

2015 MIDDLE EAST & NORTH AFRICA KF-JUNIOR CHAMPIONSHIP

1. SPORTING REGULATIONS

- 1.1. The *Middle East & North Africa KF-Junior Championship* («the Championship») is organized and sanctioned by the Bahrain Motor Federation («BMF»). All the parties concerned (Driver, Entrants, Official, and Circuit) undertake to apply and respect the rules governing this event.
- 1.2. Eligible countries are countries represented within the FIA MENA Region.

2. REGULATIONS

- 2.1. The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

3. GENERAL UNDERTAKINGS

- 3.1. All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code («the Code»), Provisions of CIK-FIA Regulations, BMF National Sporting Code and these Sporting Regulations.

4. CHAMPIONSHIP: PRINCIPLE AND RUNNING

- 4.1. The Championship is run over a single Event
- 4.2. The Championship will have the status of National Championship open to MENA Zone.
- 4.3. Each Competition will comprise a final phase named «Pre-Final» and «Final» in accordance with the number of participants in the Competition. The distance of the Pre-Final and Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 15 km and 25 km. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track.

5. CLASSIFICATION

- 5.1. The classification of the Championship will be that of the Final.
- 5.2. The title of *Winner of the Middle East & North Africa KF-Junior Championship* will be awarded to the Driver who has won the Final.

6. ENTRANTS' APPLICATIONS

- 6.1. Applicants must hold valid Entrants' international licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.
- 6.2. The Entrant must be the father, the mother or the legal guardian of the Driver.

- 6.3. No change of Entrant shall be allowed after the provisional entry list has been published by the BMF.
- 6.4. Applications shall include:
 - 6.4.1. confirmation that the applicant has read and understood the Code and these Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Championship, to respect them;
 - 6.4.2. the name, contact details, data and a passport photo of the Driver, as well as a copy of his licence;
 - 6.4.3. an undertaking by the applicant to participate in the Championship
 - 6.4.4. Payment of entry fee of USD1000 and a deposit of USD300. The entry fee is non-refundable. The deposit is refundable, and guarantees that the candidate participates in the Championship and returns the equipment used, in good condition, to the single-supplier of karts;
- 6.5. The number of entries in the Championship will be limited to 20.

7. ELIGIBLE DRIVERS

- 7.1. Drivers who are at least 13 years old (or who reach their 13th birthday during the year) and 15 years old as a maximum (not reaching their 16th birthday before 31 December of the year concerned).
- 7.2. Drivers shall be nationals of countries listed in Article 1.2 or license holders of ASNs listed in Article 1.2. They shall be selected by their respective ASNs - one Driver per ASN.
- 7.3. The acceptance of the additional candidatures will be established on a first-come first-serve basis.
- 7.4. Drivers must hold a CIK-FIA Grade C-Junior International Karting Licence (issued by their ASN affiliated to the FIA, in compliance with Article 3.4.2 of the CIK-FIA International Karting Licences for Drivers & Driving Conduct).

8. ELIGIBLE KARTS AND EQUIPMENT

- 8.1. The Championship is reserved for KF-Junior/KF3 karts, as defined by the CIK-FIA Technical Regulations.
- 8.2. A single-supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Championship, according to a "turnkey" principle to be applied throughout the Championship.
- 8.3. The kart unit comprising all the elements delivered by the single Supplier cannot undergo any modifications whatsoever (except for the third rear axle bearing, which can be freed or totally dismantled) and must be used as supplied. The chassis elements can be set up only by using the basic mechanical settings. The transmission ratio (rear crown) must be the one indicated by the kart Supplier, with a tolerance of + or -1 cog.
- 8.4. Each Driver will be entitled to submit to Scrutineering the following equipment:
 - Number of chassis: 1, (the one allocated to him by drawing lots for the Championship).

- Number of engines: 1 (the one allocated to him by drawing lots for the Championship).
 - Sets of «slick» tyres: 2, allocated to him by drawing lots),
- The karts must be presented in full configuration (assembled chassis + bodywork + extra components), and the engines must be presented separately.
- 8.5. As from Qualifying, each Driver may have the following equipment:
- Number of chassis: 1 (the one marked at Scrutineering).
 - Number of engines: 1 (the one marked at Scrutineering).
 - Sets of «slick» tyres: 1
- 8.6. Any chassis damaged in a racing incident ascertained by Race Direction or by the Panel of the Stewards may be pointed out to the Technical Delegate, who will be the only Official entitled to allow or refuse the replacement of the damaged chassis by a chassis that was not registered at Scrutineering and that will be taken from among chassis of the make concerned initially marked by the BMF.
- 8.7. On decision of the Stewards, the Scrutineers will be authorised at any time of the Championship to interchange Entrants' equipment (chassis, engine, carburettor, ignition, inlet silencer, axle, accessories) with another Entrant's equipment or with equivalent substitution equipment taken, by drawing lots, from the stock of the Supplier concerned.

9. GENERAL SAFETY

- 9.1. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- 9.2. During Free Practice (according to the regulations of the championships concerned), Qualifying, and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
- 9.3. During Free Practice (according to the regulations of the championships concerned), Qualifying, and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Free Practice, Qualifying, and races of the final phase.
- 9.4. In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.

- 9.5. Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- 9.6. If refuelling is authorized, it may be carried out only in an area provided for this purpose.
- 9.7. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorized to touch a stopped kart unless it is in the Repairs Area.
- 9.8. When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.
- 9.9. During Free Practice, Qualifying, and the Races of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of a Competition, except in the Repairs Area, which he may reach only by his own means.
- 9.10. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the Assembly Area.
- 9.11. A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, races and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- 9.12. If a Driver is faced with mechanical problems during Practice, Qualifying, or the Races of the final phase, he must evacuate the track as soon as possible for safety reasons.
- 9.13. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- 9.14. No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- 9.15. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
- 9.16. Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- 9.17. During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.
- 9.18. When they participate in Practice, Qualifying, or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 22 of these Regulations.
- 9.19. It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.
The starting up, running in, warming up or testing of kart engines in the Paddock must be controlled. These operations can under no circumstances be carried out in the Paddock lanes; they can be carried out only in a secured area within the perimeter of the unit allocated to the Entrant concerned, or inside an enclosure provided by the

Organizer for this purpose. Additionally, the time schedule can provide for periods of silence to be imperatively respected.

10. GENERAL CONDITIONS:

- 10.1. It is the Entrant's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code and these Regulations. If an Entrant is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Entrant for the respect of all the provisions of the Code and of these Regulations.
- 10.2. Entrants must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.
- 10.3. All persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

11. SCRUTINEERING AND SPORTING CHECKS

- 11.1. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Timetable, each Driver and each Entrant must have all required documents and information available.
- 11.2. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Competition.
- 11.3. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
- 11.4. No kart may participate in a Competition unless it has been checked by the Scrutineers.
- 11.5. At any time during a Competition, the Scrutineers may:
 - 11.5.1. check the eligibility of the kart or of the Driver's equipment,
 - 11.5.2. require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
 - 11.5.3. require an Entrant to supply them with such parts or samples as they may deem necessary.
- 11.6. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- 11.7. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- 11.8. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.

- 11.9. The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- 11.10. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- 11.11. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- 11.12. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

12. RUNNING OF THE CHAMPIONSHIP

- 12.1. The Championship will comprise Free Practice, Qualifying, and a Final phase as a minimum.
 - 12.1.1. **Free Practice:** Duration of the Free Practice will be stipulated in the race schedule attached to the event Supplementary Regulations. The Free Practice session is mandatory with a minimum of 3 timed laps. Failure to participate in this session may result in a penalty being applied by the Stewards with a possibility of exclusion from the remainder of the Event.
 - 12.1.2. **Qualifying Session:** The duration of this session will be stipulated in the event Supplementary Regulations. The results of the qualifying session will determine the starting positions for Pre-final in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organizers will revert to the second best lap time set by each individual in order to determine priority, and so on. In the case of several drivers failing to participate in the qualifying session, it will be the Officials' decision to allow them to race or not. If competitors are allowed to race, they will start behind all the other competitors that entered the Qualifying Session and as per their racing number. Drivers wishing to conduct minor repairs or setup during the session may only do so the designated service area and from there may resume Qualifying. Karts that return to the pits will not be allowed to resume qualifying.
 - 12.1.3. **Final Phase:** Drivers will compete in the final phase which will be run according to the following format: Pre-Final and Final.
 - 12.1.3.1. **Pre-Final:** The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The results of the Pre-Final will determine the starting positions for the Final.
 - 12.1.3.2. **Final:** The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

13. BRIEFING

Driver's briefing is mandatory; please refer to the timetable for specific timing. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction of a fine of BHD 50 or even of a possible exclusion from the Event. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants. Participation of Drivers or Entrants who miss or are late to the Briefing may, at the discretion of the Race Director, be excluded from the event. In the event of an exclusion, the driver's entry fee will not be reimbursed.

14. STARTING GRID

- 14.1. At the end of the final Qualifying session, the list of qualified Drivers as well as the starting grids will be officially published.
- 14.2. Only these Drivers will be allowed to take the start of the of the final phase.
- 14.3. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.
- 14.4. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.
- 14.5. The pole position will be set as per the Track's official homologations.
- 14.6. Access to the Assembly Area will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Assembly Area at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.
 - 14.6.1. The karts placed on the Pre-grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid, with the exception of tyre pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means.
 - 14.6.2. Mechanics will have to clear the Assembly Area three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the Assembly Area after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Assembly Area only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps.
- 14.7. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

14.8. Starting grid procedure for the Final:

- 14.8.1. The karts will have to be placed on the grid on the track.
- 14.8.2. 15 minutes before the starting time for the Formation Lap, each Driver with his kart placed on a trolley and pushed by his Mechanic will leave the “Start” Servicing Park to take up their positions on the starting grid for the race. From this point, karts must be ready to race; any further work and/or adjustment (with the exception of tyre pressures) to the kart are strictly forbidden.
- 14.8.3. 13 minutes before the starting time for the Formation Lap, an audible warning will be sounded, announcing that the exit from the “Start” Servicing Park Servicing will close 1 minute later.
12 minutes before the starting time, the exit from the “Start” Servicing Park will be closed and a second audible warning will be sounded.
- 14.8.4. The launching of the Formation Lap will be preceded by the showing of boards announcing:
 - 10 minutes,
 - 5 minutes,
 - 3 minutes,
 - 1 minute,
 - 30 seconds.Each of these boards will be accompanied by an audible warning.
- 14.8.5. When the 10 minute signal is shown, along with a “MECHANICS, CLEAR THE TRACK” board, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the Assembly Area with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the assembly area, from where it will take the start. In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the Assembly Area when all the other karts have left the grid to start the Formation Lap.
- 14.8.6. Interviews may no longer take place once the three minute board has been shown.
With the three-minute board, the “CLEAR THE TRACK” board will be shown: everybody except Drivers and Officials must leave the grid.
- 14.8.7. “30-second” signal: 30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid.
- 14.8.8. Should a Driver require assistance after the “30-second” signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the Assembly Area, and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap.
Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the Assembly Area immediately. If a Driver starts from the Assembly Area after the intervention of a Mechanic, he will be

authorised to do so only on the orders of a Marshal, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

15. STARTING PROCEDURE

- 15.1. The start signal shall be given by means of lights.
- 15.2. The type of start will be a «rolling».
- 15.3. To give the start, the Race Director (or, failing that, the Clerk of the Course) shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier.
- 15.4. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 metres leading to the Start Line, beginning no earlier than the end of the last corner before the Line. A Yellow Line shall be painted 25 m prior to the Start Line.
- 15.5. As soon as the Clerk of the Course or the Race Director indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course or of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the Assembly Area.
- 15.6. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that race.
- 15.7. In order to regain one's position, it is forbidden to use any course other than the track used during the race.

A Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Race Director or the Clerk of the Course at the Briefing.
- 15.8. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- 15.9. The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.
- 15.10. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 21. A new procedure

will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

- 15.11. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 21 of these regulations.
- 15.12. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.
- 15.13. At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

16. NEUTRALISATION OF A RACE

- 16.1. The Clerk of the Course or the Race Director may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- 16.2. When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 16.3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden.

Overtaking will be permitted only if a kart slows down because of a serious problem.
- 16.4. During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- 16.5. The karts may enter the repair zone during the neutralisation, but they may re-join the track only when authorised to do so by a marshal. A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
- 16.6. When the Race Director or the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.

- 16.7. At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- 16.8. Each lap completed during the neutralisation will be counted as a racing lap.
- 16.9. If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

17. RESUMING A RACE WITH THE "SLOW" PROCESS

- 17.1. The resuming procedure will be conducted with the "SLOW" process.
- 17.2. At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps.
- 17.3. The Marshals' Posts will display "SLOW" boards with static yellow flags.
- 17.4. If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.
- 17.5. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line.
- 17.6. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

18. SUSPENDING A RACE OR PRACTICE

- 18.1. Should it become necessary to suspend the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or the Race Director shall order a red flag to be shown on the Line.

Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy) or the Race Director. If the signal to stop racing is given:

- 18.1.1. during Practice or Qualifying: all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time;

- 18.1.2. during a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park or stop on the track at the place designated during the Briefing, considering that:
- the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given,
 - karts or rescue vehicles may be on the track,
 - the circuit may be totally blocked because of an accident,
 - the weather conditions may have made it impossible to drive on the circuit at racing speed.
- 18.2. The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:
- Case A: less than 2 laps. No points will be awarded. If the Race can be resumed, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 14.6). The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as for the original race. Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, either in their original kart or in their second kart. Unoccupied places on the grid shall remain vacant.
 - Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be resumed, Article 19 will apply. Should this not be possible, half the points will be awarded.
 - Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Parc Fermé and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

19. RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

After a suspending situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.

Working on karts will be allowed only in the Servicing Park; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. If the regulations of the Competition provide for this possibility, it will be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Refueling will be allowed. All karts must be ready at the 3 minutes board.

The Race or Heat will be resumed with the "SLOW" process and Article 17 will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the

end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with the second kart. The first kart and the second kart are allowed in the «Start» Servicing Park. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

20. FINISH

- 20.1. The signal indicating the end of the race shall be given on the 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.
- 20.2. Should, for any reason other than under Article 18, 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.
- 20.3. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).

Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 20.4. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
- 20.5. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.”

21. INCIDENTS

- 21.1. An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver’s action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:
 - a) provoked the stopping of a Race in application of Article 11.11 of the Code;
 - b) violated these Sporting Regulations or the Code;
 - c) have jumped the start;
 - d) started from an incorrect position (e.g. ahead of the pole sitter during a rolling start)
 - e) have not respected flag signalling;

- f) have caused one or several karts to take a false start;
 - g) have caused a collision;
 - h) have forced another Driver out of the track;
 - i) have illegally prevented a legitimate passing manoeuvre by a Driver;
 - j) have illegally impeded another Driver during a passing manoeuvre.
- 21.2. It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- 21.3. If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
- 21.4. The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Championship.
- 21.5. The Stewards shall inflict a 10-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the Stewards may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of Article 12.3 of the Code.

22. PROTESTS AND APPEALS

The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying, and within 30 minutes after the posting of the classification of the Races of the final phase.

They shall be accompanied by the fee amounting to BHD200.

In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.

In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal. The deposit will be refunded if the protest is judged founded.

It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 14).

The appeal deposit is BHD800.

23. FINES

A fine may be inflicted on any Entrant, Driver, assistant or Organiser who does not respect the prescriptions of the officials of the Competition. A fine may be inflicted by the BMF, on decision of the Panel of Stewards of the Competition.

All fines must be paid to the BMF immediately.

24. SAFETY EQUIPMENT

Any competitor presenting equipment at the scrutineering not meeting the following criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

24.1. **Helmet:** The Driver must wear a helmet with an efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions (as per Appendix 2 of CIK-FIA):

- **SNELL-FIA CMS2007 (mandatory from 1-1-2010 for drivers under 15 years old)**
- **SNELL-FIA CMR2007(mandatory from 1-1-2010 for drivers under 15 years old)**

It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

Long hair must be contained entirely in the helmet.

24.2. **Race Suit:** Fabric overalls must have a «Level 2» homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included. All suits should be in good condition and free from holes and burns marks. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

- Overalls approved according to CIK-FIA Standard No. 2013-1, which are listed in "Homologated Overalls – Part 1", will be accepted as from 01.01.2014.
- Overalls approved according to CIK-FIA Standard No. 2001-1, which are listed in "Homologated Overalls – Part 2", will be accepted until 31.12.2016

Wearing a scarf, a muffler or any other loose clothes at the level of the neck, even inside an overall, is strictly forbidden.

24.3. **Gloves:** Gloves for use in Motorsport and in good condition covering the hands completely.

24.4. **Boots:** Boots for use in Motorsport and must cover and protect the ankles.

25. Front Fairing & Front Fairing Mounting Kit:

- 25.1. The use of a CIK-FIA homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory.
- 25.2. As from the Qualifying until the Final, each Driver must enter the “Start” Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start” Servicing Park – Assembly Area under the supervision of a Scrutineer.
- 25.3. During Qualifying and Final Phase, it is only allowed to install the front fairing to the correct position in the Repair Area.
- 25.4. Correct installation of the “Front Fairing”: The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see CIK-FIA Technical Drawing No. 2d).
- 25.5. The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position.
- 25.6. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
- 25.7. Should a Driver be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to an exclusion from the competition.
- 25.8. As from the moment the “Last Lap” panel is presented to the Drivers, the Repair Area will be closed.