"BIC 2000cc Challenge ~~2016/2017~~~~2017-2018~~2018-2019" Sporting Regulations

1. General Regulations

1.1. Title & Jurisdiction

1.1.1. The ***BIC 2000cc Challenge*** "the Championship" is promoted by the Bahrain International Circuit (BIC) "the Promoter", and organized and administered by the Circuit Racing Club of Bahrain (CRC) "the Organizer" in accordance with the National Sporting Code of the Bahrain Motor Federation (BMF) – incorporating the provisions of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA) and these Championship Rules & Regulations.

1.1.2. The Championship is a motor sport championship that will be carried out over a series of rounds during 2018-2019 for production based cars.

1.1.3. These regulations have been approved by the BMF and have been given a Championship Permit Number: BMF/EP/18-19/001

1.1.4. The Organizer reserves the right to issue additional BMF approved Official Bulletins clarifying items in the regulations from time to time. All such bulletins will be issued to registered Drivers by email to the email address detailed on the Official Championship Registration Form; this information may also be supplied electronically via web.

1.1.5. The Organizer reserves the right to carry out necessary or required changes to these regulations which are due to "force majeure", for safety reasons, or if requested by external authorities, by means of BMF Approved Official Bulletins. The Organizer, with permission of the BMF, further reserve the right to cancel or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

1.1.6. The Organizers are happy to advise Drivers on rules and regulations. Such advice may only be obtained from designated personnel within the CRC. With regards to technical or eligibility advice, Drivers should seek written rulings from such members in order to minimize disputes.

1.1.7. Official requests and queries to organizers are to be submitted in writing or emailed to: 2000cc@crcbahrain.com

1.1.8. References to Sporting Regulation Articles will be by the acronym "SR". References to Technical Regulation Articles will be by the acronym "TR".

1.1.9. Championship Officials:

Permanent Steward:	Mr. Mazen Al-Hilli
Race Director:	Mr. Abdulla Al-Abbasi
Chief Scrutineer:	Mr. Faisal Al-Shafei
Commercial Manager:	Mr. Sherif Al-Mahdy

1.2. Competitor Eligibility

1.2.1. Drivers must be registered in the Championship, and acceptance of the registration is entirely at the discretion of the Championship Organizer.

1.2.2. Drivers competing in the Championship will be required to hold a:

(a) BMF National "C" (or higher) Circuit Racing license OR;

(b) BMF National "C" equivalent (or higher) Circuit Race license from GCC FIA affiliated ASNs. Entries will be vetted with corresponding ASNs prior to their acceptance into the Championship.

1.3. Registration & Entries

1.3.1. All Drivers & Entrants must complete the official Championship Registration/Entry Form and return it to the Organizer in order to enter the Championship. It should be clearly understood that by signature of the form, all Drivers acknowledge their agreement and are bound by the Championship's regulations, in addition to national sporting regulations stipulated by the BMF including any amendments, variations or statements relating thereto.

1.3.2. Championship Registration fee~~s~~ for 2018-2019 season ~~are~~ is ~~BD200~~BD225.

1.3.3. There will be no refund of registration fees.

1.3.4. All fees to be payable to the Organizer.

1.3.5. Competition Numbers: Registered Drivers have the option of choosing a random Competition Number from 1 to 99. Number 1 will be reserved for the Champion of the previous season; it shall remain unassigned should the Driver choose not to utilize it.

1.3.6. Where a car entered in the Championship by is owned by someone other than the Driver, it will be necessary for that Entrant (registered owner of the car) to acquire the necessary BMF Entrant Permit along with completing the Registration Form nominating their Driver.

1.3.7. Only one Driver may be nominated on each Registration Form.

(a) During the Championship, if any Driver wishes to permanently change to a different car from the one originally registered, a completed registration form must duly be sent to the Organizer. Points already scored may be transferred for such a case. Drivers will pay a fee of BD 50 for each change.

(b) During the Championship – temporary change of car (i.e. using spare car) will only be allowed in cases where Driver proves that his/her car cannot be repaired or ready in time for an upcoming event. Driver should submit a notification to the Race Director no later than 48hrs before the start of the event. In such circumstance, Driver will have to ensure that the car conforms to Championship Technical regulations and is scrutineered prior to participation. Drivers will pay a fee of BD 50 for each change.

(c) During Rounds – no change of car permitted. Waivers may be looked at on a case-by-case basis, provided that the race director is notified ahead of pre-event scrutineering (refer to SR3.1.~~3~~2), and will be at the discretion of the Stewards and Race Director. The decision will be final.

1.3.8. Acceptance or rejection of registrations is entirely at the discretion of the Championship Organizer.

1.3.9. Incorrect or incomplete entries (including Driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Organizer receives the missing or corrected information or fee.

1.3.10. Any withdrawal of entry or Driver/car changes made after acceptance of any entry must be notified to the Organizer in writing.

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1.3.11. Entry into the Championship includes an undertaking of participating in at least three rounds of the Championship. Any Driver failing to take part in the minimum number of rounds in the Championship will forfeit all points.

1.3.12. In the event of any rounds being oversubscribed, the Organizer will run Qualification races where only the fastest 30 cars will participate in races.

1.3.13. Registered drivers will be classified into two classes:

(a) Professional: Drivers with racing experience nationally, regionally, or internationally.

(b) Novice: Drivers with modest or no racing experience.

~~1.3.12.~~**1.3.14.** The categorization of drivers shall be based on an internal evaluation by the Organizer. Consideration will be made on racing experience and past racing performance. The assignment will be announced after registration process. The classification taken by the Organizers cannot be appealed.

1.4. Championship Rounds:

1.4.1. The Championship will consist of 7 rounds held throughout 2018 and 2019.

1.4.2. Championship dates are:

~~**Round 1: Friday, October 13, 2017**~~
~~**Round 2: Friday, November 3, 2017**~~
~~**Round 3: Friday, December 1, 2017**~~
~~**Round 4: Friday, January 12, 2018**~~
~~**Round 5: Friday, February 2, 2018**~~
~~**Round 6: Friday, March 16, 2018**~~
~~**Round 7: Friday, April 20, 2018**~~

Round 1: Friday, October 12, 2018
Round 2: Friday, November 2, 2018
Round 3: Friday, December 7, 2018
Round 4: Friday, January 11, 2019
Round 5: Friday, February 1, 2019
Round 6: Friday, March 8, 2019
Round 7: Friday, April 6, 2019

1.5. Scoring:

1.5.1. The "*BIC 2000cc Challenge*" will be a Driver's Championship.

1.5.2. In order to score points, collect trophies and prizes, all cars and Drivers competing in the Championship will be required to display and wear the "*BIC 2000cc Challenge*" sponsors' decals and badges in the nominated position on clothing and car.

1.5.3. Points will be awarded to Drivers listed in the Final Results as follows:

Position	Points
1st	25
2nd	20
3rd	17
4th	15
5th	14
6th	13
7th	12
8th	11
Finishers*	6

* At least 75% race laps/distance

1.5.4. All points acquired will count towards the final classification.

1.5.5. Ties (when more than one Driver have equal totals), shall be resolved by adding the number of top finishes or subsequent highest finishes until a conclusive result is found. *Example; total number of 1st place, total number of 2nd place, etc.*

1.5.6. Drivers must complete 75% or more of race distance/laps in order to receive points and awards.

1.6. Awards & Prizes:

1.6.1. Awards are to be provided by the Championship's promoters, and/or their associated sponsors unless agreed otherwise.

1.6.2. Other awards may be announced in Championship Bulletins.

1.6.3. Per race and Round:

(a) –Trophies or Medals for 1st, 2nd and 3rd in the Professional & Novice class will be awarded,

(b) Prizes per race are to be allocated, as per the overall finishing order, as follows:

Position	Prize
1st	BD 200
2nd	BD 200
3rd	BD 200
4th	BD 180
5th	BD 180
6th	BD 180
7th	BD 180
8th	BD 160
9th	BD 160
10th	BD 160

1.6.4. Championship:

Trophies/plaques to:–

(a) Overall 1st, 2nd, 3rd

~~(a)~~(b) 1st, 2nd, 3rd in Professional and Novice classes

~~(b)~~(c) Driver scoring most pole positions.

~~(c)~~(d) Driver scoring season's fastest lap.

~~(d)~~(e) Prizes will also be awarded as follows:

Position (Overall)	Prize
1st Place	BD 3,000
2nd Place	BD 2,000
3rd Place	BD 1,000
4th Place	BD 800
5th Place	BD 600
6th Place	BD 400
Fastest Lap	BD 500

1.6.5. Presentations: Trophies/plaques are to be provided for presentation at the end of each race.

1.6.6. Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards, the concerned Drivers must return such awards to the Promoter in good condition within 7 days.

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1.6.7. "Fastest Lap" award accounts for fastest lap gained during a Race session.

1.6.8. "Most Pole positions" award accounts for Driver with most pole positions derived from results of qualifying sessions.

~~**1.6.9. BIC 2000cc Challenge Rookie Cup:** Independent of overall rankings, a Rookie Classification will be included for qualifying Drivers. To qualify for Rookie classification, Drivers must:~~

~~**a)** Be first time holders of BMF National "C" license and have not previously participated in any wheel-to-wheel circuit race.~~

~~**b)** Compete in a minimum of three (3) BIC 2000cc Challenge Rounds during the season.~~

~~The winner of the Rookie classification is the driver with the highest total number of points of all classification rounds. The awarding of points will be the same as the SR 1.5.3.~~
~~The winner shall receive a trophy/plaque at the end of the season.~~

2. Judicial Procedures

2.1. Sporting Disputes

2.1.1. Disputes on the these regulations and their application by the Race Director which arise during the season will be settled by the Championship Stewards in accordance with the BMF National Sporting Code, these Regulations and any Official Bulletins that have been issued.

2.1.2. The case for any dispute must initially be submitted to the Secretary of the Meeting in writing together with the appropriate BMF protest or appeal fees.

2.1.3. The Championship Stewards' judgment will be subject only to the Right of Appeal to the BMF.

2.1.4. If it appears from any official video recordings or from any other evidence that there may have been a breach of driving standards or behavior, in a manner considered to have brought the Championship into disrepute, the Race Director will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the Event, may or may not, have already investigated the incident. Penalties may include one or more of the following: fines, time penalty, event bans, loss of awards, loss of points, and exclusion from the Championship. The Championship Stewards' judgment will be subject only to the Right of Appeal to the BMF.

2.2. Technical Disputes

2.2.1. The Championship Scrutineer, in consultation where necessary with assigned Technical Officers, reserve(s) the right to check or advise the removal of any suspect part(s) that appear(s) to be inconsistent with the Technical Regulations of the Championship. Failure to comply with such action may lead to a denial of entry into the event.

2.2.2. The Championship Chief Scrutineer, in consultation where necessary with the Technical Officers, also reserve(s) the right to ban individual parts or the whole car.

2.2.3. Parts or cars removed for checking elsewhere will be marked by the Official BMF approved seals and a certificate of sealing will be handed to the Driver or his/her agent.

2.3. Technical & Sporting Queries:

2.3.1. Any technical or sporting query must be made to the Organizer for the attention of the Race Director in writing. All queries will be answered in writing and all such answers will be published in Official Bulletin. Such queries are to be submitted in writing to the organizer or via email to 2000cc@crcbahrain.com.

3. Championship Race Meeting Procedures

3.1. Scrutineering:

3.1.1. Eligibility Scrutineering: will be conducted upon registration into the Championship and will determine if car conforms and complies with Championship safety and technical regulations. Off-site (i.e. Drivers' private venue) scrutineering will incur a surcharge of BD30.

3.1.2. Pre-event Scrutineering: will be conducted on the day of the event to ensure that safety elements are met.

3.1.3. Post-event Scrutineering: will be conducted on the first four (4) finishers (at a minimum) to ensure that cars conform to technical regulations. Top 4 finishers must make their way to scrutineering bay immediately upon returning back to the pits. Parc Ferme regulations will take effect. Driver and one mechanic may accompany the car.

3.1.4. Random Checks: will be conducted randomly and when needed to ensure conformance to technical regulations.

3.1.5. Post Incident: cars that break down during a Championship round must be checked by scrutineers. Cars involved in collisions or incidents must make their way to the Scrutineering bay in order for scrutineers to assess damage. Such cars will remain in Parc Ferme

3.2. Pits:

3.2.1. Organizer will provide pit garages to Drivers on the day of the event. Allocation will be random. The Organizer will try, within their best endeavors, to accommodate to special arrangements requested by Drivers.

3.2.2. Drivers may choose to rent out private pit garages by contacting the BIC Operations Department. Availability of pits will be on a first come first serve basis. The allocated pits must be adjacent to those used allocated for the 2000cc Championship. Scrutineerers and event officials will have unrestricted access to private pits at all times during the duration of the meeting.

3.2.3. Each Driver will be allowed to have one service vehicle present at the Paddock/behind pit.

3.3. Briefings:

3.3.1. Drivers will be notified of the times and locations for all briefings

3.3.2. Drivers must attend all briefings, and failure to attend such briefings may result in penalties or fines.

3.4. Practice

3.4.1. During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on.

3.4.2. Practice session shall comprise of a minimum of one 30 minute timed practice session – unless specified differently by the event Organizer by means of an official bulletin

3.4.3. Should the number of entries in any single round exceed 20 cars; the practice session will be split randomly (by means of a draw) into two groups. Accordingly, the practice session duration will be a minimum of 20 minutes for each group.

3.4.4. Unless specifically permitted by the Stewards, all Drivers shall complete a minimum number of two timed practice laps per round in order to be eligible to proceed to the next stage of the event.

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3.4.5. In the case of Drivers who fail to appear for practice or do not practice and have raced on the circuit previously, permission to race on race day may be given, but only at the discretion of the Event Stewards. If granted, such Drivers will start either from the rear of the grid or as last car in the appropriate racing class. The decision of the Stewards on this matter will be final.

3.4.6. Should any practice session be disrupted, the race director shall not be obliged to resume or rerun the session. His/her decision is final.

3.4.7. Should the need arise to stop a practice session, RED LIGHTS will be switched at the star line (tower) and red flags will be shown at all marshals signaling points. Drivers must cease racing and reduce speed to a slow safe pace and return to the pits.

3.4.8. In the event of a driving infringement during any practice session the Stewards may drop the Driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal.

3.4.9. Any Driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 3.4.8.

3.5. Qualification:

3.5.1. Qualification shall comprise of a minimum of one 30 minute timed qualification session – unless specified differently by the Organizer by means of an official bulletin.

3.5.2. Should the number of entries in any single round exceed 20 cars; the qualifying session will be split (based on fastest lap time of the practice session) into two groups. Accordingly, the qualifying session duration will be a minimum of 20 minutes for each group.

3.5.3. Each Driver should complete a minimum of one timed lap in the car to be raced in order to proceed to the next stage of the event. If verification of the timed lap is not provided, authorization to start the race may be denied.

3.5.4. The Stewards of the Meeting shall have the right to exclude any Driver whose qualification times or driving are/is considered to be unsatisfactory.

3.5.5. The Qualifying minimum for the starting admission is the fastest classified lap in the official qualifying plus 30%. In principle, Drivers not achieving this Qualifying are not admitted to start. The final decision is made by the Race Director and/or Clerk of the Course in agreement with the Stewards of the Meeting.

3.5.6. The best time for each Driver from the qualifying session will determine the grid position for the "Race 1".

3.5.7. Where, through force majeure, it is not possible for the Organizer to hold a qualifying session, the grid will be formed according to the current Championship points positions. Where there is a tie on points, the Driver with the best result in the previous round will take priority. If it is not possible to hold a qualifying session at the first event, the grid will be determined by ballot.

3.5.8. In the case of oversubscribed entries, only the fastest 30 Drivers will be allowed to race.

3.5.9. A minimum of 3 non-qualifiers will be named as reserves, and are to be nominated on the qualification result sheet. Reserves will replace withdrawn, retired, and/or disqualified entries as per their qualification order. If reserves are to be given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to "assembly/warmup", they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the start-line or pitlane exit whichever is the later. Such approval to start MUST be obtained from the Race Director and/or Clerk of Course.

3.5.10. In the event of a driving infringement during the qualifying session the Stewards may drop the Driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal.

3.6. Assembly/Warm-up:

3.6.1. Cars will form up on the Dummy Grid under the directions of the Grid Marshals, preferably in starting order.

3.6.2. Drivers shall be seated in their cars by the end of the last lap of the preceding race. The Grid Official will give notice of this.

3.6.3. When the last car in the preceding race has crossed the Finish Line, the Grid Official will give the signal to start engines.

3.6.4. Unless the Supplementary Regulations advise otherwise, cars will be released from the Dummy Grid straight into a one lap warm up. Should weather conditions change between practice and race, the Race Director and/or Clerk of the Course may, if in their opinion it is deemed necessary, allow an additional warm up lap for the Driver to fully determine circuit conditions.

3.6.5. Thirty seconds after the cars have been released into warm up, pit exit will be closed. Any cars that are late (fail to leave the pits before the first car approaches the starting grid line), shall start from the pit without doing a warm up lap, under the procedures established in these regulations. The Race Director and/or Clerk of the Course shall act as judge of fact in determining "lateness".

3.6.6. It is not permitted to change tires between leaving the Dummy Grid and the start of the race, except in the case of force majeure (puncture, obvious damage) or if the Race Director and/or Clerk of the Course determines otherwise.

3.6.7. There shall be no practice starts during the warm up lap(s). Cars are not permitted to weave across more than 50% of the circuit width during warm up and all weaving shall cease at the point of passing the last Flag post before the rear of the marked grid positions. Any car weaving to the extent that in the opinion of the Race Director and/or Clerk of the Course creates a danger to other Drivers may be penalized.

3.6.8. At the conclusion of the warm up, cars will assemble under Starter's orders in their allocated positions on the starting grid so that the leading edge of the car remains behind the line denoting the front of the grid box.

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3.7. **Starts:** Unless modified by the Organizer, the following regulations shall apply:

3.7.1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race.

3.7.2. The use of tire heating/heat retention devices, tire treatments and compounds is prohibited.

3.7.3. Drivers unable to start the race are required to indicate their situation to race Organizer.

3.7.4. A 'two minute' board will be shown on the start-line; engines should be running at this stage and the grid cleared of any crew. A 'one minute' board will be shown, followed by a '30 second' board; a '5 second' board will be displayed; approximately 5 seconds after this board is withdrawn the start sequence using over head lights will be switched on; the start sequence is that of the F1 sequence where five red lights are lit one at a time until all are lit; after 2 to 5 seconds they will be switched off indicating the start of the race. In the event of the failure of these lights a National Flag will be used to start the race. The flag will be raised indicating to the Drivers to be on their mark and ready; once the flag is dropped, it indicates the start of the race

3.7.5. **Starts from Pits:** Any car missing the release from the dummy grid shall be deemed to be late and may only start from the pit exit with the approval of the Clerk of the Course or assistant. It may be moved to the pit exit only with the Driver in position; the signal to join the race will be given by the illumination of the green light (or waving of a green flag).

(a) Where the pit exit is after the start line: The signal to join the race shall be given when the whole field has passed the pit exit on the first racing lap.

(b) Where the pit exit is before the start line: The signal to join the race shall be given at the discretion of the Clerk of the Course soon after the field has been started.

3.8. Race

3.8.1. Each round will comprise two (2) point scoring races named: "Race 1" & "Race 2"

3.8.2. "Race 1" will be a 12 lap session (or the lap equivalent of 30km) - unless specified differently by the event organizer by means of an official bulletin – and is based on the results of the qualification session.

3.8.3. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points-scoring round**.**

3.8.4. The finishing position of Drivers during "Race 1" will determine the grid position for "Race 2".

3.8.5. ~~Grid for "Race 2" will be a "Full Reverse Grid" based on the finishing order of "Race 1", where Driver finishing at Position 1 will start at the back of the grid, etc.~~Case A - Grid is composed of eight (8) cars or less: Grid for "Race 2" will be a "Full Reverse Grid" based on the finishing order of "Race 1", where Driver finishing at Position 1 will start at the back of the grid, etc.

Case B - Grid is composed of nine (9) cars or more: The top finishers occupying the top 50% (rounded down in case of an odd numbered grid) of total numbers of cars eligible to start in "Race 1" will start "Race 2" in reverse order, the remaining 50% will start "Race 2" in their finishing positions.

Non classified finishers from "Race 1" will take their place at the back of the grid in the other they retired from "Pre–Race", drivers with most number of laps covered will have precedence.

Example: For a grid of 17 cars: the top 8 finishers in "Race 1" will swap grid positions as follows: 1st occupy grid 8, 2nd occupy grid 7, 3rd occupy grid 6, 4th occupy grid 5, 5th occupy grid 4, 6th occupy grid 3, 7th occupy grid 2, 8th to occupy grid position 1. Finishers 9th and below, will assume the same grid positions.

~~3.8.5.~~3.8.6. Non-finishers in "Race 1" will take their place at the back of the grid (i.e. behind Driver that finished "Race 1" in Position 1) in the order in which they retired from "Race 1" – most number of laps covered having precedence.

~~3.8.6.~~3.8.7. Any Driver excluded from "Race 1" by reason of judicial action will be placed after those who had retired from "Race 1" on the "Race 2" Grid.

~~3.8.7.~~3.8.8. The "Race 2" will be a 12 lap session (or the lap equivalent of 30km) - unless specified differently by the event organizer by means of an official bulletin.

3.9. Race stops:

3.9.1. Case A – less than 2 laps completed by the race leader. The race will be declared null and void. The race will restart from the original grid positions. Drivers unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Race Director and/or Clerk of Course.

3.9.2. Case B – more than 2 laps completed by the race leader, but less than 50% of its duration. The (two part) race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two. Non-runners at the time of the showing of the red flag may, solely with the permission of the Race Director and/or Clerk of Course, be permitted to take the restart from the back of the grid in reverse order of their retirement. The Race Director and/or Clerk of Course may order that the duration of the second part shall be of a shorter distance than originally scheduled or that it may be abandoned altogether.

3.9.3. Case C - if at the time of showing the red flag and the leader has completed more than 50% of the scheduled race distance / duration, the race will be declared finished, with the order of finishing in which the cars crossed the line at one lap less than at the time of showing the red flag. Full points are counted

3.10. **Re-scrutiny**: All cars reported to be involved in contact incidents or retirements due to technical failures during races, qualifying, or practice must be re-presented to the Scrutineers immediately Cars may not be removed from the premises and/or continue in the races or practice without Chief Scrutineer's approval.

~~3.10.~~3.11. **Pits And Pitlane Safety**:

~~3.10.1.~~3.11.1. **Pits:** Drivers must ensure that the all Safety Regulations are complied with at all times.

~~3.10.2.~~3.11.2. **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.

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The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.

~~3.10.3.~~3.11.3. **Refueling:** may only be carried out during breaks between sessions (i.e. practice, qualifying, and races) in the paddock area.

(a) Unless specified otherwise in the Championship Supplementary Regulations, no fuel will be allowed in trackside pits.

(b) The Organizer reserves the right to inspect and if necessary approve refueling equipment prior to it being used.

~~3.11.~~3.12. **Race finishes**: After taking the chequered flag, Drivers are required to: - Progressively and safely slow down, remain behind any Drivers ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit.

~~3.12.~~3.13. **Results**: All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all cars are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

4. Championship Race Penalties:

4.1. **Infringement of Technical Regulations**: Scrutineers will report directly to the Stewards any technical infringements or violation and as such will lead to an official Stewards inquiry. Penalties may be inflicted as follows in order of increasing severity :

- reprimand (blame);
- fines;
- time penalty;
- exclusion;
- suspension;
- disqualification.

4.2. **Infringement of Non-Technical Regulations and The Sporting Regulations Issued For The Championship:** Race officials will report directly to the Race Director any infringements or violations of sporting rules and regulations, and as such will lead to an official Stewards inquiry. Penalties may be inflicted as follows in order of increasing severity-:

- reprimand (blame);
- fines;
- time penalty;
- exclusion;
- suspension;
- disqualification.

4.3. In order to maintain standards of conduct, the Race Director will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Race Director that his driving/behavior is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official BMF action and will result in a Championship Stewards' enquiry, with possible refusal of further race entries.

5. Championship Branding

5.1. Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in *2000cc Challenge*.

5.2. Note the particular requirements of section 6.

5.3. Championship Sponsors' decals must also be carried on each car. Specific locations on the car are reserved for Championship sponsors - as per Appendix 1 and "BIC 2000cc Branding Guideline Bulletin".

5.4. To ensure conformity only Competition Numbers and branding allocated and approved by the Promoter will be acceptable.

5.5. Drivers' Names: Drivers will be provided with one set of Drivers' Name decals

5.6. Drivers' race overalls must display Championship and sponsor badges in positions defined as per Appendix 1 and" BIC 2000cc Branding Guideline Bulletin". Badges will be provided by the Promoter.

5.7. Replacement branding will be at extra cost payable to the Promoter.

5.8. Branding of cars will be undertaken by the Promoters official assigned agent. Any off-site (i.e. Drivers' private venue) branding activities will incur a surcharge of BD30.

6. Commercial Undertakings

6.1. Enquiries concerning the commercial aspects of the Championship should be addressed to the Promoter.

6.2. The Championship title and associated logo styles may only be used with the prior written approval of the Promoter.

6.3. Entry into the Championship is conditional upon each Driver:

6.3.1. Providing free of charge to the Championship Promoter, Organizer, and their sponsors advertising places on their cars and clothing as specified.

6.3.2. Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship which may be used at the Organizers', Sponsors' and Promoters' discretion.

6.3.3. Complying with the Championship Promoter, Organizer and Sponsors requirements on podium procedures, including a requirement to wear sponsors publicity material in preference to the Drivers own sponsor.

6.3.4. Co-operating with requests for publicity sessions throughout the season.

6.4. All cars must carry the Championship Sponsors' decals and panels in the correct locations, without alteration and without interference.

6.5. At the start of each event & qualifying, the cars must be clean and in good order. The Championship Organizer reserves the right to either apply a penalty or forbid cars not meeting this requirement from taking part.

6.6. No on-board cameras will be permitted except under the control and with the approval of the Championship Organizer and/or Promoter.

6.7. The Promoter has exclusive broadcast, cable, satellite, video, internet, mobile phone rights, and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the Championship and to license, assign or otherwise deal with such rights and/or film and recording and distribution.

6.8. No other publicity material visible to an on-board camera, on the car will be allowed.

6.9. Drivers are reminded that no alcohol (or associated product) advertising, either on the cars or Drivers is permitted. Additionally, any products that are not permitted to be advertised on Bahraini terrestrial television are also prohibited.

6.10. No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered unacceptable or offensive to

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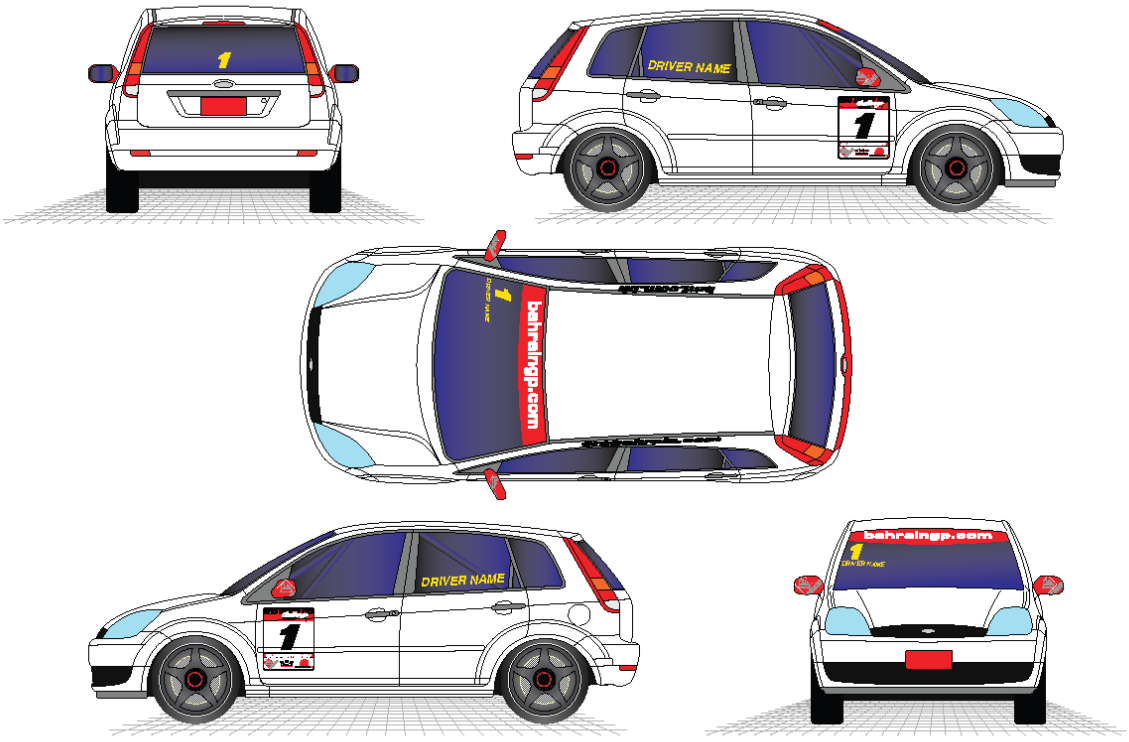
the Championship Organizer, the Promoters or their Sponsors and individual Championship Organizer.

6.11. All Drivers required for Podium Presentations at each meeting must attend, wearing zipped race overalls and the official Championship cap, without delay. Failure to do so will mean forfeiture of any Championship awards/points at that round.

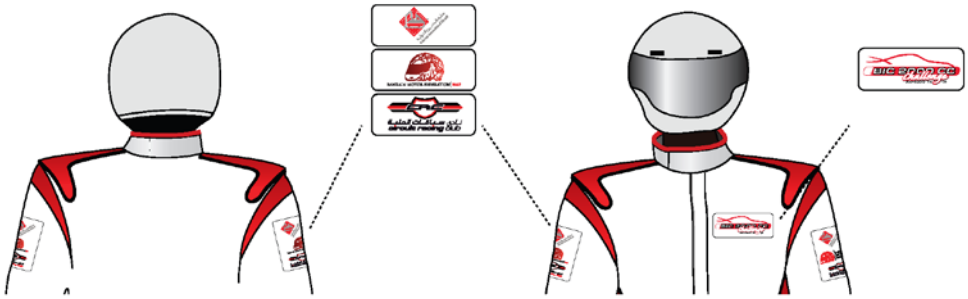
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Appendix 1 – Branding Guidelines

OFFICIAL SPONSORS BRANDING LOCATION ON ALL RACING CARS LIVERY



OFFICIAL RACING SUIT



Back side front side

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