



# BAHRAIN KARTING ENDURANCE CHAMPIONSHIP 2024-25 SPORTING REGULATIONS

## 1. GENERAL

The BAHRAIN KARTING ENDURANCE CHAMPIONSHIP 2024-25 (BKEC 2024-25) will be held at the Bahrain International Karting Circuit (BIKC) and is Administered and Promoted by Bahrain International Karting Circuit (BIKC) in accordance with the present sporting regulations, the Bahrain Motor Federation National Sporting Code (NSC), FIA International Sporting Code (ISC) and where applicable the Sodi W Series regulations.

**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.**

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

## 2. INFORMATION SPECIFIC TO THE BKEC 2024-25

### 2.1 PROMOTER

Bahrain International Karting Circuit  
Gate 255  
Gulf of Bahrain Avenue  
Umm Jidar 1062  
Sakhir, Kingdom of Bahrain  
Telephone: +973 1745 1745  
Fax: +973 1745 1746  
E-mail: karting@bic.com.bh  
Web: www.bahrain-karting.com

### 2.2 ORGANIZING COMMITTEE

- Abdulla AlAbbasi
- A.Ghaffar AlBastaki
- Hussain Nasser
- Ali AlQemaish
- Ahmed AlDoseri
- Hanan Omar
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### 2.3 PERMIT NUMBER AND LIST OF OFFICIALS

Event Officials and Event Permit Number will be detailed in the ASR

### 2.4 CALENDAR





EVENT	FORMAT	DATE
BKEC R1	3 HOURS	4 <sup>th</sup> October 2024
BKEC R2	3 HOURS	25 <sup>th</sup> October 2024
BKEC R3	3 HOURS	22 <sup>nd</sup> November 2024
BKEC R4	3 HOURS	7 <sup>th</sup> December 2024
BKEC R5	24 HOURS	31 <sup>st</sup> January – 1 <sup>st</sup> February 2025

## 2.5 TIMETABLE

Please refer to the Additional Supplementary Regulation (ASR)

## 2.6 ENTRIES

Entry consists of:

- Filling the form downloaded from [https://bmfstorage.blob.core.windows.net/general-files/APPLICATION\\_FORM.pdf](https://bmfstorage.blob.core.windows.net/general-files/APPLICATION_FORM.pdf) and providing the required pictures at least 10 days prior to the race in order to obtain a "National C Karting" license valid for the BKEC 2024-25 rounds only.
- Each driver registered in the team holding a valid SWS account number. SWS account numbers can be created on: [www.sodiwseries.com](http://www.sodiwseries.com)
- All teams participating in the BKEC 2024-25 will automatically gain a worldwide ranking in the SWS with the chance to participate in the World Finals held every year.
- Registering the team to the races on the Sodi W Series website: [www.sodiwseries.com](http://www.sodiwseries.com)
- Completing the associated entry form.
- Payment of the BKEC 2024-25 entry fee to the BIKC.

## 2.7 ENTRIES PROCEDURE

The official entry form with all the drivers' details must be submitted to the BIKC fully completed.

A down payment of 50% has to be paid to BIKC. Until this down payment is received the team entry is not confirmed.

The 50% balance of the entry fee is paid at least one week prior to the race. The BIKC reserves the right to accept or deny any entry coming after this date.

If payment is not complete, the team will not be allowed to race.

Should any entry be cancelled by the team prior to one month before an event, there will be no penalty, 100% of the amount paid (minus 20 BD administration fee) will be refunded.

In case of any cancellation of entry by the team within 1 month of the event, the BIKC will be entitled to retain the 50% down payment.

Should, for whatever reason, the Organizing Committee be forced to cancel an event then the event may be rescheduled, and all entries received for it will automatically be transferred to the replacement event. If a reschedule is not possible or in the case the rescheduled date is not feasible for the Entrant(s), the full payment will be refunded.





Entries will be 100% secured once entrants have received an email of confirmation.

The Organizing Committee reserves the right to cancel or postpone an event should the number of entries be below the minimum of 10 the week before the event date. If a reschedule is not possible or in the case the rescheduled date is not feasible for the Entrant(s), the full payment will be refunded.

## 2.8 RESTRICTION

All individuals and teams will have to provide their SWS personal and team identifying number at the registration. BKEC will accept 20 entries for the BKEC 2024-25 but will try to accommodate more participants if the number of karts available allows it. The Organizing Committee reserves the right to refuse any entry that would be against the racing spirit of the BKEC 2024-25.

## 2.9 ENTRY FEES

BKEC 2024-25 entry fee is:

EVENT	FEE (VAT inclusive)
BKEC R1 (3 Hours)	BD 287
BKEC R2 (3 Hours)	BD 287
BKEC R3 (3 Hours)	BD 287
BKEC R4 (3 Hours)	BD 287
BKEC R5 (24 Hours)	BD 1,820

Any entry not accompanied by the fee shall be null and void.

## 2.10 EVENT FORMAT

- Signing On
- Driver weighing / Extra ballast allocation
- Drivers Briefing
- Qualifying Practice
- Endurance Race
- Awards presentation

Detailed time table of the event, bulletins, and any specific details pertaining to the race event will be included in the Additional Supplementary Regulation (ASR).

### 2.10.1 SIGNING ON

All drivers will have to sign the disclaimer form before the start of the event.

Sign on will take place before the driver's briefing.





### 2.10.2 KART DRAW

Karts will be allocated by random to the teams for the first Qualifying Practice stint of the event as per the race number drawn during the team registration.

### 2.10.3 DRIVERS BRIEFING

Driver's briefing is mandatory; please refer to the 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. Participation will be subject to the Officials of the meeting acceptance. In case of the Officials of the meeting not allowing a late driver/team to participate, entry fees will not be reimbursed.

### 2.10.4 DRIVER CHANGE

- All driver change will take place in the designated Driver Change Area.
- The driver finishing his stint will enter the Driver Change Area and report to the Weighing Area so that his weight may be established.
- Drivers must present their Driver ID at Driver Login and Logout.
- Only Scrutineers and Drivers may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorized by these Scrutineers. Driver is not allowed to leave the Weighing Area without the authorization of these Scrutineers.

### 2.10.5 KART ROTATION

- All the teams must change the kart at all pit entries during the Qualifying Practice and the Endurance Race.
- Kart rotation will not be allowed at the end of the Qualifying Practice and the start of the Endurance Race. The end of the Qualifying Practice is defined by issuing the CHEQUERED Flag. The team will keep the same kart for the next session.
- The driver finishing his stint will enter the designated kart change area in a single-file line of karts, gets out of the kart, and awaits the race number plates and transponder to be handed over by the assigned Scrutineers.
- Only the driver starting his stint will be in the Kart Change Area to draw for the next kart.
- The driver must take the kart at the front of the queue (lane number randomly drawn by the driver). In case the front kart has a technical issue, a replacement kart will be given only under the discretion CHIEF SCRUTINEER.
- The kart drawn will be taken unconditionally until the next pit entry where it will be changed again. It is the driver's responsibility to ensure that the weight ballast is adjusted onto the next kart. The race numbers and transponder will be handed over by the driver starting his stint to the assigned Scrutineers who will transfer to the next kart. (This procedure will be explained during the briefing in details).
- Kart rotation is governed and controlled by Scrutineer OFFICIALS.





## 2.10.6 QUALIFYING PRACTICE

### 2.10.6.1 3 HOURS ENDURANCE RACE

Qualifying Practice will last 30 minutes.

Every driver in each team must drive during the Qualifying Practice. Qualifying Practice driving stints duration will be limited to a maximum of 08:00 minutes. Race regulations will apply during the Qualifying Practice. Failure to comply with the Qualifying Practice stint time rule will result in the “Qualifying Practice Over Max Last Stint Time Duration” penalty as per [Article 2.12](#).

The results of the Qualifying Practice will determine the starting positions for the Endurance Race in terms of best lap time classification. In the case of 2 teams or more achieving identical best lap times, the BMF Officials will revert to the 2<sup>nd</sup> best lap time set by each team during Qualifying Practice in order to determine priority, and so on.

The kart finished the Qualifying Practice will be refueled and start the Endurance Race.

### 2.10.6.2 24 HOURS ENDURANCE RACE

Qualifying Practice will last 90 minutes.

Every driver in each team must drive during the Qualifying Practice. Qualifying Practice driving stints duration will be limited to a maximum of 15:00 minutes. Race regulations will apply during the Qualifying Practice. Failure to comply with the Qualifying Practice stint time rule will result in the “Qualifying Practice Over Max Last Stint Time Duration” penalty as per [Article 2.12](#).

The results of the Qualifying Practice will determine the starting positions for the Endurance Race in terms of best lap time classification. In the case of 2 teams or more achieving identical best lap times, the BMF Officials will revert to the 2<sup>nd</sup> best lap time set by each team during Qualifying Practice in order to determine priority, and so on.

The kart finished the Qualifying Practice will be refueled and start the Endurance Race.

## 2.10.7 ENDURANCE RACE

Any team driver may start the Endurance Race.

Race duration will be:

- BKEC R1 – 3 Hours
- BKEC R2 – 3 Hours
- BKEC R3 – 3 Hours
- BKEC R4 – 3 Hours
- BKEC R5 – 24 Hours

The winner is the team completing the highest number of laps over the duration of the race. In case of two or more teams completing the same number of laps, they will be classified as per the order in which they cross the finish line





### 2.10.8 AWARD PRESENTATION

Trophies will be presented to the Endurance Race top 3 teams of each Class.

Trophy will be presented to the driver who sets the Overall Fastest Lap of the Endurance Race.

Prize winners must ensure that race suits are worn and zipped up with collars closed.

### 2.11 EVENT RANKING

#### 2.11.1 CLASSES

**The Championship will include the following classes:**

**Overall:** Ranking will be the overall final race ranking including all classes.

**Pro:** Ranking will consist of teams not complying with either Corporate or Nations Rankings.

**Corporate:** Ranking will consist of teams gathering drivers from the same company only. Teams wishing to enter as a Corporate Team will need to submit all drivers' Corporate ID cards and/or a stamped and signed letter head from the employer identifying the driver being a full-time employee of the corporation when registering if they want to qualify for the corporate ranking. There will be a corporate ranking specific podium.

**Nations:** Ranking will consist of teams gathering drivers from the same country only. Teams wishing to enter as a Nations Team will need to submit all drivers' passport or National ID cards when registering if they want to qualify for the Nations' ranking.

The Organizing Committee have the right to add or remove classes.

#### 2.11.2 CLASSES RANKING

1. The Results of the Overall Fastest Lap and Endurance Race of any Event will count towards the overall score of the Team.
2. If a race is stopped and cannot be restarted and if less than 25% of the scheduled race duration has been completed, no points will be awarded. If more than 25% of the Race Duration but less than 75% of the scheduled race duration have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled race duration have been covered.
3. In case of two or more Teams finish the Championship 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 all the Runs (Qualifying Practice and Endurance Race), 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 this procedure fails to produce a result, the result of the Final Endurance Race of the last Event of the Championship will be the final decider.
4. The title of the BKEC 2024-25 Championship will be awarded to the Team who has scored the greatest number of points in their respective Class after all Events.



### 2.11.3 CHAMPIONSHIP POINTS ALLOCATION

POS	3 Hrs	24 Hrs
1	30	60
2	25	50
3	20	45
4	18	40
5	16	35
6	15	30
7	14	25
8	13	20
9	12	15
10	11	12
11	10	10
12	9	9
13	8	8
14	7	7
15	6	6
16	5	5
17	4	4
18	3	3
19	2	2
20	1	1
21	0	0
FL	1	4
DNS	0	0
DNF	NA	NA
DQ	0	0

### 2.11.4 SODI W SERIES INTERNATIONAL SCORING

Each team will score points for the Endurance Race as per the point scoring system defined by the Sodi W Series regulation and available on the website: [www.sodiwseries.com](http://www.sodiwseries.com)

### 2.12 PENALTIES

Different level of penalties can be given depending on the level of infraction such as:

- Verbal warning
- Warning flag
- Stop and Go Time Penalty
- Deduction of Laps

- Exclusion of the event
- Fine
- Penalties will be applied for infringements to the rules such as but not limited to:
  - Dangerous driving
  - Advantage by contact
  - Crossing white lines
  - Speeding in pit lane
  - Not complying to the driver stint time or minimum pit lane time limits
  - Driving behavior that can be categorized as non-sportsmanship

In case of black flag and time penalty, the offending team will be shown the black flag with their kart number. The team will have to proceed to the penalty box within 4 laps after receiving the black flag.

#	Type of Infringement	Penalty
1	<b>Under Pit Time Duration (Endurance Race)</b> by less than 5 seconds by 5 to 10.0 seconds by 10.1 to 20.0 seconds by more than 20.1 seconds	10 Seconds Stop and Go 20 Seconds Stop and Go 40 Seconds Stop and Go Double of the time infringement (rounded down) Stop and Go
	<b>Under Pit Time Duration (Qualifying Practice)</b> by less than 5 seconds by 5 to 10.0 seconds by 10.1 to 20.0 seconds by more than 20.1 seconds	Invalidate the fastest Lap Invalidate the 2 fastest laps Invalidate the 3 fastest laps Invalidate the 4 fastest laps
2	Exceeding Walking Pace Limit at Pit During Endurance Race During Qualifying Practice	30 Seconds Stop and Go Invalidate the fastest lap
3	<b>Non-Compliance with Maximum Stint Time Duration:</b> By more than 1 minute By 1 to 2 minutes By more than 2 minutes  During the last stint of the Event	30 secs Stop and Go 60 secs Stop and Go 60 secs Stop and Go and 1 Lap deducted for every 1 minute > 2mins 4 Laps deducted for every 1 minute
4	<b>Non-Compliance with Minimum Resting Time between Stints:</b> By Less than 2 minutes By 2 to 4 minutes By 4 minutes or more	20 secs Stop and Go 40 secs Stop and Go 60 secs Stop and Go



#	Type of Infringement	Penalty
5	Qualifying Practice Over Maximum Stint Time Duration	5 secs Stop and Go during first 30 minutes of Endurance Race for every infringement
6	Under Minimum number of stints per driver	2 Laps deducted for every 1 Stint at the End of the Endurance Race
<b>Non-Compliance of weight limits</b>		
7	Driver underweight during Qualifying Practice	Team Disqualified and will start the race from the back of the grid (if more than one team start(s) from the back of the grid they will be placed based on their weight difference e.g. the least underweight driver will be placed ahead of the greatest underweight driver)
	Driver Underweight during Endurance Race	1 lap deducted for every 2.5kg for each driving stint underweight Underweight 0.1 – 2.5: 1 Lap deducted 2.6 – 5.0: 2 Laps deducted 5.1 – 7.5: 3 Laps deducted and so on ....
8	Crossing the White Lines defining the track edges	5 seconds Stop and Go
9	Ignoring Yellow Flag / Overtaking Under Yellow Flag	60 secs Stop and Go for each infringement
10	Ignoring Black Flag for more than 3 Laps	1 Lap deducted for each infringement
11	Excessive blocking or weaving (zig-zag) driving. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, have earlier defended his position of – line, should leave at least one kart width between his own kart and the edge of the track on the approach to the corner	At Discretion of the Steward

#	Type of Infringement	Penalty
12	Bumping (the front of a Kart touches the rear of another Kart. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself) Without Advantage With Advantage	Warning or 5 seconds Stop and Go 30 Seconds Stop and Go
13	Non-Compliance with Pit Lane Close Rule (Driver Change or Fuel Stop)	1 Lap deducted
14	Non-Compliance with Driver Change / Kart Rotation Procedure	1 Lap deducted
15	Non-Compliance with the Starting Procedure (Anticipating the start, Driver not fully seated)	30 seconds Stop and Go
16	Non-Compliance with general safety	Minimum of 10 seconds, Maximum at discretion of the Stewards

### 2.12.1 TIME PENALTY PROCEDURE

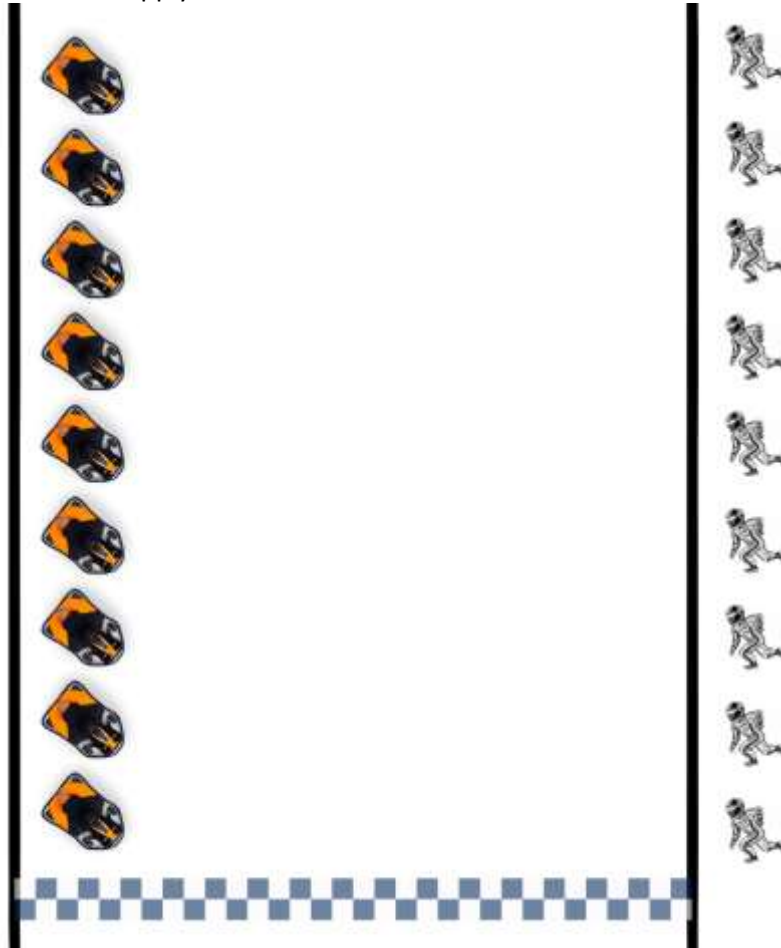
- Upon receiving a "Black Flag", driver should proceed to the "Penalty Box"
- Upon entering the "Penalty Box" the Official will start his/her stopwatch to apply the corresponding penalty once the car has stopped completely.
- The Official will countdown 5 seconds once the penalty time is due to complete
- Once Driver gets the "GO" signal, he/she can move out of the Box and rejoin the track safely without interfering with other drivers.

## 2.13 STARTING PROCEDURES

Karts shall be lined up on the Grid in a pre-determined order as detailed in Article [2.10.6](#) of these regulations.

### 2.13.1 RACE START

The following start procedure will apply:



1. Karts will be lined in a single file in a slanted (45 degrees) formation on the left side of grid facing the start line ('Le Mans' style).
2. Drivers should line-up behind the white line on the right side of the track (run off area), each facing his respective kart.
3. Only one additional member of the team is allowed on the grid to assist in holding the kart. This team member must remain behind the kart and should not cross white line (i.e. the team member should be in the opposite run off area). Under no circumstances are these team members allowed to assist the drivers by pushing the kart once the start signal is given.
4. The one (1) minute board will be displayed one (1) minute before the start of the race. The BIKC officials should start the kart's engine.



5. The thirty (30) seconds board will be displayed thirty (30) seconds before the start of the race. If applicable, the red lights on the start tower should be switched on.
6. The Start Signal will be: (a) turning off the red lights; OR (b) hold and dropping the green flag; OR (c) hold and dropping the national flag. This Start Signal will be specified in the Driver Briefing. If a flag is used, the Race Official will hold up the flag, and drop it to signal the Start.
7. At the scheduled time for race start, Race Official will signal the start of the race by means of the Start Signal. Once this start signal is given, Drivers should run towards their karts, safely board the kart, and start driving.
8. Drivers anticipating the start before the Start Signal or not fully seated before the kart moves will be penalized with the “Non-Compliance with the Starting Procedure” Penalty. Anticipation of the start is defined by the driver/team member crossing the white line prior to the Start Signal, team member moving the kart before the driver has stepped into the kart.

### 2.13.2 FALSE START

The Clerk of the Course can decide to delay the start for multiple reasons such as karts not being at their starting position or moving before the start or the race signal is given.

In this case, red lights will stay on and orange flashing lights will be switched on.

A red flag will also be shown on the start and finish line. Drivers should remain in their positions and wait for further instruction before starting procedure resumes.

### 2.14 RACE FINISH

When the scheduled time for the race has elapsed, the chequered flag will be shown to the kart that is leading the general classification when it crosses the finish line on the race track.

If for any reason the chequered flag is shown before the scheduled time for the race has elapsed race will be deemed to have finished when the leading kart crossed the finish line for the last time before the chequered flag was shown.

If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

After receiving the chequered flag all karts must proceed directly to the pit lane.

## 3. ELIGIBILITY

### 3.1 AGE LIMITS

Participants have to be at least 14 years old on the day of the race. If driver is under 18, he must have an authorization in writing from a parent or guardian in order to participate.

### 3.2 DRIVER MINIMUM HEIGHT AND WEIGHT

Driver must comply with the below height and weight criteria in order to be allowed to participate:

Minimum Height: 140cm

Minimum Weight with full race gear: 80Kg

### 3.3 NUMBER OF DRIVERS PER TEAM

A team must consist as follow:

- For 3 hours: a minimum of 2 and maximum of 4 drivers





- For 24 Hours: a minimum of 4 and a maximum of 10 drivers

## 4. WEIGHT LIMIT

### 4.1 MINIMUM WEIGHT

Driver's minimum weight must be 80kgs with full racing gears. All drivers below 80kgs will be provided with the appropriate weight of additional ballast to achieve the minimum weight of 80kgs. This additional ballast must be placed in the dedicated weight box located in the left side pod of each kart. The weight box can hold maximum ballast of 30kg.

This additional ballast will be provided by BIKC and participants will not be allowed to use any additional ballast. Teams will also be responsible for adjusting their ballast when changing drivers.

Vests carrying extra ballast are prohibited.

### 4.2 NON-COMPLIANCE OF WEIGHT LIMITS

Teams failing to carry the allocated additional ballast will receive the "Non-Compliance of weight limits" Penalty as per Article [2.12](#) or may risk being disqualified from the race at the discretion of the race Stewards.

### 4.3 WEIGHT LAP BONUS (24 HOURS RACE ONLY)

Only applicable in the 24 Hours Race.

In order to compensate the weight handicap for heavy drivers, the race Officials will credit laps to the teams with an average weight over 85kgs as detailed below:

85.0 to 86.9 Kgs – Bonus 1 Lap

87.0 to 89.9 Kgs – Bonus 2 Laps

90.0 Kgs or Greater – Bonus 3 Laps

This procedure will not start before all teams have had all drivers in the kart or after at least 50% race distance has been completed, whichever comes first. Weight Lap Bonuses are based on drivers weight plus race wear at weight in at the beginning of the event and has to be maintained throughout the event at weight checks.

### 4.4 RACING NUMBERS

Numbers will be allocated together with the Karts during the Teams Registration.

## 5. KARTS AND TECHNICAL REGULATIONS

### 5.1 KARTS

A SODIKART 390cc fitted with fully padded adjustable seat and adjustable pedal, duly prepared by the BIKC for endurance races, will be made available by the BIKC for each team.

### 5.2 KARTS DECORATION

Team/sponsor stickers are not allowed on the bodywork of the kart as the karts will be rotated. Only allowed for photo shoot and have to be removed before the race.

The sponsor decals provided by the BIKC must be retained in place at all times during the events.

### 5.3 FUEL





Only fuel supplied by the BIKC will be permitted to be used. No additives are allowed. Refueling must only take place in the designated/approved area.

#### 5.4 MECHANICAL REPAIRS, KART SETUP AND MODIFICATIONS

Mechanical repairs may only be made by the BIKC's mechanics and must only be carried out in the designated technical area. Driver changes are not permitted in this area.

It must be clearly understood that no modifications whatsoever are allowed to be made to the karts. For the avoidance of doubt this also includes tire pressures which will be set by the BIKC with the aim to be identical for all karts but also addition of timing and radio device on the kart.

Any complaint related to the kart performance or request for repair must be addressed to the designated competitor liaison official by the team captain only.

#### 5.5 RESTRICTIONS APPLYING TO FUEL AND TECHNICAL BAY

There will be no driver change in the refueling or technical bay.

### 6. RACING RULES

#### 6.1 GENERAL SAFETY

The BMF Officials will ensure that circuit is safe and ambulance services are in place from the beginning of the Qualifying Practice to the end of the Endurance Race at each event. Any form of motor sport can be dangerous, despite the Organizers taking all reasonable precautions. All participants will be required to sign official disclaimers accepting the inherent risks prior to their taking part in an event. All participants will also be required to sign an undertaking that they are not suffering from any medical condition, either permanent or temporary, which could affect prejudicially their normal control of the vehicle with regard to the speeds likely to be attained during events. The pit garages and pit lane will be a strictly nonsmoking area. Children under the age of 8 years must be accompanied by a responsible adult at all times when in the pit lane. Alcohol is forbidden at the BIKC.

#### 6.2 MINIMUM PIT STOPS

Each team will be required to do a minimum of a total of:

1. 5 mandatory pit stops during the 3 hours Endurance Race
2. 20 mandatory pit stops during the 24 Hours Endurance Race.

All pit entries will count towards the minimum pit stop count.

Failure to comply with the Minimum Pit Stops rule will result in the "Non-Compliance with Minimum Mandatory Pit Stops" Penalty as per Article 2.12.

#### 6.3 STINT RULES

Stint duration will always be counted between the moment where the driver/kart comes in the pit lane for a driver change to the moment when the driver/kart will come back in the pit lane for the next driver change. This means from PIT IN to PIT IN when a driver/kart change is involved.

PIT IN timing loop will be marked by a white line and 2 cones.

The only exceptions will occur:

- For the first: Time will commence when the first driver crosses the START LINE up to when the kart enters the pits for the first time.
- For the last stint: Time will commence when the previous stint driver pits in for the last driver change and will finish at the end of the race time stipulated in the official timetable of the supplementary regulations.





### 6.3.1 3 HOURS ENDURANCE RACE

Driving stints duration will be limited to a maximum of 30:00 minutes.

Failure to comply with the maximum stint time rule will result in the “Over Max stint time Duration” penalty as per Article [2.12](#).

A Driver is allowed to undertake a second or subsequent stint.

Each registered Driver for the Event must drive.

Each Driver will have to execute a minimum number of stints depending on the number of Drivers in the team except in case of force majeure recognized by the officials. Failure to comply with the minimum no of stints per driver will result in the “Under Minimum no. of stints per driver” penalty as per Article [2.12](#).

Team of 4 Drivers	Minimum 1 Stint / Driver
Team of 3 Drivers	Minimum 1 Stint / Driver
Team of 2 Drivers	Minimum 2 Stints / Driver

### 6.3.2 24 HOURS ENDURANCE RACE

Driving stints duration will be limited to **70 minutes** for the Endurance Race.

Failure to comply with the maximum stint time rule will result in the “Over Max stint time Duration” penalty as per Article [2.12](#).

A Driver may undertake a second or subsequent stint but not within 30 minutes of the previous stint having been completed. Failure to comply with the resting time rule will result in the “Non Compliance with Minimum Resting Time between Stints” Penalty as per Article [2.12](#).

Failure to comply with the Stint Rule will result in penalties as per Article [2.12](#).

Each Driver will have to execute a minimum number of stints depending on the number of Drivers in the team (except in case of force majeure recognized by the officials. Failure to comply with the minimum no of stints per driver rule will result in the “Under Minimum number of stints per driver” Penalty as per Article [2.12](#).

Team of 9 - 10 Drivers	Minimum 1 Stint / Driver
Team of 6 - 8 Drivers	Minimum 2 Stints / Driver
Team of 5 Drivers	Minimum 3 Stints / Driver
Team of 4 Drivers	Minimum 4 Stints / Driver

### 6.4 DRIVER CHANGE

All driver changes will happen in the designated driver change zone.

Drivers entering the karts should log in, weigh and carry their ballast with them before entering the driver change zone.

Karts must come to a complete stop to complete all driver changes.

Drivers getting out of the karts should log out, weigh and hand over their ballast to the Officials before exiting the driver change zone.







## 6.5 PIT LANE CLOSE

The Pit lane will be closed except for technical problems:

1. for the last 10 minutes of the 3 hours Endurance Race or whereas stipulated in the supplementary regulations.
2. for the last 30 minutes of the 24 Hours Endurance Race or whereas stipulated in the supplementary regulations.

All driver changes or minimum mandatory pit stops must be done before these Pit Lane Close times. Failure to follow the Pit Lane Close rule will result in the “Non-Compliance with Pit Lane Close Rule” Penalty as per Article [2.12](#).

## 6.6 SPEED IN THE PIT LANE

For all purposes during the event, driving through the pit lane will be at “walking pace”. Walking pace will be demonstrated during the Drivers’ Briefing. Exceeding such a limit will be subjected to the “Exceeding Walking Pace Limit” penalty as per Article [2.12](#).

In order to offer equal opportunities to all teams, a minimum Pit Lane Time will be enforced during driver change, refueling, and any pit stop. The pit lane entrance and pit lane exit will both be marked with a white line and 2 cones. The minimum Pit Lane Time will be a minimum duration of time that should elapse between crossing these two lines. This time will be **3 minutes** or as specified in the Additional Supplementary Regulation as it will depend on the configuration of the track used.

It will be the responsibility of each team to monitor their pit stop time. Teams completing a pit stop below the time specified in the supplementary regulation will receive the “Under Pit Time Duration” penalty as per Article [2.12](#).

## 6.7 FULL COURSE YELLOW / SAFETY KART

1. Full course yellow and Safety Kart will always be used together.
2. The full course yellow flag will be shown at each marshal’s post and the number of the leading kart will be shown together with the flag on the START/FINISH line.
3. When full course yellow is displayed, all drivers have to slow down, stop overtaking and line up behind the leader.
4. Safety KART will signal the karts allowed to overtake until its ahead of the leading kart VIA GREEN SIDE LIGHT OR GREEN FLAG.
5. In case the leader is already in the pits at the moment of releasing the Safety KART, the Safety KART will be released in front of the kart standing in second position of the race ranking at the moment of releasing the Safety KART. If kart in second position is also already in the pits, Safety KART will be released in front of the kart standing in third position and so on.
6. Pit lane will be opened at all times, except when the safety KART will be driving between the start and finish line and the pit exit. Karts will be allowed to rejoin the main field of karts only when this main field will have passed the Pit Exit.
7. When the Safety KART will enter its last lap before releasing the karts, a board saying “Safety KART in this lap” will be shown on the main marshal post on the START/FINISH line [MP 1]. Safety KART will also switch off its lights OR WITHDRAW THE YELLOW FLAG. The lead kart will become the pace setter but will remain behind the Safety KART. Safety KART will pull out in the main straight before the START/FINISH line and restart of the race will be notified using the green flag. It’s not allowed to overtake at the restart before crossing the START/FINISH line after the green flag is displayed.







There might be situations where drivers exceed the maximum driver stint under full course yellow. They will have to Pit IN and change driver as soon as the race resume and will not be penalized if they change drivers within 2 laps after the race resumes.

## 6.8 RACE STOPPAGE

Should a race be stopped by the display of red flags, the following procedures shall apply:

- Drivers will stop racing, return to the area designated at the driver's briefing without overtaking, Pit lane will be closed.
- Karts will remain in the designated area and drivers will have to evacuate the area.
- Karts will remain or will be re-positioned in the order of the last passing prior to the red flag.
- Teams will be given 5 minutes notice before the race resumes and drivers only will have to proceed to the designated area.
- The driver that was driving prior to the red flag will have to be the one restarting the race except in case of a driver being injured or incapable of racing.
- Race will resume under full course yellow/SAFETY KART procedure and will restart will also be as per full course yellow / SAFETY KART procedure.
- The race duration will remain the same; race stoppage will not be deducted from the race duration.
- Driver stint time will be extended to specific maximum duration applying to specific type (duration) of race + time of the race stoppage.

## 6.9 DRIVER'S BEHAVIOUR

The team manager will be responsible for the behavior of all his team, including drivers and any other associated personnel. Should there be a breach of the safety rules or any unsporting behavior on the race track, in the pits or in the paddock at events, the team concerned will be penalized at the absolute discretion of the Officials. The penalties at the Stewards disposal will include stop/go and drive through penalties, time penalties and the suspension of the right of individual drivers or even complete teams to participate in the event or the right to participate in any other events promoted by the Organizers in the future (subject to the approval of the Bahrain Motor Federation). Details of the flag signals to be used and the detailed race procedures will be reminded at the Driver's briefing for each event. Participants are reminded that by the very nature of this event there will be speed differentials on the track and that patience and respect for their fellow competitors will be required. These are endurance events and short term advantage is therefore of limited benefit – REMEMBER – ***"To finish first, first you have to finish!"***

## 7. SAFETY EQUIPMENT

Each participant must wear appropriate racing equipment (overall, helmet, gloves and boots) as per FIA Karting Guidelines as a minimum.

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

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

A neck support collar, Kart Body Protection and a rib protector are recommended. BIKC will keep its arrive and drive helmets gloves and overalls at the disposal of competitors if they require racing equipment. Participants with long hair must ensure that it is fully enclosed by the crash helmet or secured in the race suit. Hair trailing





from bottom of the helmet will not be acceptable on the grounds of safety. Scarf or any loose clothes are strictly forbidden.

Boots must cover and protect the ankles.

## 8. 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.

## 9. ADVERTISING ON OVERALLS AND HELMETS

Competitors will be allowed to place their own sponsors branding on their own overalls and helmets but not on the BIKC's drivers' equipment.

BIKC visor strip is mandatory on all Drivers helmets, shall be provided by the promoter.

## 10. 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 Organizer in advance of the event or at the drivers briefing.

The Organizer reserves 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 Organizer will publish a list of Officials for the race in the ASR. 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 Officials.

In all matters regarding the running of the Championship, the Stewards decision(s) is final.

## 11. CODE OF DRIVING CONDUCT

### 11.1 OVERTAKING DURING A RACE

1. Overtaking, according to the circumstances, may be carried out either on the right or the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
2. Drivers must use the track at all times. For the avoidance of doubt:
  - a) the white lines defining the track edges are considered to be part of the track but kerbs are not.
  - b) a Driver will be judged to have left the track if no part of the kart remains in contact with the track. Should a kart leave the track for any reason, and without prejudice to (4) below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
3. Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the exclusion of any Drivers concerned.





4. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

### 11.2 ENTRANCE/EXIT TO/FROM THE PIT LANE

- a) The section of the track leading to the pit lane shall be referred to as the <pit entry>
- b) During the Qualifying Practice and Endurance Race sessions, access to the pit lane, is allowed only through the pit entry.
- c) Any Driver intending to leave the track or to enter the pit lane, shall signal his intention in good time and should make sure that it is safe (entrance/exit completely clear) to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit for the purpose of separating karts leaving the pits from those on the track must not be crossed by any part of a kart leaving the pits.

### 11.3 ACCESS TO THE TRACK

Only the Officials provided for on the Officials' list in the Supplementary Regulations of the Competition will have access to the track. Representatives of the press may be given access to the track only if they have expressly asked the Organiser to do so and if the authorisation has been granted to them. They must also respect any safety instructions given by the Officials.

### 11.4 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. 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.

### 11.5 GENERAL SAFETY

1. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
2. During Qualifying Practice and the Endurance Race, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
3. During Qualifying Practice and the Endurance Races, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him.
4. Any repairs are banned. It is forbidden to take any tools and/or spare parts on board the kart.
5. If a Driver is faced with mechanical problems during Qualifying Practice, and the Endurance Race, he must evacuate the track as soon as possible for safety reasons.
6. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
7. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
8. Any Driver who intends to leave the track, to return to the Pits shall demonstrate his intention in due time and shall ensure that he may do so safely.





9. When they participate in Qualifying Practice, and the Endurance Race, Driver must at all times wear the full equipment defined under the Regulations.
10. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Pit Lane. Offenders will be penalized by a fine. In the event of repeated breach, the stewards may disqualify the team concerned of the competition.
11. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Qualifying Practice until the end of the Competition.
12. In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or the Race Director), the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that the Driver is too slow and dangerous for other Drivers.

### 11.6 SIGNIFICATION OF FLAGS

Flag signals to be used by the Race Director, the Clerk of the Course or his deputy at the start line:

#### 1. National flag:

This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

#### 2. Red flag:

This flag must be waved at the start line when it has been decided to stop a practice, qualifying or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

#### 3. Black and white chequered flag:

This flag must be waved. It signifies the end of a qualifying session or a race.

#### 4. Black flag:

This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

#### 5. Black flag with an orange disc (40 cm in diameter):

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop at the "Repair Area" area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

#### 6. Black and white flag divided diagonally:

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour.

These last three flags (in 4, 5 & 6) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show the last two flags (in 5 & 6) rests with the Race Director or the Clerk of





the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

### 7. Yellow flag:

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- a. single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- b. double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

### 8. Yellow flag with red stripes:

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

### 9. Blue flag:

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

### 10. White flag:

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

### 11. Green flag:

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

----- END OF BAHRAIN KARTING ENDURANCE CHAMPIONSHIP 2024-25 SPORTING REGULATIONS -----

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