

APPENDIX 1

BAHRAIN ROTAX MOJO MAX CHALLENGE 2014-15

SPORTING REGULATIONS

REGULATIONS

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

1 GENERAL

The BAHRAIN ROTAX MOJO MAX CHALLENGE 2014-15 (BRMMC 2014-15) is a category of the Bahrain Karting Sprint Championship 2014-15 (BKSC 2014-15). 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 Challenge 2014 Technical regulation applying to each class of the BRMMC 2014-15 and the Supplementary Regulations of each round of the BKSC 2014-15. The event will be Organized by the Circuit Racing Club.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

1.1 CALENDAR

Please refer to Appendix 3.

2 CLASSES

2.1 CLASSES

The category BRMMC 2014-15 includes the following classes:

- Micro Max
- Mini Max
- Junior Max
- Max
- Max MASTERS
- DD2

As a prerequisite, each class must consist of a minimum of 3 drivers.

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

3 REGULATIONS

3.1 LICENCE

For all classes a National Kart License or Club sport License is required, depending on requirements of ASN. Participants holding a license from another country from the Zone (MENA Zone) will be allowed to participate and score points. These participants will need to provide a "No Objection Letter" from their ASN together with their racing license in order to enter the BRMMC round. An Entrant license is required for all teams competing during the BRMMC championship.

Drivers below 18yrs of age will require representation by an Entrant. This Entrant may be his/her father, mother, legal guardian, or team manager. It will be the Entrant's responsibility to:

- a) Attend the Driver's Briefing along with the driver.
- b) Ensure that all persons concerned by his entry observe all the requirements of the BMF NSC, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly and severally with the Entrant for the respect of all the provisions of the BMF NSC and of these regulations.
- c) Ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.
- d) 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.

3.2 BRMMC AGE LIMITS

Micro Max: Competitors must be at least 8 years old before being allowed to compete and have his/her 10th birthday after 31.12.2014.

Mini Max Class: Competitors must be at least 10 years of age before being allowed to compete and have his/her 13th birthday after 31.12.2014.

Junior Class: Competitor must have his/her 13th birthday during the year of registration (e.g. if driving in 2014, must be 13 or turning 13 in 2014). He/she must have his/her 17th birthday after 31.12.2014.

MAX Class: Competitors driver must have his/her 15th birthday during the year of registration (e.g. if driving in 2014, must be 15 or turning 15 in 2014).

DD2 Class: Competitors driver must have his/her 15th birthday during the year of registration (e.g. if driving in 2014, must be 15 or turning 15 in 2014).

MAX Master Class: Competitor must have his/her 32nd birthday during the year of registration (e.g. if driving in 2014, must be 32 or turning 32 in 2014).

DD2 Class: Competitors must have his/her 32nd birthday during the year of registration e.g. if driving in 2014, must be 32 or turning 32 in 2014).

3.3 EVENT FORMAT

Each race meeting consists of:

- Signing on
- Scrutineering
- Drivers' briefing
- Free Practice
- Qualifying
- Race 1
- Race 2
- Award presentation

3.3.1 SIGNING ON

Signing on will commence at the beginning of the event at the time stipulated in the event Supplementary Regulations. Drivers 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.

3.3.2 SCRUTINEERING

Technical Scrutineering will take place in a predetermined area and at the time specified in the event 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.

Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

At any time during an Event, the Scrutineers may:

- a) check the eligibility of the kart or of the Driver's equipment,
- b) require a kart to be dismounted 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.

***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.*

3.3.3 DRIVERS BRIEFING

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

3.3.4 CLASS GROUPING

- Organizers reserve the right to group classes, where and when required as they see fit as follows:
 - Micro Max & Mini Max will be grouped together during their sessions.
 - Junior Max, Max, Max Masters & DD2 will be grouped together during their sessions.

3.3.5 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.

3.3.6 QUALIFYING SESSION

The duration of this session will be stipulated in the event Supplementary Regulations.

The results of the qualifying session will determine the starting positions for Race 1 in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organizers will revert to the second best lap time set by each individual in order to determine priority, and so on. In the case of several drivers failing to participate in the qualifying session, it will be the Officials' decision to allow them to race or not. If competitors are allowed to race, they will start behind all the other competitors that entered the Qualifying Session and as per their racing number. Drivers wishing to conduct minor repairs or setup during the session may only do so the designated service area and from there may resume Qualifying. Karts that return to the pits will not be allowed to resume qualifying.

3.3.7 RACE 1

The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the Race 1 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 Race 1 will determine the starting positions for the Race 2.

3.3.8 RACE 2

The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the Race 2 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.

3.3.9 AWARD PRESENTATION

Awards will be presented to the top drivers in each class according to the provisional finishing positions in each 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 competitors: 1st and 2nd place only
- 4+ competitors: 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 driver 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.

3.4 STARTING PROCEDURES

3.4.1 GENERAL

All starts shall be rolling type. The regulations for “Rolling starts for karts with clutches and without gearboxes” of the CIK-FIA general regulations apply for all the classes competing in the BRMMC 2014-15.

Kart trolleys will not be permitted onto the circuit from the moment the karts leave the Pre-Grid to the time all running karts have returned to the pits following the chequered flag.

3.4.2 PRE-GRID

Aside from Non-Qualifying and Qualifying Practice, karts shall be lined up on the Pre-Grid in a pre-determined order as detailed in section [3.3.7](#) and [3.3.8](#). It is the driver’s responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit.

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 tire pressures, which can be adjusted by the Driver or his/her Mechanic and by using his/her own means

Any competitor unable to start the Formation Lap due to a technical problem on the Pre-Grid must raise his/her arm.

Once all other karts have left the grid, his/her mechanic will be allowed to make an attempt to rectify the problem. If this can be done quickly, the driver may only enter the circuit at the discretion of the Officials – given that the leading kart has not crossed the red line. The pit exit will remain closed until the last kart passes the pit exit.

Cases for rejoining the formation lap:

- (a) if a driver is delayed starting from the Pre-Grid but manages to join the track before the last kart left the Pre-Grid, he/she will be allowed to take up his/her original position before the start.
- (b) if a driver is delayed starting from the Pre-Grid and fails to join the track before the last kart left the Pre-Grid, he/she will be allowed to take up his/her original position before he/she reaches the Red Line. Otherwise he/she must start at the back of the grid.

In all the cases above - drivers should take note of any driver failing to join the formation lap, and must ensure that his/her position remains unoccupied until the start of the race.

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 Max Masters class, followed by Max class, followed by Junior Max class with one row left empty between each class separating them.

3.4.3 FORMATION LAP

Drivers should leave the Pre-Grid when directed by the Grid Marshal.

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 the pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. The driver in 2nd position should stay alongside during this lap.

Drivers must not break formation before crossing the start line and must maintain the gap set between each class. Erratic weaving (zigzags) is prohibited. Offending drivers will be penalized. If a Driver stops for any reason during the Formation Lap, he must raise an arm and 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 the race. If the kart cannot be restarted quickly, it must be moved to a safe place off the track.

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 painted on the track and indicated by the Race Director or the Clerk of the Course at the Briefing.

In order to regain one's position, it is forbidden to use any course other than the track used during the race.

If he considers that a Driver has been immobilized 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.

A driver will have to be in his/her corresponding lane after crossing the Red Line.

3.4.4 RACE START

The start signal shall be given by means of lights or waved Green flag

The start will be of the <rolling> type. The regulations for "Rolling start for karts with clutches and without gearbox" of the CIK-FIA general regulations apply.

Two 2 meter wide lanes bordered by white lines will be painted over the 110 metres leading to the Start Line. A yellow Line shall be painted 25m ahead of the Start Line. This Yellow Line will also be materialized by soft cones (1 cone on each side of the track).

The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.

At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given.

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

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.

3.4.5 FALSE START

A false start will be indicated by a double flashing orange light will be shown next to the red starting lights and repeated in Turn 1.

Competitors are expected to raise one arm in acknowledgement of the false start before slowing and organizing themselves into their original starting positions to attempt a restart at the next attempt.

In the case of repeated false starts, delays 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 5.4.

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 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.

3.4.6 JUMP START

A jump start will be deemed to have occurred if an unfair advantage is gained through premature acceleration or when a driver crosses the start line ahead of their prescribed grid position. Either a time penalty or point deduction will be imposed at the discretion of the Senior Officials according to the individual circumstances.

Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned

3.5 RACE NEUTRALIZATION, SUSPENSION, AND RESUMPTION:

3.5.1 NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE

- a) The Clerk of the Course or the Race Director may decide to neutralize 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 Race.
- b) When the order is given to neutralize the 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 neutralization is over. Flashing orange lights will be switched on at the Start Line.
- c) 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.
- d) During the neutralization 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.
- e) The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized 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.
- f) When the Race Director or the Clerk of the Course decides to end the neutralization, 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 neutralization lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
- g) 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 neutralization of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- h) Each lap completed during the neutralization will be counted as a racing lap.

- i) If the race finishes during the neutralization, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

3.5.2 RESUMING A RACE WITH THE "SLOW" PROCESS

If a Race is suspended (as below) the resuming procedure will be conducted with the "SLOW" process. At the order of the Race Director, Drivers will proceed to start in a neutralized 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 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 Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

3.5.3 SUSPENDING A RACE OR PRACTICE

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

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

- a) during Non-Qualifying Practice or Qualifying: all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original timing;
 - b) during a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park or stop on the track at the place designated during the Briefing, considering that:
 - the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given,
 - karts or rescue vehicles may be on the track,
 - the circuit may be totally blocked because of an accident,
 - the weather conditions may have made it impossible to drive on the circuit at racing speed.
- B. 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, "Resuming a Race" will apply.

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, "Resuming a Race" 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.

3.5.4 RESUMING A 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. If the regulations of the Event provide for this possibility, it will be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Refueling will be allowed. All karts must be ready at the 3 minutes board.

The Race or Heat will be resumed with the "SLOW" process (3.5.2). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start.

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.

3.6 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.

3.6.1 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 of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice 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 the Technical Regulations, 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.

3.6.2 PARC FERMÉ

Only authorized Officials may enter Parc Fermé. No intervention of any kind is allowed there unless authorized by such Officials.

When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance.

Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

4 TRANSPONDER

4.1.1 TRANSPONDER HIRE

Transponder hire is not included in the race entry fee but transponders will be available for rent at 5BD 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.

4.1.2 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 competitor 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 competitor will be classified last. In the case of several competitors 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 $\pm$ 5cm. This height can be measured from the ground to any part of the transponder.

5 CLASSIFICATION

5.1 POINTS ALOCATION FOR EACH RACE

Points are awarded as follows:

- 1st place 100 points + number of entrants
- 2nd place 95 points + number of entrants
- 3rd place 90 points + number of entrants
- 4th place 85 points + number of entrants
- 5th place 80 points + number of entrants
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- 20th place 5 points + number of entrants
- 21st place 0 points + number of entrants (example 0 + 22 entrants = 22 points)
- 22nd place onwards = number of entrants -1 point from previous position (example 22 entrants – 1 = 21 points)

*The number of entrants will be the total number of drivers on the official **sign-on** sheet.*

5.2 NON-FINISH (DNF)

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*).

A DNF driver scores zero points.

Drivers completing the same number of laps will be classified in the order in which they last crossed the finish line and will score point according to paragraph [5.1](#) of the present rules.

5.3 NON-STARTER (DNS)

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.

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.

They will score 0 points.

5.4 PENALTIES

5.4.1 DEFFINITIONS

An Incident means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:

- provoked the stopping of a Race;
- violated these Sporting Regulations or the BMF NSC;
- had jumped the start ;
- have not respected flag signaling;
- have caused one or several karts to take a false start;
- have caused a collision; have forced another Driver out of the track;
- have illegally prevented a legitimate passing maneuver by a Driver;
- have illegally impeded another Driver during a passing maneuver.

- a) It will be the responsibility of the Stewards to decide, further to a report or a request from the Race Director or of the Clerk of the Course, if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- b) If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
- c) The Stewards may use any video or electronic system likely to help them to take a decision.

5.4.2 STANDARD PENALTIES

The following offences will incur a 10-second time penalty that may be imposed immediately by race direction:

- Causing an incident
- Jump start
- Forcing another kart off track
- Over-taking while exceeding track limits
- Exceeding track limits following a "Track Limits" warning
- Pushing the kart being followed while drafting/slip-streaming

Infringements caused during a Qualifying session - the three fastest times set by the concerned will be eliminated.

Speeding in pit lane – BD20 fine. Repeat offence will include a 5 second time penalty added to overall race time.

Time penalty will increase in increments of 5 seconds per repeat offence

Raceware not compliant with regulations – Disqualification

All other infringements will be penalized at the discretion of the Stewards

Considering the seriousness of the offence, the Stewards may further impose higher penalties as deemed necessary.

6 ENTRIES

6.1.1 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.

6.1.2 ENTRY FEE

Annual Kart Owner Membership Fee to BIKC: 50.000 BD

Race Entry Fee per round: 55.000 BD

Competitors registering and paying in advance for the BKSC 2014-15 season: 440 BD

Late Race Entry Fee: An additional 15.000 BD will be added to the 55 BD Race Entry Fee for any driver entering or paying his Entry Fee less than 7 days prior to each round. For example in the case of a Race happening on Thursday evening the 18th October 2013, late entry fee will apply from midnight on Wednesday the 10th October 2013.

There will be no refund whatsoever.

6.1.3 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.

7 ELIGIBLE KARTS – TECHNICAL REGULATION

All Rotax Mojo Max technical regulations 2014 will apply to the BRMMC 2014-15 except for specific rules listed in the present sporting rules.

7.1 MINIMUM WEIGHT

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

- Micro Max class: 100kg
- Mini Max class: 125kg
- Junior MAX class: 145 kg
- MAX class: 165 kg
- MAX Master class: 173 kg
- DD2 class: 180 kg

7.2 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 51 and 99.

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 1 to 50 and drivers in the Max MASTERS Class will be allowed to use numbers from 1 to 50.

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 100 and 150.

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).

The champion from every class from the previous season reserves the right to the lowest number assigned per class which may not be allocated to another driver even if not used. Example Junior Max Champion from 2013 season has the option of taking number "51". Should he choose to take another number, then number "51" remains unassigned

7.3 ENGINES

Eligible engine will be as follows:

- Micro Max: ROTAX 125 Micro MAX
- Mini Max: ROTAX 125 Mini MAX
- Junior Max: ROTAX 125 Junior MAX
- Max: ROTAX 125 MAX/MASTERS
- Max Masters: ROTAX 125 MAX/MASTERS
- DD2: ROTAX 125 DD2

Please note that all engines sealed by any official Rotax Distributors from CIK-FIA Middle East are eligible for use. However only the engines sealed by the Bahrain Rotax Official Dealer will score points for the championship.

All engines presented at the technical scrutineering will have to hold a valid seal and carry its own up to date "Engine Identity Card". The Engine Identity Card has to show the following elements:

- Engine serial number
- Matching engine serial number
- Stamp and signature of the dealer that has checked and sealed the engine

All external components of the engine such as air box, battery, spark plug, ignition, carburetor, exhaust, exhaust valve, fuel punt, fuel filter, radiator, balance drive, centrifugal clutch or any other component listed in the Rotax Mojo Max Challenge Technical Regulations 2013 has to comply with these rules.

7.4 CHASSIS

For Micro Max, Mini Max, Junior Max, Max and Max Masters classes, chassis with CIK 2006/2009/2012 Homologation and approved by Bahrain International Karting Circuit (in collaboration with the BMF) and/or any chassis sanctioned in the Rotax Max Challenge 2013 Technical Regulation will be eligible: Other chassis related safety or specific rule listed in the Rotax Mojo Max Challenge Technical Regulations 2013 will apply.

For DD2 class, chassis will have to comply with the Rotax Max Challenge 2013 technical regulation and its validated list of chassis approved by Rotax.

Drivers will be allowed only one chassis per meeting.

In the exceptional case of the chassis sustaining irreparable damage during the course of the meeting (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.

7.5 TIRES

Only the following tires may be used:

- Mojo C2 – Micro Max and Mini MAX
- Mojo D2 – Junior MAX, Rotax MAX and MAX Masters
- Mojo D3 – DD2

Only 4 tires per competitor and per event (Practice, Qualifying, Race 1, and Race 2) will be allowed.

Tires will be marked by the Technical Scrutineers.

It is the responsibility of the driver to make sure he participates in the Qualifying session, Race 1 and Race 2 with marked tires.

Failure to do so will result in the participant to be excluded of the race meeting.

In case of a competitor getting a flat/damaged tire, it will be the decision of the Technical scrutineer to allow or not a replacement tire. In case a replacement tire 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 tires are available, the Organizers reserve the right to provide a suitable substitute tire in consultation with the BMF. Competitors will be notified of any such changes in the Supplementary Regulations applying to the meeting.

7.6 FUEL (SUBSTITUTION):

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 Octane fuel available on the market. It will be mixed with XPS-Kart Tec 2-Stroke oil (CIK homologation nr. 109322-01) at a ratio of 1:50(2%).

8 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.

8.1 CRASH HELMET

The Driver must wear a helmet with an efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions (as per Appendix 4 of CIK-FIA attached):

- FIA 8860-2004
- SNELL SA2000 (not valid after 31-12-2014)
- SNELL SA2005
- SNELL K98 (not valid after 31-12-2014)
- SNELL K2005 & K2010
- SNELL SA2010
- SNELL SAH2010
- SNELL-FIA CMS2007 (mandatory from 1-1-2010 for drivers under 15 years old)
- SNELL-FIA CMR2007(mandatory from 1-1-2010 for drivers under 15 years old)
- SFI Foundation 31.1A, 31.2A
- BS 6658-85 Type A, Type A/FR (not valid after 31-12-2013)

Any modification to the above list will be published in the CIK Bulletin.

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

Drivers must use clear or smoked visors only at all time during driving. Tinted and mirrored visors are not allowed to use while driving at night.

8.2 RACE SUIT

Only CIK Homologated Race suits may be used with the correct and valid FIA / CIK codes. All suits should be in good condition and free from holes and burns marks. Please refer to appendix 5 (CIK-FIA Homologated Overalls document for level 2). They must cover the whole body, legs and arms included.

8.3 GLOVES

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

8.4 BOOTS

Boots for use in Motorsport and offer ankle protection.

8.5 FIRE EXTINGUISHER

All drivers 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 extinguishant 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.

8.6 OTHER ITEMS

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

9 ADVERTISING/PROMOTIONS

Competitors may be obliged to carry official BRMMC 2014-15 and/or BKSC 2014-15 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.

Competitors 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 2014-15 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.

10 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.

11 SUNDRY ITEMS

Any written instructions issued by the Organizers for any event and the instructions issued at the drivers 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