lid may be secured with extra fastening devices. If the bonnet or boot lid are replaced (non-standard) then extra fastening devices **MUST** be used. Any, and all, original bolts and fasteners may be replaced with upgraded components.

2.5.6 - AIRBAGS: All airbags must be disabled or removed.

2.5.7 - FLUID LINES/ CABLES: Fuel and oil lines, brake pipes and cables may be protected against damage and internally against fire risk. It is recommended that all flexible pipes be replaced with Aeroquip-type hoses.

2.6 Weight: Engine Capacity (Normally Aspirated)

<i>Engine capacity</i>	<i>Minimum Weight</i>
1801 to 2000cc	1150kg
1601 to 1800cc	1050kg
1401 to 1600cc	950kg
<i>Engine (Forced Induction)</i>	
<i>Up to 1650cc</i>	1270kg
<i>Peugeot RCZ 1600cc</i>	1270kg

- The weight of the car will be taken including the driver.

2.6.1 - PERFORMANCE BALLAST

a) Ballast is allocated according to the results from the previous race and is updated per race.

b) For race two, ballast is allocated according to the finishing positions in race one.

c) The weight is allocated as follows, o 1st: 48kg

o 2nd: 36kg

o 3rd: 24kg

o 4th: 12kg

d) The minimum weight will be the minimum weight + ballast amount

e) The full nominated ballast + ballast box must be carried even if the car exceeds the minimum weight.

f) It is the drivers' responsibility to ensure that the ballast is securely fitted, and that the car meets the minimum weight limit at all times.

The weight must be fitted in the championship specified FIA approved ballast box.

2.7 Bodywork

2.7.1 - Exterior

General –

A maximum of 3 holes (maximum diameter of 12.5 mm) are permitted for the team in order to use supplementary measuring devices (radio, temperature, pressure, and similar). Other up to 4 similar holes are allowed for promoter use.

If a device is not used during a competition, the corresponding hole must be sealed off and the exterior of the bodywork must retain its original appearance.

The only body parts that can be replaced and changed in shape are:

- Front bumper; Shape resembles the original without bolted license plate support(s), must be approved prior to production; dive planes allowed.
- Front fenders' lower edge behind the wheel may not be higher than front door's bottom border. Shape must be approved prior to production (no louvres allowed)
- Side sills (these may be added if not present in the production car)
- Rear wheel arch extensions
- Rear door bulge compatible with the rear arch extensions
- Rear bumper; Shape resembles the original must be approved prior to production
- Wheel arch liners

Bonnet and boot lids –

It must be possible to open them without the use of tools.

The retaining springs (not the hinges) may be removed, but the car must have supports to hold the bonnet and the boot lid in an open position. (Certification)

Openings in the engine bay bonnet are allowed up to a maximum total surface of 1050cm², including any original opening(s) but must be covered by wire netting with maximum mesh surface of 500mm²(Certification).

Trims on the openings can be added to the bonnet provided that they do not protrude from the outer surface more than 15mm outwards and 50mm inwards (Certification).

Cut-outs in the original production bonnet for the trims are allowed up to a total surface of maximum 2350cm² including any original cut outs.

The production internal reinforcements may be removed in the opening zone (Certification).

Door –

The production door locks, door-hinges, anti-intrusion bars, external door handles, and the driver side window lifters stay as original and in operation.

The other side window lifters may be removed, but the side windows must be locked in place and secured from all movement.

The removal of door soundproofing material and decorative strips is allowed.

Original inner trim panels must be replaced and be made from plastics (including composite materials) at least 1mm thick. The panels must totally cover the door, its handles, locks, and window winding mechanisms.

Air inlets for driver cooling in the area of the external mirrors are accepted (Certification).

Aerodynamic devices –

Rear wing with wing profile, brackets, and side plates (Certification)

The original car's devices must be removed and must be replaced with one compulsory rear wing made up of:

- One aluminum extruded wing profile
(KMT Standard applies following season)
 - o Material: aluminum or fiber reinforced plastic
 - o production drawings will be delivered for certification
 - o the angle adjustment will use 1 (one) axis of rotation. (For cars certified after 2019)
 - o scrutineering jigs will be delivered on request to the manufacturers.

It IS NOT the responsibility of the technical control staff to lift the car onto the scales, it is the responsibility of the TEAM ONLY.

Any damage to the car and its skirts that occur on curbs or upon entering the gravel trap is the driver's responsibility.

2.7.2 – Interior

Dashboard Trim: Trims situated below the dashboard, and which are not part of it may be removed. It is permitted to remove part of the center console.

Instruments: Display and indicators can be fixed on the dashboard or to the steering column according to the FIA WTCR Technical Passport. The installation shall not interfere with the driver's vision or safety.

Switches:

Standard switches may be replaced by other control elements and may be fitted at different locations on the dashboard or on the center console. Any opening resulting from this must be covered.

Allowed switchable functionalities affecting engine ECU on the steering wheel or switch panel while engine running (allowed positions are on/off): Full Course Yellow, Pit Speed Limiter, Launch Control, GBX neutral and reverse gear.

Allowed switchable functionalities affecting engine ECU on the steering wheel or switch panel while engine running (allowed positions are on/off): Full Course Yellow, Pit Speed Limiter, Launch Control, GBX neutral and reverse gear.

If switches (e.g., rotary, flip, button) for all other functions are placed in the driver's reach.

The parameters of the engine ECU functionalities may be changed between certified parameter sets or within allowed software variants only when the engine is not running, and it must be verifiable by checking engine ECU calibration and from logged scrutineering data, which switch actuation for these purposes does not take effect while engine is running.

Pedal Box:

metallic pedals may replace the production plastic parts. New master cylinders and new arrangements in the engine bay may be used.

Commercial catalogue pedal box (hanging or floor mounted) and master cylinders in the cockpit: Modifications are authorized provided they have no other function than to allow the fixing of the master cylinders and/or the pedal box.

Heating and Air condition systems: the original heating and air conditioning systems may be removed, and Bulkhead openings must be closed respecting "firewall" conditions. (Certification)

Windscreen: the wind screen demisting system is mandatory; mass production Ac and heating system may be removed.

2.8 Engine

The homologated engine design model can be changed if it follows the eligible engine regulation (see. 2.2).

Homologated parts and castings for the crankcase, cylinder, cylinder head and gearbox (bell) housing must be used.

The original flexible material of the engine, gearbox and differential housing mountings may be changed, but the number of mountings must remain the same and the engine, gearbox and

differential must remain in the same relative (front/rear/mid) position relative to the body shell. The finish of engine components is free (Superfinishing, DLC etc.)

2.9 Turbo Engines

All engine parts must remain standard – none of the modifications from 3.9.4.1 onwards are allowed.

Turbo, wastegate, intake manifold must remain as standard.

Boost pressure must remain as standard.

Airbox is free.

2.9.1 – TOP END:

Bore can be up to 0.5mm diameter oversized.

The method of valve retention must remain as the homologated model. No pneumatic valve retention devices are allowed unless fitted to the homologated model.

The sequence in which the cylinders are ignited (i.e., 1-2-4-3), must remain as originally designed on the homologated model. Simultaneous firing of 2 cylinders is also forbidden if not adopted on the homologated engine.

Cylinder Head must be the original casting but maybe machined or 'ported.'

The ports may be filled with epoxy products.

The gasket face may be machined.

The valve guides may be machined or replaced.

The compression ratio is free.

The combustion chamber may be modified.

Valves, springs, retainers, rockers, followers, and associated parts are free.

Valve seats can be modified or replaced for repair. The material must remain as homologated.

Valve guides are free.

Valves must remain in the homologated location and at the same angle as the homologated valves.

The homologated cylinder head / cam cover may be replaced by a cosmetic replica of higher specific weight material (i.e., replace magnesium part with aluminum).

Camshaft and pulleys are free.

The method of cam drive must remain as homologated.

2.9.2 – BOTTOM END:

Stroke **MUST** remain as original.

Crankshaft, connecting rods, rod bolts, shell bearings, pistons, piston Rings, Piston Pins are free.

The top face of the cylinder may be machined to adjust deck height.

Baffles may be fitted in the sump to prevent oil surge. The fitting of engine oil surge protection devices (consisting of a reservoir for oil that is charged when the engine oil pressure is high and discharged into the engine's oil system when the engine oil pressure is low) is also permitted. The sump may be increased in size and altered in shape. The sump drain plug must be wire-locked to a fixed point.

2.9.3 – TRANSMISSION:

The transmission configuration must remain standard for the vehicle e.g., front engine rear wheel drive, front engine front wheel drive etc. and the engine and transmission must remain in the same position relative to each other as the manufacturer's original specification. Four-wheel drive and conversion of four-wheel drive to two-wheel drive is not permitted.

Gearbox casing, bell housing and drive shaft (if applicable) must be from the same manufacturer as the engine.

In cases where a retro fit engine is fitted, gearbox must be of the same manufacturer as the engine being raced.

In cases where there is an engine swap and OEM gearbox is retained the adapter plate is subjected to approval.

Gear ratios and final drive ratios are free.

Sequential transmission and dog boxes (and any variants) are NOT allowed.

Driveshafts are free.

Hubs are free.

Automatic transmission is permitted as long as it is standard production specification.

Fitting of Limited Slip Differentials is allowed.

2.9.4 – COOLING SYSTEM:

Water cooling hoses, belts, flow restrictor, thermostats and radiator caps are free. The standard water radiator may be replaced, but its position must be retained and no alteration to the standard under bonnet sheet metal is permitted. Additional water radiators may be fitted in non-standard positions, but these may not be external to the bodywork and all bodywork rules must be respected. The addition of ducting components to improve airflow through the radiator is permitted.

Heaters and air conditioners may be removed in their entirety.

Oil coolers may be fitted (for engine oil, gearbox oil, differential oil or power steering fluid, subject to their installation being of a satisfactory standard. Devices that spray water, or any other fluid or gas, (as a cooling agent) onto the outer surface of any supplementary cooling device fitted to competing vehicles (including oil radiators, water radiators and intercoolers), are not permitted.

Heat shielding of engine or manifold components is permissible from the engine block to the bulkhead. Shielding may be of manufacturer standard shielding plate or by heat shield wrap.

2.9.5 - OTHER:

The power steering pump and ancillaries may be removed or changed but the original mechanical steering mechanisms must be retained.

Air filters are free of restriction (including position).

2.9.6 – INTAKE/INJECTION:

Throttle bodies may be changed: i.e. For GT86/BRZ type engines the number of throttle bodies is free

ii. For all other engine types only a single throttle body may be used. Manifolds are free provided they fit directly to the original port faces of the cylinder head...

Fuel injectors are free.

Fuel pumps and regulators are free of restriction, including filters and fuel lines.

Velocity Stacks / Air funnels are free.

Variable intake tract devices cannot be added if they are not present on the homologated vehicle. They may be removed and replaced with fixed intake devices but if retained they must remain identical and operate in the same way as the original Air box is free.

2.9.7 - ELECTRONICS:

Wiring looms are free.

Sensor units are free.

ECU (including ancillaries as ignition drivers/modules) are free (allowing replacement or OEM re-flashing)

Data-Logging is free.

Track to team telemetry is not allowed (onboard video streaming is allowed)

Electronic torque biasing systems or electronic differential controls are prohibited.

Traction control, launch control and driver aid are allowed.

Spark Plugs are free.

Coils and HT leads are free.

Any type of battery allowed. Its position in the car is free from restriction, provided that if a wet lead acid type battery is retained and positioned in the driver/ passenger compartment, it is not only secure but must be contained in a sealed compartment. Dry batteries must be electrically protected.

External lighting systems, including dip or high beam headlights, taillights, stop lights and turn indicators must remain functional.

2.9.8 – FUEL TANK:

The fuel cell(s), the filling and ventilation systems must be separated from the cockpit by a fireproof and liquid-proof protective device and must comply with FIA App. J, Art. 253. (Certification)

The total fuel volume in the car is max. 100 liters. (Certification)

The fuel tank must be contained in a close-fitting flameproof and liquid-proof lower (external) housing that has no other mechanical function including a crushable structure on all surfaces except the one in contact with the body shell.

The crushable structure must be a honeycomb sandwich construction based on a fire-resistant core of a minimum crushing strength of 18N/cm². The sandwich construction must include two skins of 1.5 mm thickness having a tensile strength of minimum 225N/mm² and must have minimum thickness of 10 mm.

Located within the safety cage, forward of the center line of the rear wheels, no more than 65cm from the vertical plane through the longitudinal axis of the car.

A floor pan cut above the original fuel cell compartment exclusively for the installation of the supplementary fuel cell volume in the cockpit is permitted. Structural panels cannot be cut or modified.

The upper (internal) housing may be of mild steel or aluminum both 1.5mm minimum nominal thickness bolted or welded to the body shell or be crushable structure with similar properties as the lower housing.

An add-on fuel cell (FT3 1999, FT3.5 or FT5) on the top of the main fuel cell and installed in a housing corresponding to this regulation may be used up to the total maximal fuel volume. (Certification)

2.9.9 - EXHAUST SYSTEM:

Aftermarket manifold systems are permitted. Pipe is free from restriction if it follows a similar route to the standard system and exits at the rear of the car. Single outlets are, however, permitted in place of dual outlets, and vice versa.

The position of the lambda sensor is free of restriction.

Catalytic converters may be removed and replaced with suitable exhaust piping.

Vehicles must at all times during an event be silenced to meet a maximum level of 125 DB (A) at $\frac{3}{4}$ maximum RPM, measured at 0,5 meters from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees.

Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken.

The inclusion of temporary parts to achieve requirements is prohibited.

2.10 Suspension

Anti-roll bars (stabilizer bar/ Sway bar) and their attachment links are free.

Strut tower braces are free.

The material of the suspension mounting bushes is free of restriction, including the use of spherical bearings, provided they are fitted to the suspension components without any additional machining of the suspension components.

Springs are free of restriction but must be made of steel. Bump rubbers are free of restriction.

Shock absorbers are free of restriction, including their method of fixing, provided that the attachment points are not changed. The original spring seat may be removed. Coil-over shock absorbers, where not a standard fitment, may be fitted.

Ride height is free.

2.11 Braking System

The brakes may be retained or replaced/upgraded subject to the following:

All calipers (front and rear) are free of restriction, except that they may have a maximum of 4-pistons and must be made of a metal alloy (no composite or metal matrix materials are permitted).

Only one caliper is permitted per wheel.

Permitted brake piston material is restricted to steel, stainless steel, or aluminum only.

Brake disc/rotors may be replaced with no size restriction.

Brake disc/rotors must be of ferrous metallic material (i.e., no carbon, aluminum, ceramic or other 'exotics')

Brake discs/rotors may be skimmed.

Brake discs/rotors may be slotted/cross-drilled or vented.

Brake bells are free provided they are made from aluminum or ferrous metal. Attachments are free of restriction.

No titanium components of any nature are allowed in the braking system.

Brake pad material is free.

Protector plates/dust covers may be removed or modified.

Ducting is permitted to the front brakes to facilitate cooling. Only air may be used as a cooling medium.

Servo brake assisters and braking force adjusters (pressure limiters) may be disconnected and removed.

Hand brakes and their systems must be retained.

A pressure line proportion valve may be fitted to the rear braking system only.

The standard ABS system may be used, removed, or replaced. Substitute ABS systems may be used.

2.12 Wheels

Wheel rims are free of restriction within the following dimensions and must be manufactured from steel or aluminum only.

Wheel diameter has a maximum of 18".

Wheel studs may be used in place of bolts.

Wheel nuts must be open-ended. Wheel spacers are permitted.

Wheel's minimum weight: 11 kg

Wheel's material: Cast aluminum alloy

The upper part of the complete wheel (flange + rim + tire) in straight ahead position and above the wheel's center must be vertically covered by the bodywork.

Pressure control valves on the wheels are forbidden.

2.13 Tires

Semi slicks

There is no tire usage limit.

If a control tire is agreed, then it will be announced in a supplementary publication at least 6 weeks before the first racing event of the season.

2.14 Fuel

- Fuel 98 octane

2.15 Unspecified Modifications

The organizer reserves the right to authorize modifications not specified in these regulations in the interests of promoting close racing and the interests of the series. The driver's representative must be involved in the discussion before any changes are made unless it is a safety issue.

2.16 Oil Spillage

Any competitor who puts oil on the track through negligence will be liable for any expenses incurred by the organizer. Additional penalties may also be imposed by the organizer.

Appendix 1 – PENALTIES

Infringement		
Arriving late for Drivers Briefing	A fine of KD 50	
Failing to attend the Drivers Briefing	A fine of KD 100	
3 Formal Written Reprimands during the season	Deduction of 25 Championship Points	
Infringement	Practice qualifying	or Race
Breach of Technical Regulations	Minimum: Deletion of all practice times and start from Pit Lane for next race	Disqualification

Overtaking or failing to slow down sufficiently under yellow or red flag / light signal	Delete Fastest Lap Time	Drive Through Penalty
Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Orange Disc).	Black Flag / Disqualification	Black Flag / Disqualification
Continuing to drive on the circuit for more than 3 laps after being shown the Black Flag	Placed to the Back of the Grid	Disqualification
Continuing to drive on the circuit for more than 3 laps after being shown the Drive Thru Penalty Board	N/A	20 Second Time Penalty
Causing an avoidable collision	Start from Pit Lane for the Next Race	20 Second Time Penalty
Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	5 Place Grid Penalty for the Next Race	10 Second Time Penalty
Re-joining the track in an unsafe manner and/or not complying with re-joining instructions issued at the Drivers Briefing	Start from Pit Lane for the Next Race	10 Second Time Penalty
Blocking, squeezing, or weaving to gain an unfair advantage or otherwise prevent a legitimate overtaking maneuver. Forcing another driver off track	3 Place Grid Penalty	10 Second Time Penalty
Overtaking under Safety Car conditions or otherwise	N/A	Drive Through Penalty

failing to follow Safety Car procedures.		
Persistent or repetitive breaches of driving standards over the course of a session or sessions and/or races at the same event	3 Place Grid Penalty	10 Second Time Penalty
Failure to comply with the correct driver order for any race.	N/A	10 Second Time Penalty
Driving a car under its own power into the pit garage. Otherwise allowing a car to obstruct another pit box or the pit lane itself.	5 Place Grid Penalty	10 Second Penalty or At Stewards Discretion
Unsafe refueling (at any time)	3 Place Grid Penalty	3 Place Grid Penalty for the Next Race
Unsafe release from pit box	3 Place Grid Penalty	Drive Through Penalty
Failing to adhere to the Driving Standards expected of a reasonably competent driver.	Start from Pit Lane for the Next Race	20 Second Time Penalty
Disobeying the Blue flag or otherwise impeding another car while being lapped	3 Place Grid Penalty	10 Second Time Penalty
Entering pit lane unsafely Exiting pit lane unsafely including crossing the pit exit Blend Line while exiting pit lane	3 Place Grid Penalty for the Next Race	3 Place Finish Place Penalty
Driving the wrong direction in pit lane or circuit / reversing in pit lane	Exclusion from Next Race	Exclusion from Race

Failing to re-attach the steering wheel and / or leaving a stranded car in neutral gear or otherwise delaying the recovery of a stranded car	3 Place Grid Penalty for the Next Race	3 Place Grid Penalty for the Next Race
Driving in a manner incompatible with general safety	Start from Pit Lane for the Next Race	20 Second Time Penalty
Performing an unsafe or illegal practice start	3 Place Grid Penalty	Drive Through Penalty
Exceeding the pit lane speed limit	3 Place Grid Penalty	10 Second Time Penalty
Ignoring a Red pit lane exit signal	3 Place Grid Penalty	Drive Through Penalty
Conducting unauthorized work on a car on the starting grid or otherwise causing an unnecessary delay to the start procedure	N/A	10 Second Time Penalty
Formation Lap infringements	N/A	10 Second Time Penalty
Being out of position at the display of the 1-minute Board on the Formation Lap and / or at the race start	N/A	Drive Through Penalty
Jump start or causing a False Start	N/A	Drive Through Penalty
Unauthorized work carried out on a car during Parc Fermé conditions.	10 place grid penalty	10 place grid penalty for the next race

NOTES RELATING TO APPENDIX 1

The above penalty catalogue provides a 'RECOMMENDED GUIDE' as to how penalties will generally be applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied

by the Stewards as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Clerk of the Course & Stewards reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that (as a minimum) he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision, and the intention to carry forward the penalty to his/her next session, race, or event.

Driving Standards and conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

Causing an Avoidable Collision.

This is where one car, regardless of its position on or off the track, and regardless of the proximity (or not) of other cars, and regardless of whether any contact occurred, is deemed to have been responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Terminology

Other terminologies that may be used by senior officials when referring to driving standards are:

Careless Driving	Driving that departs from the standard of a competent driver.
Reckless Driving	Driving involving an unintentional action by a driver which creates serious risk to others
Dangerous Driving	Driving involving any intentional action by a driver which creates serious risk to others

Section 5: Appendences

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 International de l'Automobile 8, Place de la Concorde 75008 Paris France www.fia.com 	<p>or</p>	YES	YES
<ul style="list-style-type: none"> FIA 8860-2004 NOT VALID AFTER 31.12.2020 		YES	YES
<ul style="list-style-type: none"> FIA 8859-2015 (Accepted as from 01.10.2015) 		YES	YES
<ul style="list-style-type: none"> Snell 2005 or 2010 + FIA 8858-2002 	+ <p>or</p>	YES	YES
<ul style="list-style-type: none"> Snell 2005 or 2010 + FIA 8858-2010 	+ <p>or</p> <p>or</p>	YES	YES

¹ Normes reconnues par la FIA pour casques à utiliser avec les systèmes RFT. Prière de se reporter aux exigences supplémentaires concernant l'utilisation des casques au Chapitre III - Equipement des Pilotes de l'Annexe L au Code Sportif International de la FIA. / FIA-recognised Standards for helmets to be used together with FHR systems. Please check additional requirements regarding helmet use in Chapter III - Drivers' Equipment of Appendix L to the FIA International Sporting Code.

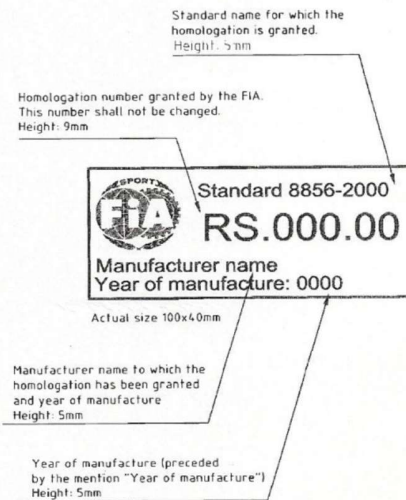
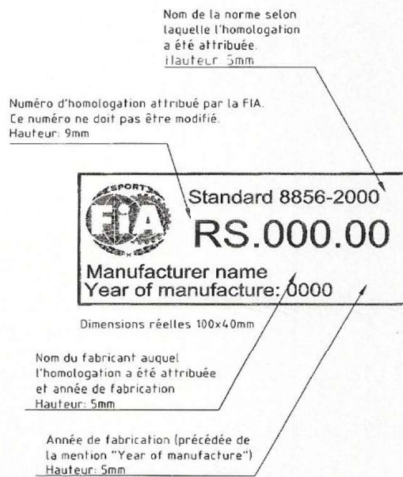
Appendix 2 FIA Standard 8856-2000- Protective Clothing for Automobile Drivers

1.

ANNEXE III / APPENDIX III

MARQUAGE DES VETEMENTS DE DESSUS

MARKING FOR OUTER GARMENTS



Il est permis d'augmenter la taille de l'étiquette et/ou la hauteur du texte. Néanmoins, si la hauteur du texte, par exemple du nom du fabricant, est modifiée, il est obligatoire que tous les textes (numéro d'homologation, nom de la norme, "year of manufacture:" et l'année) soient modifiés dans les mêmes proportions.

It is permitted to increase the size of the label and/or the text height. Nevertheless, if the text height in, for example, the manufacturer's name is modified, it is mandatory that all the texts (Homologation number, standard name, "year of manufacture:" and the year) are modified in the same proportions.

L'étiquette doit être brodée directement sur la couche la plus à l'extérieur du vêtement de dessus et sur l'arrière du col, de façon à être facilement visible. Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.

The label shall be embroidered directly onto the outermost layer of the outer garment and on the rear of the collar so as to be easily visible. It is recommended that the embroidery thread comply with 8.4.

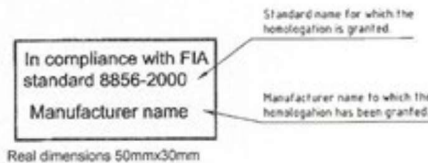
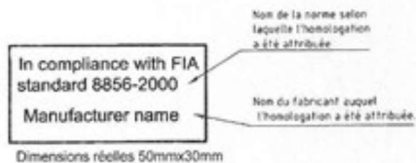
Si le vêtement est de couleur claire, du fil bleu marine doit être utilisé ; si le vêtement est de couleur foncée, du fil jaune doit être utilisé.

If the garment is light-coloured the thread used shall be dark blue; if the garment is dark-coloured the thread shall be yellow.

ANNEXE IV -A / APPENDIX IV -A

MARQUAGE POUR SOUS-VETEMENTS, CAGOULES, SUR-VETEMENT DE PLUIE, CHAUSSETTES, CHAUSSURES ET SOUS-VETEMENT DE REFROIDISSEMENT

MARKING FOR UNDER GARMENTS, BALACLAVA HOODS, RAIN-PROOF OVERGARMENTS, SOCKS, SHOES AND COOLING UNDERGARMENTS



Il n'est pas obligatoire que le matériau qui constitue le fond de ce badge soit résistant aux flammes s'il n'est pas en contact direct avec la peau du pilote ni avec l'environnement extérieur.
 Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.
 Ce marquage doit se situer à l'extérieur du vêtement en accord avec la Fig.1. Le marquage des sur-vêtements de pluie doit être identique à celui des sous-vêtements.
 La position du marquage des chaussures est libre.

It is not mandatory that the backing material of this badge is flameproof if it is not in direct contact with the driver's skin or with the external environment.
 It is recommended that the label embroidery thread comply with 8.4.
 This marking shall be situated on the exterior of the garment as indicated in Fig. 1. Marking on rain-proof overgarments shall be identical to that of the undergarments.
 The position of the marking for the shoes is free.

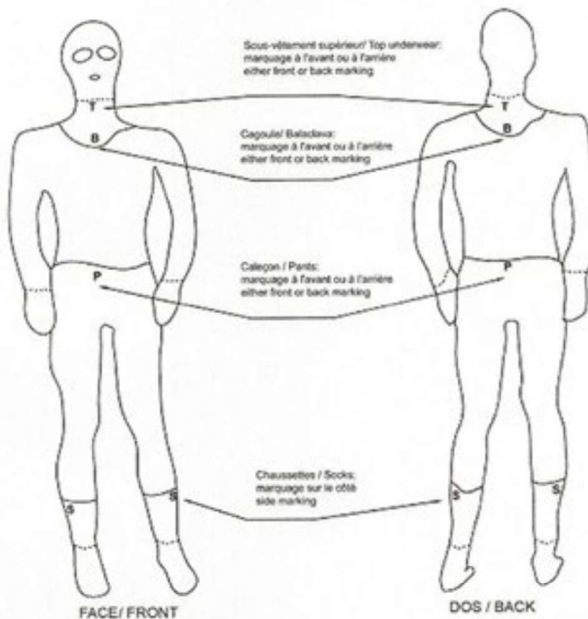
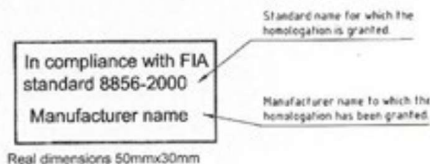
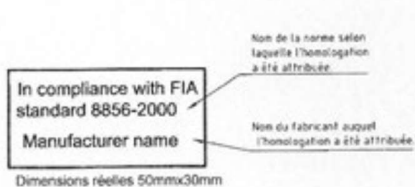


Fig. 1- Marquage des sous-vêtement
 Fig. 1- Marking of the undergarments

ANNEXE IV - B / APPENDIX IV -B

MARQUAGE POUR GANTS

MARKING FOR GLOVES



Le matériau utilisé pour le fond (ou le support) de ce badge doit être résistant aux flammes et conforme à la norme ISO 15025

Backing material of this badge shall be flameproof and in conformity with the standard ISO 15025

Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.

It is recommended that the label embroidery thread comply with 8.4.

La position du marquage des gants est illustrée Fig.2 au choix sur l'un ou l'autre emplacement.

The position of the marking for the gloves is illustrated in Fig. 2, in either location according to preference.

Si le fond du badge est de couleur claire, du fil bleu marine doit être utilisé ; si gant est de couleur foncée, du fil jaune doit être utilisé.

If backing material of this badge is light-coloured the thread used shall be dark blue; if the glove is dark-coloured the thread shall be yellow

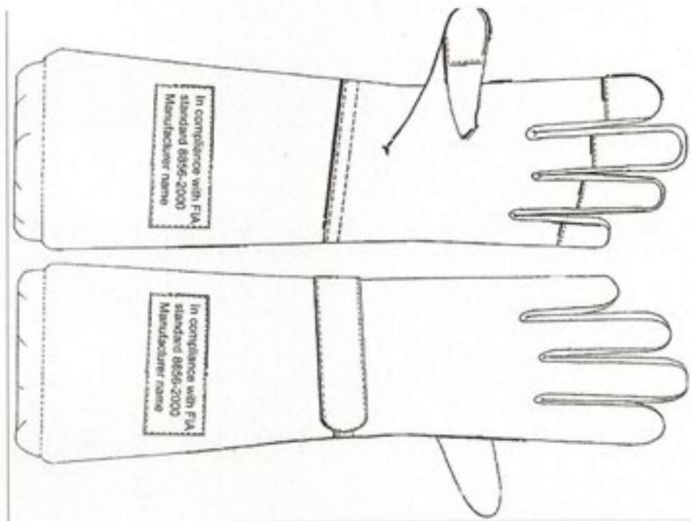


Fig. 2- Marquage des gants – au choix sur l'un ou l'autre emplacement
Fig. 2- Marking of the gloves - in either location according to preference

Appendix 3: FIA Technical Lt No. 36- List of FIA Approved Head Restraint

FIA Liste N°36

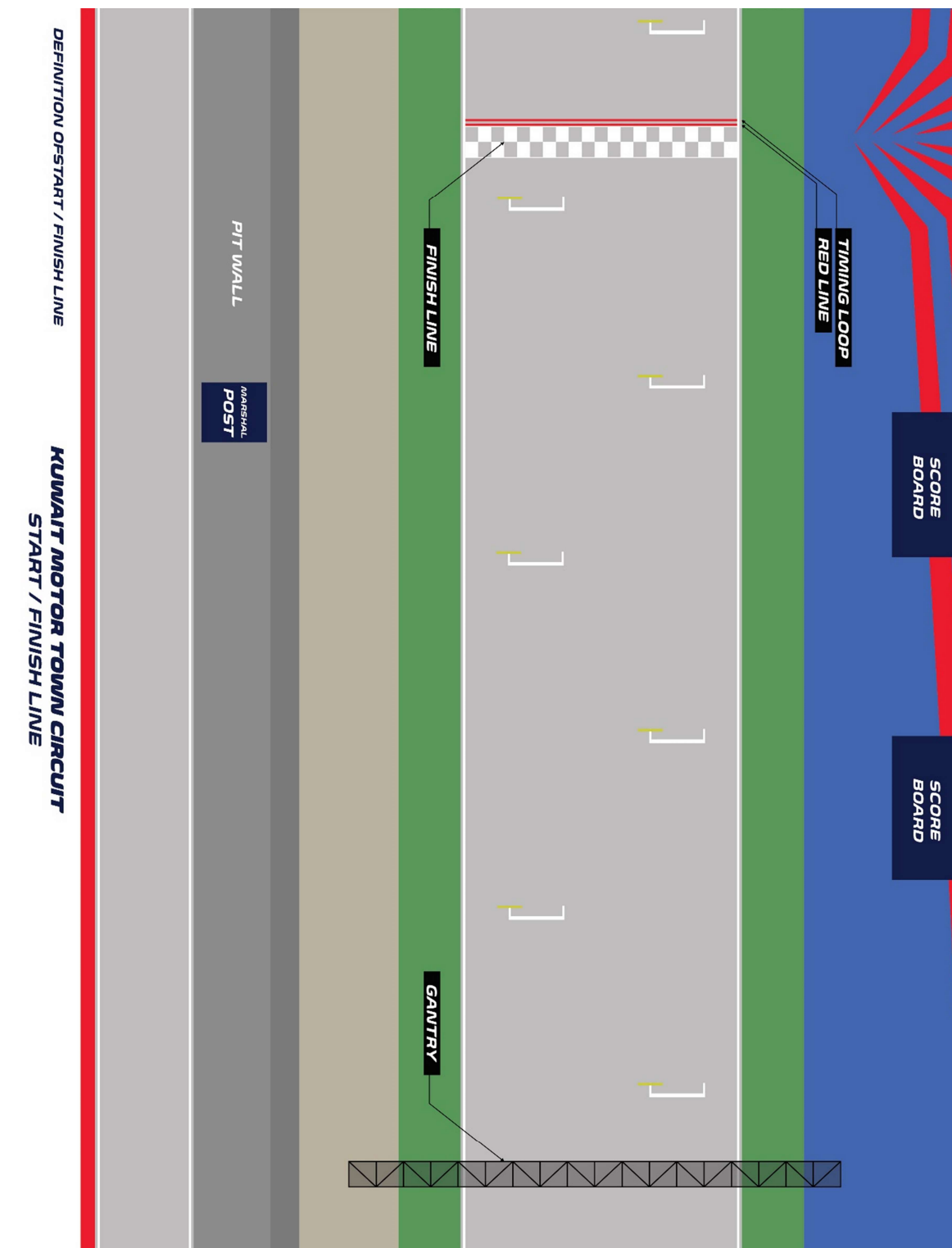
LISTE DES SYSTEMES DE RETENUE FRONTALE DE LA TETE APPROUVES PAR LA FIA
LIST OF FIA APPROVED FRONTAL HEAD RESTRAINT SYSTEMS

LISTE TECHNIQUE N° 36 / TECHNICAL LIST N° 36

Systèmes de retenue frontale de la tête (RFT) approuvés par la FIA FIA approved frontal head restraint (FHR) systems	
<p>1. Système HANS®/ HANS® system</p> <p>Les systèmes Hans doivent être approuvés selon les normes FIA 8858-2002 ou 8858-2010 <i>HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS devices are approved by the FIA</i></p>	
<p>2. Système Hybrid®/ Hybrid® system</p> <p>Les systèmes Hybrid doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid devices are approved by the FIA</i></p>	

<p>3. Système Hybrid Pro®/ Hybrid Pro® system</p> <p>Les systèmes Hybrid Pro doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid Pro devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid Pro approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid Pro devices are approved by the FIA</i></p>	
<p>4. Système HANS® Adjustable/ HANS® Adjustable system</p> <p>Les systèmes HANS® Adjustable doivent être approuvés selon la norme FIA 8858-2010 <i>HANS® Adjustable devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS® Adjustable approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS® Adjustable devices are approved by the FIA</i></p>	

Appendix 4 KMT Start/ Finish Line



Appendix 5: 2025 KMT 2K CALENDAR

ROUND	MONTH	DAY
ROUND 1	February	14-15
ROUND 2	February	21-22
ROUND 3	March	14-15
ROUND 4	April	4-5
ROUND 5	April	25-26

Appendix 7: Allocated Race Car Number Space

