

APPENDIX 1

BAHRAIN ROTAX MAX MOJO CHALLENGE 2017-18

SPORTING REGULATIONS

1 GENERAL

The BAHRAIN ROTAX MOJO MAX CHALLENGE 2017-18 (BRMMC 2017-18) is a category of the Bahrain Karting Sprint Championship 2017-18 (BKSC 2017-18). It is Administered and Promoted by Bahrain International Karting Circuit (BIKC) in accordance with the rules & regulations of the Bahrain Motor Federation (BMF) incorporating the FIA International Sporting Code and its appendices, the FIA and CIK-FIA Official Bulletins, the General Prescriptions applicable to CIK-FIA Karting International Events, Chapter 2 of the International Karting Regulations, BMF National Sporting Code (BMF NSC) and these Sporting Regulations, the Rotax Max Mojo Challenge 2017 Technical regulation applying to each class of the BRMC 2017-18 and the Supplementary Regulations of each round of the BKSC 2017-18. The event will be organised by the Bahrain International Karting Circuit.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 REGULATIONS

Headings in this document are for ease of reference only and do not form part of the regulations.

3 GENERAL UNDERTAKING

All Competitors participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations»), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the CIK-FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

Only the BMF is entitled to grant waivers to these Sporting Regulations.

4 THE BRMC 2017-18 CHAMPIONSHIP: PRINCIPLE AND RUNNING

The BRMC 2017-18 Championship is run over 5 Events. Any Event will comprise of Practice, Qualifying, Pre-Final and Final).

4.1 MICRO MAX AND MINI MAX

The distance of Pre-Final will be equal to 7 laps or the time of 12 minutes has elapsed, whichever comes first. The distance of Final will be equal to 9 laps or the time of 15 minutes has elapsed, whichever comes first.

The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the 7th and 9th lap or the time of 12 and 15 minutes have elapsed, whichever comes first. The Line consists in a single line across the track.

4.2 JUNIOR MAX, SENIOR MAX, MASTER MAX, SHIFTER AND SHIFTER MASTER

The distance of Pre-Final will be equal to 11 laps or the time of 20 minutes has elapsed, whichever comes first. The distance of Final will be equal to 15 laps or the time of 30 minutes has elapsed, whichever comes first.

The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the 11th and 15th lap or the time of 20 and 30 minutes have elapsed, whichever comes first. The Line consists in a single line across the track.

5 CLASSIFICATIONS FOR ALL CATEGORIES

1. Results of Pre-Final and Final of any Event will count towards the overall score of the Competitor.
2. If a race is stopped and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.
3. In case of two or more Competitors finish the season with the same number of points, the higher place in the championship will be awarded to:
 - a. The holder of the greatest number of first places in the Races, if the number of first places is the same, the holder of the greatest number of second places in the Races and so on until a winner emerges.
 - b. If it is not possible to break a tie with results of the Races, the holder of the greatest number of first place in Qualifying, if the number of first places is the same, the holder of the greatest number of second places in Qualifying and so on until a winner emerges.
 - c. If this procedure fails to produce a result, the result of the Final of the last Event of the Championship will be the final decider.
4. The title of the BRMC 2017-18 Driver Championship will be awarded to the Driver who has scored the greatest number of points after all Events.
5. The title of the BRMC 2017-18 Entrant/Guardian Championship will be awarded to the Entrant/Guardian who has scored the greatest number of points. (Driver's points during the Event will be awarded toward his Entrant of that particular Event).

5.1 POINTS ALLOCATION

1. Points are awarded as follows:

PRE-FINAL									
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
10	9	8	7	6	5	4	3	2	1

FINAL														
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

2. The final classification of each Event will be according to the total number of points awarded to each driver during Pre-Final and Final.
3. In case of Pre-Final or Final cancellation due to "Force Majeure", no points will be given for that particular Pre-Final or Final.
4. In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.
5. Only MENA licensed Drivers will be awarded Championship Points.

5.2 NON-FINISH (DNF)

1. Drivers considered to be a DNF are those failing to cross the finish line and receive the chequered flag or failing to complete 75% of the race distance (rounded up).
2. A DNF driver scores zero points.

5.3 NON-STARTER (DNS)

1. DNS is used for a driver who fails to cross at least one time the start and finish line after the start has been given.
2. In case of several DNS competitors during an event, DNS competitors will be classified behind the last finisher but in front of disqualified drivers in the order of their original starting position.
3. They will score 0 points.

5.4 CLASSES

The category BRMMC 2017-18 includes the following classes:

- Micro Max
- Mini Max
- Junior Max
- Senior Max
- Master Max

- Shifter
- Shifter Master (DD2)

The organizer reserves the right to add classes to this category.

6 ENTRANTS

Entrant means any person, firm or corporation who or which being responsible for a competing kart and having the right to make any entry for that competing Kart into the BRMMC 2017-18 Championship, and who is and remains responsible for all matters relating to such entry and who, if such person is also a Competitor in the competing Kart so entered, shall mean that Competitor to the intent that any reference in this Code to the Entrant shall be deemed to be a reference also to that Competition.

6.1 General conditions

All Entrants must be aware of and abide by the Code and the articles governing the Sporting Regulations and Rotax Max Challenge 2017 Technical regulation governing the Event and in particular:

1. Must, if the Entrant is not also the Driver, possess an Entrant License issued by BMF;
2. Must sign the entry form and pay the required entry fee;
3. Must agree to be bound by the provisions of this Code
4. Must accept responsibility for the presentation of their competing Kart to Scrutineering insofar as:
 - a. The kart conforms to the articles governing the Sanctioned Series and the Supplementary Regulations covering the Event including any covering the specification of the competing kart;
 - b. The competing Kart is in a clean and safe condition;
 - c. The competing kart's Competing numbers are displayed and positioned in accordance with the Standing Regulations, or appropriate Sanctioned Series articles or Supplementary Regulations;
5. Shall have the right of protest and the right of appeal but may agree in writing to their Driver or Drivers lodging a protest or appeal;
6. Must, if the Entrant is not also the Driver, prior to the Event appoint a person to represent them at the Event provided that such appointment must be in writing and be produced on the demand of any Official of the Event and provided further that any such appointment shall not remain in effect for a term of more than one (1) year; and
7. Shall be responsible at all times for the actions of the Entrant's Driver or Drivers, pit and service crews and for the payment of any fines levied on any of them.
8. Shall ensure that 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.

6.2 ENTRANTS' APPLICATIONS

Applicants must hold the necessary authorisations issued by the BMF.

Applications shall include:

1. confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Competition, to respect them;
2. the names, contact details and datas of the Driver.

6.3 Entrant License

1. Entitles the holder being a person, firm or body corporate other than the driver of the vehicle, to enter a kart in the BRMCC 2017-18 Championship in accordance with the Sporting Code of CIK-FIA or BMF.
2. The Entrant's License issued by BMF is valid for the BRMCC 2017-18 Championship.

3. In case where the Entrant's License is requested to be issued in the name of a firm or body corporate, the application is either to be signed by a duly authorized officer of, partner in or employee of the firm or body corporate or is to be accompanied by a letter from the firm or body corporate appointing the signatory as its agent to apply for the Entrant's License on its behalf.
4. The maximum number of words permitted in the Entrant's License title is six.
5. The Entrant License Fee is BD 200 paid to the BMF.

7 ELIGIBLE DRIVERS

7.1 LICENCE

Article 2.1 of the BKSC 2017-18 Sporting Regulations.

7.2 AGE LIMITS

MICRO MAX class (8-9 years old): Drivers must be at least 8 years old before being allowed to compete and have his/her 10th birthday after 31.12.2017.

MINI MAX class (10-11 years old): Drivers must be at least 10 years of age before being allowed to compete and have his/her 11th birthday after 31.12.2017.

Junior MAX class (12-13 years old): To participate in any of these events the driver must have his/her 12th birthday during the year of registration (e.g. if driving in 2017, must be 12 or turning 12 in 2017). He/she must have his/her 14th birthday after the 31.12.2017.

Senior MAX and Shifter DD2 class (14 years old plus): To participate in any of these events the driver must have his/her 14th birthday during the year of registration (e.g. if driving in 2017, must be 14 or turning 14 in 2017).

Masters MAX and Shifter Masters DD2 class (32 years old plus): To participate in any of these events the driver must have his/her 32nd birthday during the year of registration (e.g. if driving in 2017, must be 32 or turning 32 in 2017).

8 ELIGIBLE KARTS AND EQUIPMENT

8.1 GENERAL

The BRMMC are reserved for karts with ROTAX MAX engines in different configurations, as defined by the ROTAX MAX Challenge Technical Regulations 2017.

All Rotax Mojo Max technical regulations 2017 will apply to the BRMMC 2017-18 except for specific rules listed in the present sporting regulations.

Karts used in the BRMC are divided into the following classes:

- Micro MAX
- Mini MAX
- Junior MAX
- Senior MAX
- Masters MAX
- Shifter (DD2)
- Shifter Masters (DD2)

125 Junior MAX and 125 MAX/Masters

Any brake system must have a valid CIK-FIA homologation. Front brakes are not allowed In the 125 Junior MAX and 125 MAX/Masers class.

DD2

Chassis must be designed according to CIK-FIA rules for shifter classes (front- and rear brakes mandatory). Any brake system must have a valid CIK-FIA homologation.

8.2 AMOUNT OF EQUIPMENT

For each BRMMC race event (from Practice, Qualifying to the Pre-Final & Final) following maximum amount of equipment is allowed:

- 1 chassis (marked at Scrutineering)
- 1 set of dry tires (2 front+2 rear) + (1 front + 1 rear spare tire) (marked at Scrutineering)
- 2 Engines (marked at Scrutineering)

8.3 ENGINES

Eligible engine will be as follows:

- Micro MAX: ROTAX 125 Micro MAX or EVO
- Mini MAX: ROTAX 125 Mini MAX or EVO
- Junior MAX: ROTAX 125 Junior MAX or EVO
- Senior MAX: ROTAX 125 MAX/MASTERS or EVO
- Masters MAX: ROTAX 125 MAX/MASTERS or EVO
- Shifter DD2: ROTAX 125 DD2 or EVO
- Shifter Masters: ROTAX 125 DD2 or EVO

8.4 ENGINE SEALING, SCRUTINIZING

Engines which have been checked and sealed by the Authorized Rotax Distributor of CIK-FIA Middle East or one of the CIK-FIA Middle East Service Centers appointed by the Authorized Distributor are allowed to be used only. Also a brand new engine must be checked according to the Technical Specification before sealing.

Only the engines sealed by the Bahrain Rotax Official Dealer will score points for the championship.

At scrutineering the driver has to present:

1. The engine(s) with the undamaged engine seal(s)
2. The Engine Identity Card(s), showing the matching engine serial no.(s),
3. The matching engine seal number(s), the stamp(s) and signature(s) of the Authorized Distributor or Service Center that has (have) checked and sealed the engine(s).

Scrutineers can request to open and re-check an engine according to the Technical Specification, before or after a race or in case of a protest.

If an engine seal has been broken (for which reason ever), the engine has to be checked completely according to the Technical Specification and must then be re-sealed by the Bahrain Rotax Official Dealer before it's allowed to be used. It is not allowed to re-seal an engine between scrutineering and the Race.

FOR ALL COMPONENTS OUTSIDE THE ENGINE SEAL, THE COMPETITOR IS RESPONSIBLE TO ASSURE THE CONFORMITY WITH THE TECHNICAL REGULATIONS.

The karts must be presented in full configuration (assembled chassis + bodywork + extra components) with the engines.

Drivers will be allowed Two Engines marked at Scrutineering per Event.

8.5 MINIMUM WEIGHT

The minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) is at all times:

Micro MAX	Mini MAX	Junior MAX	Senior MAX	Masters MAX	DD2	DD2 Masters
110 Kg	115 Kg	145 Kg	165 Kg	170 Kg	180 Kg	180 Kg

8.6 CHASSIS

For Micro Max, Mini Max, Junior Max, Senior Max and Max Masters classes, any chassis with CIK-FIA - Homologation ends year 2014 onwards and approved by Bahrain International Karting Circuit (in collaboration with the BMF) and/or any chassis sanctioned in the Rotax Max Challenge 2017 Technical Regulation will be eligible: Other chassis related safety or specific rule listed in the Rotax Mojo Max Challenge Technical Regulations 2017 will apply.

For DD2 class, chassis will have to comply with the Rotax Max Challenge 2017 Technical Regulation and its validated list of chassis approved by Rotax.

Drivers will be allowed only one chassis per Event.

In the exceptional case of the chassis sustaining irreparable damage during the course of the Event (i.e. in the opinion of the Technical Scrutineer it is neither safe nor practical to repair), at the discretion of the Clerk of the Course (in consultation with the Stewards), a replacement chassis may be used. This chassis must first be inspected and approved for use by the Scrutineers.

A Chain Guard is compulsory, it must offer effective protection over the top and both sides of the exposed chain and sprockets and extend to at least the lower plane of the rear axle.

8.7 FRONT FAIRING & FRONT FAIRING MOUNTING KIT

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory. As from the Free Practice 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. During Qualifying, Pre-Final and Final, it is only allowed to install the front fairing to the correct position in the Repair Area.

8.7.1 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. 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. 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. When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Driver concerned shall not be invited to sign the decision documents. Should a Driver or a third party 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 a disqualification. As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.

8.8 TYRES

Only the following tyres may be used:

- Mojo C2 – Micro Max and Mini MAX
- Mojo D1 – Junior MAX
- Mojo D3 – Senior MAX, Masters MAX and Shifter/Masters (DD2)

Strictly no modifications or tire treatment allowed.

Each Driver may purchase a maximum of 1 set of tyre per Event (i.e. maximum total of 5 sets of tyres). 1 set of tyres will be allowed for 2 Events of Practice, Qualifying, Pre-Final and Final.

Tyres will be marked by the Technical Scrutineers and will be stocked under the responsibility of the Competitor. It is the responsibility of the Competitor to make sure he participates in the Practice, Qualifying session, Pre-Final and Final with marked tyres. Failure to do so will result in the Competitor to be excluded of the race meeting.

In case of a Driver getting a flat/damaged tyre, it will be the decision of the Technical scrutineer to allow or not a replacement tyre. In case a replacement tyre is allowed, the Competitor will have to get it marked by the Technical Scrutineer before using it.

In the exceptional event that insufficient quantities of these tyres are available, the Organizers reserve the right to provide a suitable substitute tyre in consultation with the BMF. Competitors will be notified of any such changes in the Supplementary Regulations applying to the meeting.

8.9 TRANSPONDER

8.9.1 TRANSPONDER HIRE

Transponder hire is not included in the race entry fee but transponders will be available for rent at BD 5 per event. Transponders can be rented when signing on against presentation of the racing license. The race license will be considered as a deposit and will be returned to the competitor at the end of the meeting when he will return his transponder.

There are a limited number of transponders available for hire. These will be allocated as entry forms are received on a first-come, first-served basis.

If a driver enters an event after all hire transponders are allocated, he will have to buy a transponder.

8.9.2 TRANSPONDER FITTING

It will be mandatory for Drivers to have completed their race entry, signed in, collected and installed their transponder on their kart prior to the Technical Scrutineering. If a Driver does not collect or install his transponder prior to the Technical Scrutineering, the Organizer cannot be responsible for any timing issue and the Driver will be classified last if the transponder is not working at any time during the race meeting. The Organizer cannot be responsible for any competitor losing his transponder on track or entering the race without any transponder on his kart. In that situation the Driver will be classified last. In the case of several Drivers being in this situation, they will be classified behind all the other race finishers as per their racing number.

The transponder must be mounted in an approximately upright position (i.e. the “R” clip at the top) on the back of the seat.

It should be secured at a height of 25cm ±5cm. This height can be measured from the ground to any part of the transponder.

8.10 FUEL (SUBSTITUTION)

The fuel used must comply with the prescriptions of the Technical Regulations.

In the interests of consistency and fair play any Competitor at any time, at the discretion of the Senior Officials, may be asked to present his/her kart with fuel tank and all fuel lines empty. Petrol or Premixed petrol will then be supplied to that competitor for use in that race. Petrol will be standard unleaded 95-98 Octane fuel available on the market. It will be mixed with XPS-KART TEC SYNMAX, fully synthetic 2-stroke oil or XPS KART TEC, fully synthetic 2-stroke oil at a ratio of 1:50(2%).

8.11 RACING NUMBERS

Micro Max: The numbers shall be black on a yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type font. The competition number shall be bordered by a yellow background of 1 cm minimum. Drivers should use numbers between 1 and 50.

Mini Max: The numbers shall be black on a yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type font. The competition number shall be bordered by a yellow background of 1 cm minimum. Drivers should use numbers between 51 and 99.

Junior MAX: The numbers shall be black on a yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type font. The competition number shall be bordered by a red background of 1 cm minimum. Drivers should use numbers between 100 and 199.

Max & Max MASTERS: The numbers shall be black on a yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type font. The competition number shall be bordered by a yellow background of 1 cm minimum. Drivers in the Max class will be allowed to use numbers from 200 to 299 and drivers in the Max MASTERS Class will be allowed to use numbers from 300 to 399.

DD2: The numbers shall be black on a yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type font. The competition number shall be bordered by a red background of 1 cm minimum. Drivers should use numbers between 400 and 499.

They must be fitted before Scrutineering, on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

9 KART AND EQUIPMENT SAFETY

9.1 KART SAFETY

Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the Regulations. They must be maintained in such a way as to allow the respect of the Regulations and as not to represent a danger for the Driver and other participants.

9.2 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.

9.2.1 CRASH HELMET

The Driver must wear a helmet that must comply with the CIK-FIA Karting Technical Regulations, Appendix 2: Recognised Standards for Helmets in Karting.

Any modification to the helmet's list will be published in the CIK-FIA Bulletin.

Wearing a scarf, a muffler or any other loose clothes at the level of the neck, even inside an overall, is strictly forbidden. Furthermore, long hair must be contained entirely in the helmet.

9.2.2 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. 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.

Leather overalls complying with the standards defined by the FIM are authorised.

All suits should be in good condition and free from holes and burns marks.

9.2.3 GLOVES

Gloves for use in Motorsport and in good condition without holes and cover the wrist.

9.2.4 BOOTS

Boots for use in Motorsport and offer ankle protection.

9.3 FIRE EXTINGUISHER

All Competitors must have present at race meetings a fire extinguisher to BSEN3 or EN3 standard with a minimum 55B rating. Scrutineers will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguisher is not specified, but Halon is no longer legal in certain countries. Fire extinguishers must be kept in the competitors pit space at all times.

9.4 OTHER ITEMS

Drivers may use Neck Braces and Rib Protectors should they wish to do so.

10 GENERAL SAFETY

Article 2.6 of the Appendix 5.

11 RUNNING OF THE CHAMPIONSHIP

11.1 EVENT FORMAT

Each Event consists of:

1. Signing on
2. Scrutineering and Sporting Checks
3. Drivers' briefing
4. Free Practice
5. Qualifying
6. Pre-Final
7. Final
8. Award presentation

11.1.1 CLASS GROUPING

Organisers reserve the right to group classes, where and when required as they see fit as follows:

1. Micro MAX & Mini MAX may be grouped together during their sessions and may also grouped with other similar category.
2. Junior MAX, Senior MAX, Masters MAX may be grouped together during their sessions and may also grouped with other similar category.

3. Shifter, Shifter Masters (DD2) may be grouped together during their sessions and may also grouped with other similar category.

11.1.2 SIGNING ON

Signing on will commence at the beginning of the Event at the time stipulated in the event Supplementary Regulations. Competitors must present their valid and signed racing license to be verified and surrendered to the administration team before being allowed to sign on. Drivers who are unable to produce a valid license will not be permitted to take part in the race meeting and maybe referred to the Stewards.

11.1.3 SCRUTINEERING AND SPORTING CHECKS

Technical Scrutineering will take place in a predetermined area and at the time specified in the Event's Supplementary Regulations. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

1. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition, each Driver must have all required documents and information available.
2. Unless a waiver is granted by the Stewards in particular circumstances, Drivers who do not keep to the time limits imposed will not be allowed to take part in the Competition.
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.
4. No kart may participate in a Competition unless it has been checked by the Scrutineers.
5. At any time during a Competition, the Scrutineers may:
 - a. check the eligibility of the kart or of the Driver's equipment,
 - b. require a kart to be dismantled by the Driver to make sure that the conditions of eligibility and conformity are fully satisfied,
 - c. require a Driver to supply them with such parts or samples as they may deem necessary.
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.
7. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
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 Drivers.
9. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
10. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
11. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

Note: Post-race scrutineering will be conducted at the discretion of the Chief Scrutineer in conjunction with other Senior Race Officials. Drivers are solely responsible for the technical compliance of their kart, engine and race wear at the time of inspection.

11.1.4 BRIEFING

Article 3.3 of the BKSC Sporting Regulations.

11.1.5 FREE PRACTICE SESSION

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 recorded. 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 meeting.

1. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the Race.
2. No Driver may take the start of a Race without having participated in at least one Practice Session.
3. The Clerk of the Course or the Race Director may interrupt the Free Practice Session as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.
4. Should the Practice session be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

11.1.6 QUALIFYING SESSION

The duration of this session will be stipulated in the event Supplementary Regulations. Every lap completed during the Qualifying session will be timed to determine the position of Drivers at the start.

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 Organiser 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 Drivers are allowed to race, they will start behind all the other Drivers 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 at the designated service area and from there may resume Qualifying. Karts that return to the pits will not be allowed to resume qualifying.

11.1.7 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.

11.1.8 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.

11.1.9 AWARD PRESENTATION

Awards will be presented to the top Drivers and top Entrant in each class according to the provisional finishing positions in the Final Race right after the end of the last race and irrelevant of any ongoing technical or sporting investigation. Number of awards awarded will depend on the total number of class entrants according to the following:

- 1-3 Drivers: 1st and 2nd place only
- 4+ Drivers: 1st, 2nd and 3rd place

Results do not become official until the 30 minutes "protest time" has elapsed without objection. In case of a driver awarded with a trophy but being demoted of his position by the Officials after the prize giving ceremony, the Competitor will have to return the award to the organizer.

Prize winners are to ensure that race suits are worn and zipped up with collar closed.

11.2 ACCESS TO THE “START” SERVICING PARK

Only the Driver and his Mechanic are entitled to penetrate in the “Start” Servicing Park, with the Driver’s Kart.

11.3 STARTING GRID

1. At the end of the Qualifying session and Pre-Final, the list of qualified Drivers as well as the starting grids will be officially published.
2. Only these Drivers will be allowed to take the start of the Race.
3. Any Driver whose kart is unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart 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.
4. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying session. 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.
5. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition.
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. 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.
7. The 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.
8. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

Should the classes be grouped as per section 3.3.4, they will be gridded as follows:

- Mini Max class will be gridded ahead of Micro Max class with one row left empty and separating them.
- DD2 class will be gridded ahead of Senior Max and Masters Max Classes, followed by Junior Max class with one row left empty between each class separating them.

11.4 STARTING PROCEDURE

1. The start signal shall be given by means of :
 - a. by switching off the illuminated red gantry lights or
 - b. waved Green flag.
2. The type of start will always be “rolling”. The grid being constituted of two lines of karts.
3. To give the start, the Race Director (or 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.

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.
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.
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 Race). 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.
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 and indicated by the Race Director or the Clerk of the Course at the Briefing.
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.
9. 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.
10. 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 or waving the green flag. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered. 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 12 below. 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.
11. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off or Green Flag waved shall be sanctioned according to the code.
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.
- 13.

11.5 NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

1. The Clerk of the Course or the Race Director may decide to neutralise a Qualifying 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 or Race.
2. When the order is given to neutralise the Qualifying 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.
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.

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.
5. The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
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.
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 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.
8. Each lap completed during the neutralisation will be counted as a racing lap.
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.

11.6 RESUMING A RACE WITH THE “SLOW” PROCESS

If a Race is suspended under Article 11.7, the resuming procedure will be conducted with the “SLOW” process. At the order of the Race Director, Drivers will proceed to start in a neutralised situation for one or more laps. The Marshals’ Posts will display “SLOW” boards with static yellow flags. 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.

On approaching the Line, where a green flag will be waived 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 Marshals’ Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

11.7 SUSPENDING A RACE, QUALIFYING OR PRACTICE

1. Should it become necessary to suspend the Race, Qualifying 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.
2. If the signal to stop racing is given:
 - a. during Practice: 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;
 - b. during the Qualifying: all karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance or stop on the track at the place designated during the Briefing, considering that:
 - i. the classification of the Qualifying will be the classification at the end of the lap prior to that during which the signal to stop was given,
 - ii. karts or rescue vehicles may be on the track,
 - iii. the circuit may be totally blocked because of an accident,
 - iv. the weather conditions may have made it impossible to drive at high speed on the circuit.
3. The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- a. less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 11.7 below will apply;
 - b. 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps).
4. The karts will be directly led to the Parc Fermé, and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given;
 5. During a Race, 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:
 - a. 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,
 - b. karts or rescue vehicles may be on the track,
 - c. the circuit may be totally blocked because of an accident,
 - d. the weather conditions may have made it impossible to drive on the circuit at racing speed.
 6. 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 11.2.6)

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 11.7 below 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.

11.8 RESUMING A RACE (QUALIFYING OR RACE)

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. It will be allowed to introduce spare equipment (only the equipment identified in the case of engines) in the Servicing Park.

Refuelling 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 11.3 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 when the red flag was shown will be allowed to take the new start in their original kart. 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.

11.9 FINISH

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.

2. Should, for any reason other than under Article 11.6.1, 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.
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.
4. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
5. In the case of a dead heat on the Finish Line revealed by timekeeping (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.

11.10 RACE FINISHING PROCEDURES

After receiving the chequered flag all karts must proceed directly to the weighing scales (and Parc Fermé) without stopping, without giving or receiving any object whatsoever and without any assistance (except that of marshals, if necessary). Any classified kart unable to reach the weighing scales by its own means will be placed under the control of marshals who will supervise the movement of the kart to the scales with the assistance of the driver.

11.10.1 WEIGHING SCALES

The official weighing scales will be situated in Parc Fermé unless otherwise stipulated by the circuit license.

Should for reasons of "Force Majeure" the Driver be unable to go to the scales at the end of a Qualifying or of a Race, his kart would be weighed on its own and the Driver's weight registered after Qualifying would be added to that of the kart.

No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).

Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Officials.

A kart or a Driver is not allowed to leave the Weighing Area without the authorization of the Scrutineer.

Any infringement to these provisions relating to the Weighing or karts may entail the exclusion of the Driver and kart concerned.

Mechanics are to stay away from the karts until the Weighing Procedure of their karts is over.

If the weight of a Driver and of his kart is under that specified in Article 8.5 above, the result will be communicated in writing to the Driver, and the kart and its Driver will be excluded from Qualifying or the race concerned.

Drinking water from a clear plastic bottle and/or pouring water over head and race overall is not allowed in servicing park, before weighing.

Any final decision regarding disqualification for a driver being checked as underweight will be taken by the Chief Steward. It's the Chief Scrutineer's decision to issue or not a report to the Chief Steward based on the several weighing measurements he can ask any driver to perform when in Parc Fermé.

11.11 PARC FERMÉ

1. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.

2. When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance.
3. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

12 INCIDENTS

Article 3.4 of the BKSC 2017-18 Sporting Regulations.

12.1 PROTESTS AND APPEALS

Article 3.5 of the BKSC 2017-18 Sporting Regulations.

13 ENTRIES

13.1 MAXIMUM NUMBER OF ENTRIES PER CLASS

A maximum of 34 Entries apply in all classes. Entry will be accepted in order of receipt of the entries.

13.2 ENTRY FEE

Annual Kart Owner Membership Fee to BIKC: 50.000 BD

Race Entry Fee per Event: 55.000 BD

Competitors registering and paying in advance for the BKSC 2017-18 season: 440 BD

There will be no refund whatsoever.

13.3 INSURANCE

The Entry Fee does not include any type of personal insurance. We strongly suggest each participant to be covered with a valid personal insurance. Please check with your ASN if your license includes a valid personal insurance. If you feel it's necessary or if your licenses doesn't include personal insurance, please subscribe to additional personal insurance cover as you deem fit.

14 ELIGIBLE KARTS – TECHNICAL REGULATION

All Rotax Mojo Max technical regulations 2017 will apply to the BRMMC 2017-18 except for specific rules listed in the present sporting rules.

15 ADVERTISING/PROMOTIONS

Competitors may be obliged to carry official BRMMC 2017-18 and/or BKSC 2017-18 sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the BIKC along with instruction on positioning as necessary.

Competitors may be required to remove decals/stickers and other advertising which may conflict with the series sponsors.

Drivers must stick BIKC visor strips on their helmet visors throughout the race which will be provided by the organizers.

Competitors may be required to take part in further promotional activities at the rounds or the prize giving.

The prize winners have to wear sponsor caps if supplied by the BIKC during each prize giving ceremony.

All drivers agree that BRP-POWERTRAIN and/or the BIKC of BKSC 2017-18 and its sponsors may use photographs of races (including names and photographs of drivers) for advertising, promotion or public relations.

Failure to comply with the Organizer's instructions could lead to exclusion from the results/event.

16 REGULATORY AMENDMENTS

The Organizer reserves the right to issue additional bulletins concerning the Rules and Regulations from time to time. All such bulletins will have to be previously approved by the BMF and will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

17 SUNDRY ITEMS

Any written instructions issued by the Organizers for any Event and the instructions issued at the Competitor's Briefing for each Event will carry the same force as these regulations. Where there exists any contradiction between these instructions or briefings and the regulations then the written regulations will prevail unless the instructions are in the form of Bulletins issued and approved by the BMF.

If any participant is not clear about any particular element of the regulations or the operation of the events, they are encouraged to seek clarification from the Organizers in advance of the event or at the drivers briefing.

The Organizers reserve the right to modify these regulations (through bulletins) at any time at their discretion, in the interest of safe and fair competition. The modifications will need to be endorsed by the BMF.

The Organizers will publish a list of Officials for each event. These Officials will have the right to exercise the powers laid down in these regulations as they see fit, in the interest of safe and fair competition.

Any attempt to interfere with the timing equipment or opposing competitor karts will be penalized by the Organizers.

In all matters regarding the running of events and the Championship, the Organizers and Officials decision is final.