

# Sakhir ROTAX MAX CHALLENGE 2022

## Sporting Regulations

### 1. GENERAL

The Sakhir ROTAX MAX CHALLENGE 2022 (SRMC 2022) 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 FIA Karting Official Bulletins, the General Prescriptions applicable to FIA Karting International Events, , BMF National Sporting Code ( NSC) and these Sporting Regulations, the Sakhir Rotax MAX Challenge Technical Regulations applying to each category of the SRMC and the Supplementary Regulations of each round of the SRMC.

The event will be organised by the Bahrain International Karting Circuit (BIKC).

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

### 2. REGULATIONS

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

### 3. GENERAL UNDERTAKING

All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Bahrain Motorsport Federation National Sporting Code (NSC), the FIA International Sporting Code and its appendices, the FIA and FIA Karting official Bulletins, the FIA Karting Code of Driving Conduct on Karting Circuits, the FIA Karting Technical Regulations , the FIA Karting General Prescriptions, the FIA Karting Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies, the SRMC 2022 Technical Regulations, the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

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

### 4. THE SRMC 2022 CHAMPIONSHIP: PRINCIPLE AND RUNNING

The SRMC Championship is run over 4 Events, and it is not part of the Bahrain Rotax Max Challenge (SRMC). Any Event will comprise of Qualifying Practice, Pre-Final and Final.

#### 4.1. 125 MICRO MAX AND MINI MAX

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

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

#### 4.2. 125 JUNIOR MAX, SENIOR MAX, SENIOR MAX MASTERS, DD2 MAX and DD2 MAX MASTERS

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

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

### 5. CLASSIFICATIONS FOR ALL CATEGORIES

1. Results of Pre-Final and Final of any Event will count towards the overall score of the Competitor.
2. If a race is stopped and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.
3. In case of two or more Competitors finish the SRMC 2022 with the same number of points, the higher place in the championship will be awarded to:
  - a. The holder of the greatest number of first places in the Races (Pre-Finals and Finals), if the number of first places is the same, the holder of the greatest number of second places in the Races (Pre-Finals and Finals) and so on until a winner emerges.
  - b. If it is not possible to break a tie with results of the Races (Pre-Finals and Finals), the holder of the greatest number of first place in Qualifying Practice, if the number of first places is the same, the holder of the greatest number of second places in Qualifying Practice and so on until a winner emerges.
  - c. If this procedure fails to produce a result, the result of the Final of the last Event of the Championship will be the final decider.
4. The title of the SRMC 2022 Driver Championship will be awarded to the Driver who has scored the greatest number of points after all Events.

#### 5.1. POINTS ALLOCATION

1. Points are awarded as follows:

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

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

- The final classification of each Event will be according to the total number of points awarded to each driver during Pre-Final and Final.
- In case of Pre-Final or Final cancellation due to “Force Majeure”, no points will be given for that particular Pre-Final or Final.
- In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.

## 5.2. NON-FINISH (DNF)

- Drivers considered to be a Did Not Finish (DNF) are those failing to cross the finish line and receive the chequered flag and failing to complete 75% of the race distance (rounded up to the nearest higher whole number of laps).
- A DNF driver scores zero points.
- Full points will be awarded when the driver completes 75% and above of the race distance.

## 5.3. NON-STARTER (DNS)

- Did Not Start (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 zero points.

## 5.4. CATEGORIES

The SRMC includes the following classes:

- 125 Micro MAX
- 125 Mini MAX
- 125 Junior MAX
- 125 Senior MAX
- 125 Senior MAX Masters
- 125 MAX DD2
- 125 MAX DD2 Masters

*The Promoter reserves the right to add/delete categories.*

## 6. ENTRANTS

Entrant means any person, firm or corporation who or which being responsible for a competing kart and having the right to make any entry for that competing Kart into the SRMC 2022 Championship, and who is and remains responsible for all matters relating to such entry and who, if such person is also a Competitor in the competing Kart so entered, shall mean that Competitor to the intent that any reference in this Code to the Entrant shall be deemed to be a reference also to that Competition.

### 6.1. GENERAL CONDITIONS

All Entrants must be aware of and abide by the Code and the articles governing the Sporting Regulations and SRMC 2022 Technical Regulations. governing the Event and in particular:



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

## 6.2. ENTRANT'S APPLICATIONS

Applicants must hold the necessary authorisations issued by the BMF.

Applications shall include:

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

## 6.3. ENTRANT LICENSE

1. Entitles the holder being a person, firm or body corporate other than the driver of the vehicle, to enter a kart in the SRMC 2022 Championship in accordance with the Sporting Code of FIA-Karting or BMF.
2. The Entrant's License issued by BMF is valid for the SRMC 2022 Championship.
3. In case where the Entrant's License is requested to be issued in the name of a firm or body corporate, the application is either to be signed by a duly authorised officer of, partner in or employee of the firm or body corporate or is to be accompanied by a letter from the firm or body corporate appointing the signatory as its agent to apply for the Entrant's License on its behalf.
4. The maximum number of words permitted in the Entrant's License title is six.
5. Please refer to the National Sporting Code for the Entrant License Fee.

## 7. ELIGIBLE DRIVERS

### 7.1. LICENSE

For all categories, a National Karting Competition License or Club Sport License is required, depending on requirements of the BMF. SRMC 2022 Drivers who are foreign license-holders will be allowed to participate and score points in the classifications of the SRMC 2022.

All foreign Drivers will need to provide a “No Objection Letter” from their ASN together with their racing license in order to enter the SRMC Event. An Entrant license is required for all teams competing in the SRMC 2022 championship.

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

- a) Attend the Driver’s Briefing and any Hearings along with the driver.
- b) Ensure that all persons concerned by his/her entry observe all the requirements of the BMF NSC, the Technical Regulations and the Sporting Regulations.
- c) If a Guardian/Entrant is unable to be present in person at the Event, he/she must nominate his/her representative in writing.

All Competitors of SRMC 2022 at the Event, if requested by an Official of the Event, produce their license. Any Competitor who for any reason is unable to produce his/her license when requested, shall forthwith complete and deliver to the Official or BMF (whoever may have requested production of the license) an application for a replacement license together with the applicable fee for the license grade required, plus a priority fee of 50% (which fee less the 50% priority fee, shall be refunded by BMF upon subsequent production of the Competitor’s original license). If it arises that the Competitor has no license, BMF shall retain all fee and driver shall be penalized by withdrawal of all prizes, awards, and points.

## 7.2. QUALIFICATION FOR THE GRAND FINALS

The SRMC 2022 Champion will **not qualify** drivers DIRECTLY NOR INDIRECTLY for the Rotax Max Challenge Grand Finals (RMCGF) nor Rotax Max Challenge International Trophy (RMCIT).

## 7.3. AGE LIMITS

The driver must be within the indicated age limit during the year of the event:

Age Limits	125 Micro MAX	125 Mini MAX	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 MAX DD2	125 MAX DD2 Masters
	8-11	10-13	12-14	(14)* 15-99	32-99	15-99	32-99
Age Groups	2011-2014	2009-2012	2008 till 2010	From 2007 (2008*	From 1990	From 2007	From 1990

Example: To participate in the 125 Micro MAX class, the driver must have his/her 8<sup>th</sup> birthday during the year of the event and must have his/her 12<sup>th</sup> birthday after the year of the event.

8. \* A **14 years old driver** during the year of the event can participate in the Senior MAX class if he/she holds a valid **International Grade F** Karting License, according to Article 3.4.2 of the FIA Karting International Drivers Licenses for Karting Drivers. **ELIGIBLE KARTS AND**

## EQUIPMENT

### 8.1. GENERAL

The SRMC 2022 is reserved for karts with ROTAX MAX engines in different configurations, as defined by the SRMC 2022 Technical Regulations. At each SRMC 2022 event, each driver will be entitled to submit to scrutineering the equipment as defined in the SRMC 2022 Technical Regulations.

### 8.2. ENGINES

Engines and its accessories must be in accordance with the SRMC 2022 Technical Regulations.

### 8.3. MINIMUM WEIGHT

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

125 Micro MAX	125 Mini MAX	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 DD2 MAX	125 DD2 MAX Masters
105 Kg	115 Kg	145 Kg	162 Kg	175 Kg	175 Kg	180 Kg

### 8.4. CHASSIS

Chassis must be in accordance with the SRMC 2022 Technical Regulations.

During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Technical Scrutineers.

#### 8.4.1. FRONT FAIRING AND FRONT FAIRING MOUNTING KIT

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2021-2023 is mandatory, in accordance with FIA Karting 2022 Technical Regulations (published on 16 February 2022) Article 8.5.2 page 321 and FIA Karting Technical Drawing No. 2.2. As from the Qualifying Practice until the Final, each Driver must enter the "Start Servicing Park" with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the "Start Servicing Park" under the supervision of a Scrutineer. During Pre-Final and Final only, it is only allowed to install the front fairing to the correct position in the "Repair Area". As from the moment the "Last Lap" panel is presented to the Drivers, the "Repair Area" will be closed.

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" may be used in Qualifying Practice, Pre-Final and Final to check that the front fairing is in conformity with the regulations. The VOC measurement of the front fairing may not exceed 5 ppm (maximum limiting value) under any circumstances. Note: Pollution of the front fairing, e.g. with a cleaning spray, must be avoided since this can result in the limiting value being exceeded. Should the check establish that the front fairing is not in

conformity with the regulations, the relevant Driver will not be allowed access to the” Pre-Grid”; consequently, no participation in the corresponding part of the competition (Qualifying Practice, Pre-Final, Final phase). Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.

#### 8.4.2. CORRECT INSTALLATION OF THE “FRONT FAIRING”

The front fairing (using the front fairing mounting kit) must be in the correct position, as described in FIA Karting Technical Drawing No. 2.2.1, at all times during a competition.

The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. If this was caused during the Qualifying Practice, the stewards shall proceed to the cancellation of the fastest time which he/she achieved in the session concerned.

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. This decision is not subject to appeal. The Driver concerned shall not be invited to sign the decision documents. At any time from Qualifying Practice, Pre-Final or the Final, including after the «black and white chequered flag» has been waved and until the weighing of the kart, if it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the repair area, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Meeting. This decision is not subject to appeal.

#### 8.5. TIRES

Tires as specified in the SRMC 2022 Technical Regulations are the only tires allowed for the SRMC.

#### 8.6. TRANSPONDER

##### 8.6.1. TRANSPONDER HIRE

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

##### 8.6.2. 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/Entrant does not collect or install his transponder prior to the Technical Scrutineering, the Organizer cannot be responsible for any timing issue and the Driver will be classified last if the transponder is not working at any time during the race meeting. It's the Driver's/Entrant's responsibility to have the transponder charged and functioning all the time whenever he/she will be on the track. The Organizer cannot be responsible for any competitor losing his transponder on track or entering the race without any transponder on his kart. In that situation the Driver will be classified last. In the case of several Drivers being in this situation, their starting positions shall be decided by drawing lots. The use of transponder is mandatory at all times from the Qualifying Practice session of each driver and until the Final. The transponder must be mounted in an approximately

upright position (i.e. the “R” clip at the top) on the back of the seat. It should be secured at a height of 25cm ±5cm. This height can be measured from the ground to any part of the transponder. It is the Entrant/Driver’s responsibility to mount the transponder in the correct position.

## 8.7. RACING NUMBERS

Racing numbers must be black, in an Arial font on a yellow background and they must be at least 15 cm high and have a 2 cm thick stroke. Racing numbers must be bordered by a yellow background of at least 1 cm. They must be fitted before scrutineering, on the front panel, rear wheel protection or rear number plate, and on both sides towards the rear of the bodywork. The driver is responsible for ensuring that the required numbers are clearly visible to Timekeepers and Officials. The number plates must be made of flexible opaque plastic and be visible at all times. They must be fixed without possibility of removal. Drivers shall use numbers from:

125 Micro MAX	125 Mini MAX	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 DD2 MAX	125 DD2 MAX Masters
1 - 99	101 - 199	201 - 299	301 - 399	601 - 699	401 - 499	501 - 599

BIKC may require advertising on the front panel and front fairing. In that case, BIKC must supply the stickers. This advertising must not be more than 5 cm high and may only be affixed to the upper or lower part of the number plate.

## 9. Kart and Equipment Safety

### 9.1. KART SAFETY

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

### 9.2. SAFETY EQUIPMENT

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

#### 9.2.1. CRASH HELMET

The Driver must wear a helmet with an efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions (FIA Karting Technical Regulations Appendix 2: Recognised Standards for Helmets in Karting):

##### For Drivers under 15 years old:

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

##### For Drivers over 15 years old:

- Snell Foundation K2020, K2015, K2010, SA2010, SAH 2010, SA 2015 SA2020
- FIA 8859-2015, FIA 8860-2010, FIA 8860-2018 and FIA 8860- 2018-ABP
- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

Helmets that meet the Snell-FIA CM/CMH standards may continue to be used after 15 years of age without limitation. The addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned

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

Long hair must be contained entirely in the helmet.

### 9.2.2. RACE SUIT

Fabric overalls must have a «Level 2» homologation granted by the FIA Karting. The FIA Karting Homologation Number must be clearly visible on the collar. Overalls have to cover the whole body, legs to the ankles and arms to the wrists. They may only be used for a five-year period after the date of manufacture.

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

Overalls approved according to CIK-FIA Standard No. 2013-1, which are listed in "Homologated Overalls – Part 1", will be accepted. All suits should be in good condition and free from holes and burns marks.

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

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

### 9.2.4. BOOTS

Boots for use in Motorsport and offer ankle protection.

### 9.2.5. KARTING BODY PROTECTION (MANDATORY)

The use of Karting Body Protection (combined chest and rib protection) complying with the FIA Standard 8870-2018, and of the correct size in relation to the Driver's height - or up to one size lower, will be mandatory for all Drivers (FIA Karting Technical List No.87 - KARTING BODY PROTECTION HOMOLOGATED BY THE FIA ACCORDING TO THE FIA STANDARD 8870-2018).

### 9.2.6. OTHER ITEMS

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

## 9.3. FIRE EXTINGUISHER

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

## 10. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of Practice, the Qualifying Heats and the Races, as well as any decisions of the Officials of the Competition will be posted on the official posting board or sent electronically.

## 11. RUNNING OF THE CHAMPIONSHIP

### 11.1. EVENT FORMAT

Each Event consists of:

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

#### 11.1.1. CLASS GROUPING

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

1. 125 Micro MAX & 125 Mini MAX may be grouped together during their sessions and may also grouped with other similar category.
2. 125 Junior MAX, 125 Senior MAX and 125 Senior MAX Masters may be grouped together during their sessions and may also grouped with other similar category.
3. 125 MAX DD2 and 125 DD2 Masters may be grouped together during their sessions and may also grouped with other similar category.

#### 11.1.2. SIGNING ON

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

#### 11.1.3. SCRUTINEERING AND SPORTING CHECKS

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

1. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition, each Driver must have all required documents and information available.
2. Unless a waiver is granted by the Stewards in particular circumstances, Drivers who do not keep to the time limits imposed will not be allowed to take part in the Competition.
3. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
4. No kart may participate in a Competition unless it has been checked by the Scrutineers.
5. At any time during a Competition, the Scrutineers may:
  - a. check the eligibility of the kart or of the Driver's equipment,
  - b. require a kart to be dismantled by the Driver to make sure that the conditions of eligibility and conformity are fully satisfied,

- c. require a Driver to supply them with such parts or samples as they may deem necessary.
6. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
7. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
8. The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures.
9. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Drivers.
10. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
11. All details relating to the full equipment must be entered on the "Technical Passport" form before submission to Scrutineering. An incomplete "Technical Passport" will be rejected.
12. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
13. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

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

#### 11.1.4. BRIEFING

##### 1. DEFINATION

The Competitors' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Competitors entered in the Competition.

##### 2. AIM OF BRIEFING

To remind Competitors of the specific points of the Supplementary Regulations concerning the organisation of the Competition; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

##### 3. TIME OF THE BRIEFING

Is mentioned in the programme of the Competition. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.

##### 4. ATTENDANCE

The presence of all concerned Competitors is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Competition. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

5. Before they can be allowed to continue the meeting, a mandatory fine of maximum BD50, which must be paid to the Stewards, will be inflicted on any Competitor (Entrant and Driver) who do not attend the Briefing.

#### 11.1.5. QUALIFYING PRACTICE SESSION

The duration of this session will be 8 minutes. Every lap completed during the Qualifying Practice session will be timed to determine the position of Drivers at the start.

The Drivers will be able to start moving their karts from the “Start Servicing Park” to the “Pre-Grid” from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. The karts placed on the “Pre-Grid” must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the “Pre-Grid” is forbidden.

During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the “Pre-Grid” will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ties.

The results of the Qualifying Practice session will determine the starting positions for Pre-Final in terms of best lap time classification. If no time is taken into account for a Driver, he/she shall take the start of the Pre-Final at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the “Repair Area” or in the “Finish Park”, it will be final. He/She will not be allowed to restart.

#### 11.1.6. PRE-FINAL

The length of this race (in laps) is specified in Articles [4.1](#) and [4.2](#).

The winner of the Pre-Final is the Driver completing the stipulated quantity of laps in the shortest time. All Drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The results of the Pre-Final will determine the starting positions for the Final.

#### 11.1.7. FINAL

The length of this race (in laps) is specified in the Articles [4.1](#) and [4.2](#).

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

Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

#### 11.1.8. AWARD PRESENTATION

Awards will be presented to the top 3 Drivers and top Entrant in each class according to the provisional finishing positions in the Final Race right after the end of the last race and irrelevant of any ongoing technical or sporting investigation. Number of awards awarded will depend on the total number of class entrants according to the following:

1-3 Drivers: 1st and 2nd place only

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

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

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

## 11.2. ACCESS TO THE “START SERVICING PARK”

Only one Driver and one Mechanic are entitled to penetrate in the “Start Servicing Park”, with the Driver’s Kart and only with proven passes. No karts/ persons are allowed to enter the “Servicing Park” with any liquids (except water in clear transparent plastic bottles, for drinking purposes).

## 11.3. STARTING GRID

1. At the end of the Qualifying Practice session and Pre-Final, the list of qualified Drivers as well as the starting grids will be officially published.
2. Only these Drivers will be allowed to take the start of the Race.
3. Any Driver whose kart is unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart will not be ready to take the start must inform the Official in charge of the “Pre-Grid”, who will advise the Clerk of the Course or the Race Director as soon as he/she has the opportunity.
4. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session. Should one or several Drivers achieve the same time; the tie will be settled on the basis of their second best time, and so on.
5. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he/she advises the Clerk of the Course or the Race Director as soon as he/she reaches the “Pre-Grid”. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition.
6. Access to the “Pre-Grid” from the Servicing Park will end as stated in the official time table. Any kart which has not taken its position on the “Pre-Grid” at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards .
7. 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 using his/her own tire pressure gauge by letting air out only. Tire pressure adjustment must stop without delay when the three (3) minutes board is shown and an audible warning is given, at this time the mechanic must leave the “Pre-Grid” immediately.
8. Karts on the “Pre-Grid” are prohibited to return to servicing park, except under exceptional circumstances left to the appreciation of the Pre-Grid Officer.
9. Definition of “Pre-Grid”: The area between the track and “Start Servicing Park”. (Where the Karts are lined up to start the Formation lap)
10. The Mechanics will have to clear the “Pre-Grid” three (3) minutes before the time scheduled for the start of the Race. An audible warning will be sounded and tire pressure is now prohibited.
11. If a Driver is unable to start from the “Pre-Grid” after the display of the green light and/or flag and if he/she requests the intervention of a Mechanic, he/she will be moved to the “Repair Area”, after assistant from the Mechanic, he/she will be authorised to leave the “Pre-Grid” only on the orders of a Marshal, the driver may recover his position until the red line or he/she will take the start from the back of the formation, irrespective of the number of Formation Laps.
12. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

Should the classes be grouped as per section [11.1.1](#), they will be gridded as follows:

- 125 Mini MAX class will be gridded ahead of 125 Micro MAX class with one row left empty and separating them.

- 125 DD2 and 125 DD2 Masters class will be gridded according to the driver's Qualifying Practice or Pre-Final results.
- 125 Senior MAX and 125 Senior MAX Masters Classes will be gridded according to the driver's Qualifying Practice or Pre-Final results, followed by Junior Max class with one row left empty between each class separating them.

#### 11.4. STARTING PROCEDURES

1. The start signal shall be given by means of:
  - a. by switching off the illuminated red gantry lights or
  - b. waved Green flag.
2. The type of start will always be "rolling". The grid being constituted of two lines of karts.
3. To give the start, the Race Director (or the Clerk of the Course shall be placed on a platform located at least 5 meters from the trackside and behind a permanent protecting barrier).
4. Two 2-metre wide lanes bordered by white lines will be painted over the maximum of 110 meters leading to the Start Line, beginning no earlier than the end of the last corner before the Line. A Yellow Line shall be painted 25 m prior to the Start Line.
5. As soon as the Clerk of the Course, his Deputy, Official Appointed Starter, or the Race Director indicates with the green flag that the karts may take the start, the Drivers are «at the orders of the Clerk of the Course or of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the "Pre-Grid" only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the "Pre-Grid".
6. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Race).
7. If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the whole field. He/she shall start again from the back of the formation. Should he/she try to start ahead of the field in the hope that the leading Drivers overtake him, he/she would be shown the black flag and be excluded from that race.
8. In order to regain one's position, it is forbidden to use any course other than the track used during the race. A Driver who is delayed will have the possibility of regaining his grid position only if this maneuvers does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track and indicated by the Race Director or the Clerk of the Course at the Briefing.
9. If he/she considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
10. 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.
11. If he/she is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights or waving the green flag.
12. If he/she is not satisfied with the procedure, he/she will switch on the orange light, which means that another Formation Lap must be covered. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the

offending Drivers a penalty according to Article 12 below. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

13. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off or Green Flag waved shall be sanctioned according to the code.
14. 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.

### 11.5. NEUTRALISATION OF A RACE

1. The Clerk of the Course or the Race Director may decide to neutralise a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Race.
2. When the order is given to neutralise 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 neutralisation is over. Flashing orange lights will be switched on at the Line.
3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
4. During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
5. The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
6. When the Race Director or the Clerk of the Course decides to end the neutralisation, he/she will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
7. At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
8. Each lap completed during the neutralisation will be counted as a racing lap.
9. If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

### 11.6. RESUMING A RACE WITH THE "SLOW" PROCESS

If a Race is suspended under Article [11.7](#), the resuming procedure will be conducted with the "SLOW" process. At the order of the Race Director or Clerk of the Course, Drivers will proceed to start in a neutralised situation for one or more laps. The Marshals' Posts will display "SLOW" boards with static yellow flags. If the formation is satisfactory, the Race Director or the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.

On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

## 11.7. SUSPENDING A RACE, QUALIFICATION PRACTICE

1. Should it become necessary to suspend the Race or Qualifying 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/she had to leave, by his deputy) or the Race Director.
2. If the signal to stop racing is given:
  - a. during Qualifying Practice: all karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Qualifying Practice will be resumed as soon as possible to meet the original Qualifying Practice time;
  - b. during the Race: all karts will immediately reduce their speed and proceed as directed by the Race Director or Clerk of the Course to the Servicing Park
3. To the "Repair Area":
 

At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within Parc Fermé prior to the original race start, refuelling is allowed.

In case of restart procedure "more than 2 laps but less than 75% of the race distance": If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.
4. Stop on the track at the place designated in the briefing:
  - a. When instructed by the Clerk of the Course (or, if he/she had to leave, by his deputy) no changes or adjustments can be made to the original equipment (except to reset the front fairing in the correct position under the supervision of the Scrutineers) and refuelling or chassis/engine changes are not permitted.
  - b. All karts must be ready at the 5 minutes board. Karts not available at this time will start from the pit lane once the race start has been given.
5. The classification of the Race will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any time penalty will be taken into account – and will determine the single file starting grid should the race be resumed (see Article [11.8](#)).

### 11.7.1. RESTART PROCEDURE:

#### a) LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

#### b) MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE

(Rounded up to the nearest higher whole number of laps). If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy)), Article [11.8](#) will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart. Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

### 11.7.2. NO RESTART PROCEDURE:

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The race will be called complete – 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. In case of a race in the final phase, full championship points will be awarded for this race.

### 11.8. RESUME A RACE (QUALIFYING PRACTICE OR RACE)

After a suspending situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. Working on karts will be allowed only in the Servicing Park; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. It will be allowed to introduce spare equipment (only the equipment identified in the case of engines) in the Servicing Park.

Refuelling will be allowed. All karts must be ready at the 3 minutes' board. The Race will be resumed with the "SLOW" process and Article [11.3](#) will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped when the red flag was shown will be allowed to take the new start in their original kart. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

### 11.9. FINISH

1. The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
2. Should, for any reason other than under Article [11.7.2](#), the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
3. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
4. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
5. In the case of a dead heat on the Finish Line revealed by timekeeping or by a photo finish system (which shall prevail over timekeeping and/or a report from the Finish Line Judge, if such a Judge had been appointed), the rule for deciding between tying Drivers shall be the fastest lap time recorded by each Driver during the race concerned.

### 11.10. RACE FINISHING PROCEDURES

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

will be placed under the control of marshals who will supervise the movement of the kart to the scales with the assistance of the driver.

#### 11.10.1. WEIGHING PROCEDURE

After Qualifying Practice, Pre-Final and Final, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

At the end of Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. Should for reasons of force majeure the Driver be unable to go to the scales at the end of a Pre-Final or Final, 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 authorised by these Officials.

A kart or a Driver are not allowed to leave the Weighing Area without the authorisation of the Scrutineer

Any infringement to these provisions relating to the Weighing of karts may entail the imposition of a penalty on the Driver and kart concerned.

The Organiser shall place the scales under a shelter at the entrance to the "Finish Park" and must provide for sufficient personnel to ensure the placing of the kart on the scales.

Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.

If the weight of a Driver and of his kart is under that specified in Article [8.3](#) Minimum Weight, the result will be communicated in writing to the Entrant/Driver, and the kart and its Driver will be disqualified from the session concerned, as a minimum classified last without allocation of any Championship points, if applicable.

#### 11.11. PARC FERME

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.

## 12. INCIDENTS

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 Code;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling 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;
- had the front fairing on the kart in the incorrect position
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre.

1. It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
2. 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.
3. The Stewards may use any video or electronic system likely to help them to take a decision.
4. The Stewards shall inflict a minimum 5 second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 5 second time penalty, on a sanction among those provided for in the penalty scale of the NSC, unless the offence relates to the position of the front fairing of the kart.

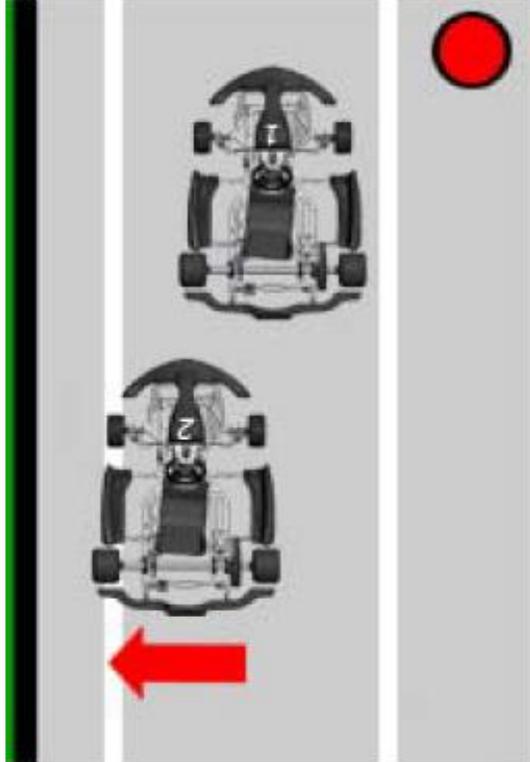
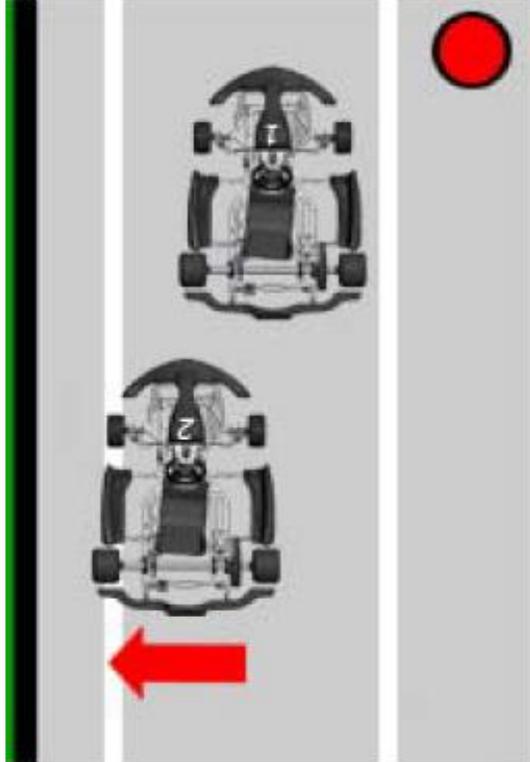
### 12.1. STANDARD PENALTIES

Participants, who commit an irregularity, shall be punished with a penalty according to the below regulations (below table). The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the penalty scale of the NSC, if they deem the incident justifies it.

DESCRIPTION	PENALTY
Abusive Language, Behavior or Assault	Race or Meeting Disqualification
Attempting to tamper with or reattach the front fairing during Qualifying Practice, Pre-Final or Final	Race Disqualification
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal before or after race	5 seconds Time Penalty
Contravention of flag signal during race	5 seconds Time Penalty
Driving in a manner incompatible with general safety	5 seconds, Race or Meeting disqualification
Failure to attend Drivers' Briefing	Maximum BD 50 -Fine as per the NSC-Appendix one-Schedule P NSC.5 Maximum BD 50
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Failure to report to Scrutineering	Race Meeting Disqualification
Gaining an Unfair Advantage	10 seconds Time Penalty
Incorrectly positioned front fairing – Qualifying Practice	Deletion of fastest time
Incorrectly positioned front fairing – Race	5 Seconds Time Penalty
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to ASN
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
Underweight	Race Disqualification

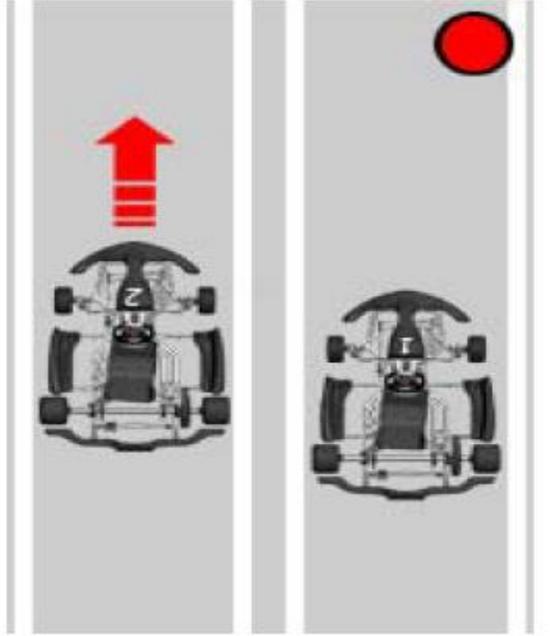
Starting up engine in paddock or any area other than the "Servicing Park In" or exceeding maximum engine run time of 5 secs	First Offence - Fine BD 20 Second Offence - Exclusion
---	--

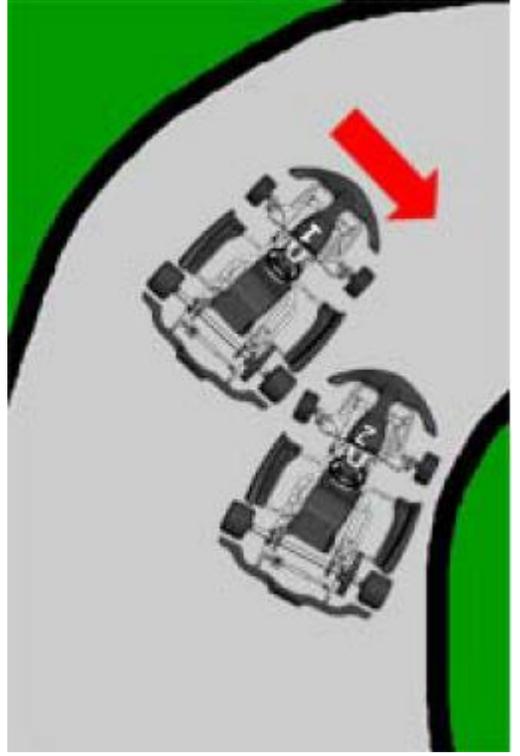
## 12.2. PENALTY CATALOGUE

<p><b>FALSE START (Type A)</b></p> <p>Means Kart 2 leaves the marked corridor during launch phase with at least two tires before the start has been released.</p> <p>Leaving = the tires are completely on or outside the corridor line.</p>		<b>GENERAL:</b>
		Type A: 3 seconds Type B: 10 seconds
<p><b>FALSE START (Type B)</b></p> <p>Means kart 2 leaves the marked corridor during launch phase with at least four tires before the start has been released.</p> <p>Leaving = the tires are completely on or outside the corridor line.</p>		<b>WITHOUT ADVANTAGE:</b>
		Not Relevant
		<b>WITH ADVANTAGE:</b>
		Not Relevant

<p><b>JUMP START</b> means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>	<b>GENERAL:</b>
	10 seconds
<b>WITHOUT ADVANTAGE:</b>	
Not Relevant	
<b>WITH ADVANTAGE:</b>	

# SRMC SPORTING REGULATIONS

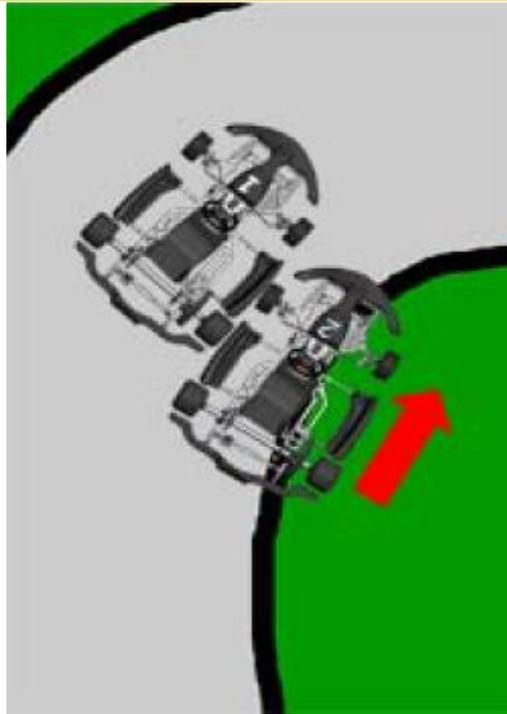
		<p>Not Relevant</p>
--	--	---------------------

<p><b>CUT-IN</b> means that Kart 1 constricts the drivable sections towards the curve center forcing kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 2 suffers a position loss or drop-out.</li> <li>- Kart 2 suffers a damage leading in a position loss or drop-out within the same lap.</li> </ul>		<table border="1"> <tr> <td data-bbox="1084 997 1534 1129"> <p><b>GENERAL:</b></p> </td> </tr> <tr> <td data-bbox="1084 1129 1534 1255"> <p>Not Relevant</p> </td> </tr> <tr> <td data-bbox="1084 1255 1534 1381"> <p><b>WITHOUT ADVANTAGE:</b></p> </td> </tr> <tr> <td data-bbox="1084 1381 1534 1514"> <p>5 seconds</p> </td> </tr> <tr> <td data-bbox="1084 1514 1534 1640"> <p><b>WITH ADVANTAGE:</b></p> </td> </tr> <tr> <td data-bbox="1084 1640 1534 1793"> <p>10 seconds</p> </td> </tr> </table>	<p><b>GENERAL:</b></p>	<p>Not Relevant</p>	<p><b>WITHOUT ADVANTAGE:</b></p>	<p>5 seconds</p>	<p><b>WITH ADVANTAGE:</b></p>	<p>10 seconds</p>
<p><b>GENERAL:</b></p>								
<p>Not Relevant</p>								
<p><b>WITHOUT ADVANTAGE:</b></p>								
<p>5 seconds</p>								
<p><b>WITH ADVANTAGE:</b></p>								
<p>10 seconds</p>								

**EDGE-INTO** means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.

An advantage is at hand, if (either/or):

- Kart 2 wins a position
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.

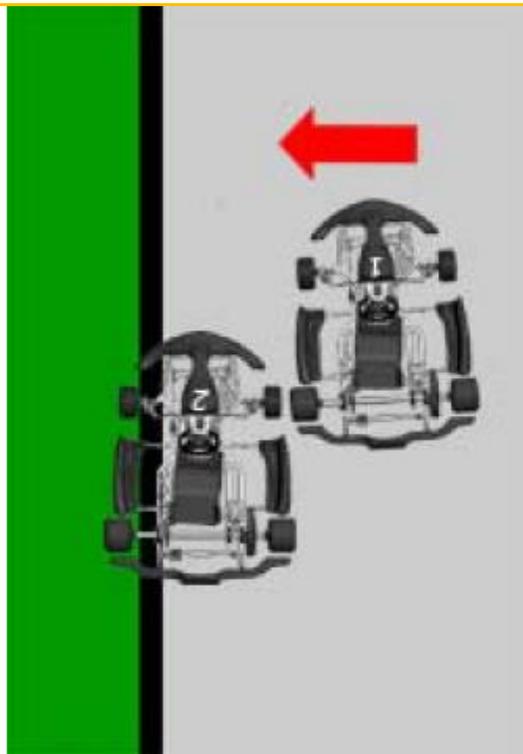


<b>GENERAL:</b>
Not Relevant
<b>WITHOUT ADVANTAGE:</b>
5 seconds
<b>WITH ADVANTAGE:</b>
10 seconds

**PUSH-OUT** means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.

An advantage is at hand, if (either/or):

- Kart 1 wins a position
- Kart 2 suffers a position loss or drop-out
- Kart 2 suffers a damage leading in a position loss or drop-out

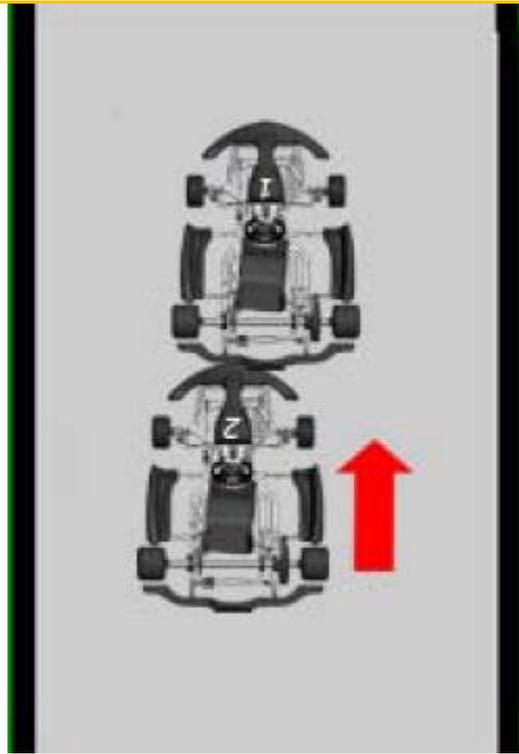


<b>GENERAL:</b>
Not Relevant
<b>WITHOUT ADVANTAGE:</b>
5 seconds
<b>WITH ADVANTAGE:</b>
10 seconds

**BUMP** means that the front of Kart 2 touches the rear of Kart 1. 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.

An advantage is at hand, if (either/or):

- Kart 2 wins a position and the previous order cannot be restored within the same lap.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.



**GENERAL:**

Not Relevant

**Without Advantage:**

Warning Only

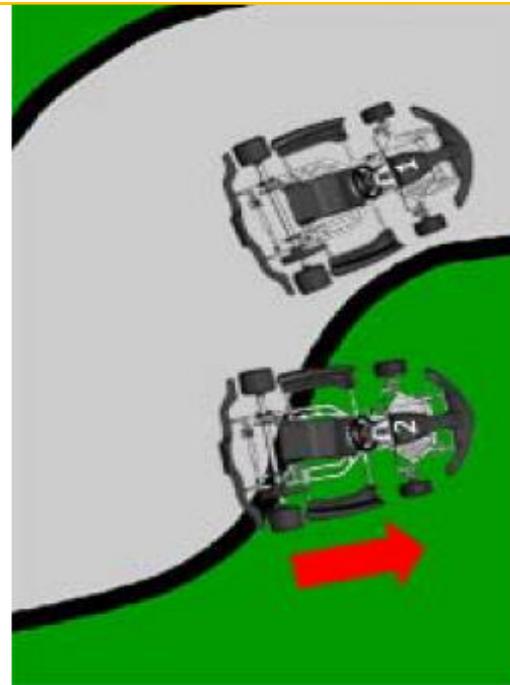
**WITH ADVANTAGE:**

10 seconds

**SHORT-CUT** means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.

An advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be balanced within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2
- Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2.



**GENERAL:**

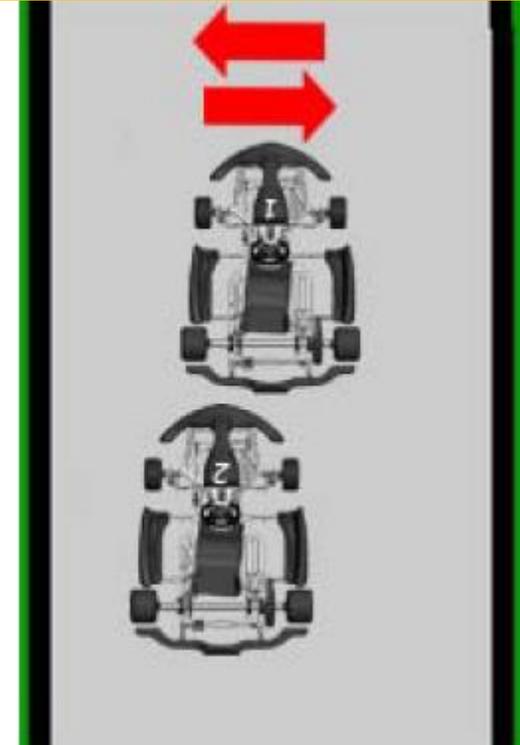
Not Relevant

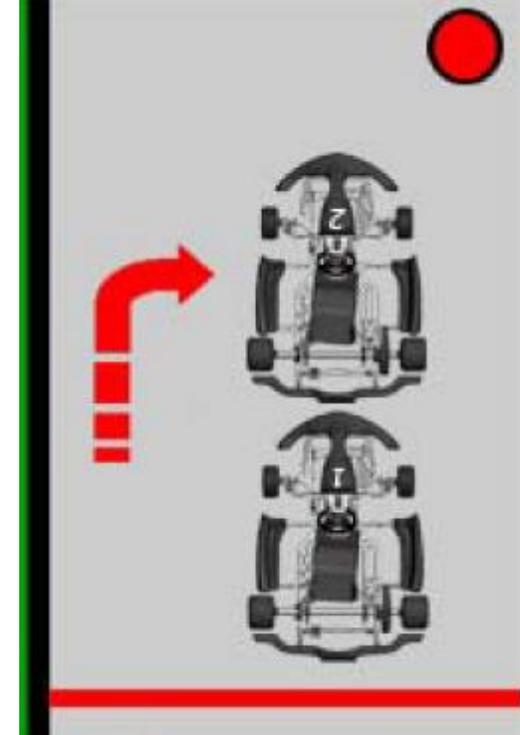
**WITHOUT ADVANTAGE:**

Warning Only

**WITH ADVANTAGE:**

10 seconds

<p><b>WEAVING (ZIG-ZAG)</b> means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> <li>- Kart 1 acts more than once a time this way within the same race.</li> </ul>		<b>GENERAL:</b>
		Not Relevant
		<b>WITHOUT ADVANTAGE:</b>
		Warning Only
		<b>WITH ADVANTAGE:</b>
10 seconds		

<p><b>FORMATION FAULT</b> is at hand, if Kart 2 improves its starting position unforced during the formation lap after having crossed the "red line" (and before the start has been released).</p>		<b>GENERAL:</b>
		Exclusion
		<b>WITHOUT ADVANTAGE:</b>
		Not relevant
		<b>WITH ADVANTAGE:</b>
Not relevant		

<p><b>TECHNICAL LACK</b> is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.</p> <p>Typical examples for a technical lack are:</p> <ul style="list-style-type: none"> <li>- Lack of weight</li> <li>- Wrong setup</li> <li>- Wrong fuel, oil, coolant, ....</li> <li>- Modified parts</li> <li>- Etc.</li> </ul>		<b>GENERAL:</b>
		Exclusion
		<b>WITHOUT ADVANTAGE:</b>
		Not relevant
		<b>WITH ADVANTAGE:</b>
Not relevant		

### 12.3. PROTESTS AND APPEALS

The NSC details all the necessary information concerning the amount of the protest or appeal fees set by the BMF.

### 12.4. Application and interpretation of the General Prescriptions

In the case of a dispute concerning the interpretation of these regulations, only the BMF is qualified to take a decision, without prejudice of the right to appeal, in accordance with the Code.

## 13. ENTERIES

### 13.1. MAXIMUM NUMBER OF ENTRIES PER CATEGORY

A maximum of 36 Entries apply in each category. Entry will be accepted in order of receipt of the entries.

### 13.2. ACCEPTATION OF ENTRIES

In the Supplementary Regulations, the Organiser may stipulate the minimum number of karts entered; if this number is not reached, the Organiser has the right to cancel the Event.

### 13.3. ENTRY FEE

Race Entry Fee per Event :. One-off Fees BD 80 (including VAT) for all the Events of the SRMC 2022 to be paid to the Organizer.

There will be no refund whatsoever.

## 13.4. INSURANCE

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

## 14. FACILITY CARE

All pits will require: Fire Extinguisher, Drain pan, garbage container/bag. All asphalt surfaces are to be protected and kept free of debris at all times. It is also recommended that that a tarp/carpet be placed under any area a kart will be worked on. All fluids (fuel, oil, lubricants, cleaners, etc.) are to be removed from the facility on completion of the event. Damaged kart parts, tires, used fuel containers and any other discardable material are to be removed from the facility on completion of the event. Used tires are to be removed from the facilities by the individual(s) who used them. Tent pegs are not to be used on asphalt surfaces. BIKC may provide for a deposit in the Supplementary Regulations of the meeting, up to a maximum of BHD 50 per Paddock unit, as a guarantee for the respect of the above requirements and for possible damage to the units. This deposit shall be paid to BIKC at the time of Sporting Checks. Before leaving, the Driver may ask for and receive the refund of the deposit paid, once BIKC has checked whether the Paddock unit which was allocated to him was correctly utilised and is left clean and with no damage to the infrastructures.

## 15. Advertising/Promotions

Competitors may be obliged to carry official BIC, BIKC, BRM, SRMC, sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the BIKC along with instruction on positioning as necessary.

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

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

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, the BIKC, BIC 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 Promotor's instructions could lead to exclusion from the results/event.

## 16. REGULATORY AMENDMENTS

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

## 17. SUNDRY ITEMS

Any written instructions issued by the Organizers for any Event and the instructions issued at the Competitor's Briefing for each Event will carry the same force as these regulations. Where there exists any contradiction

between these instructions or briefings and the regulations then the written regulations will prevail unless the instructions are in the form of Bulletins issued and approved by the BMF.

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

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

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

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

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

## 18. INFORMATION SPECIFIC TO THE EVENTS

### 18.1. ORGANISER

### 18.2. PROMOTOR

Bahrain International Karting Circuit (BIKC)

Gate 255

Gulf of Bahrain Avenue

Umm Jidar 1062

Sakhir, Kingdom of Bahrain

Telephone: +973 1745 1745

Fax: +973 1745 1280

E-mail: [karting@bic.com.bh](mailto:karting@bic.com.bh)

Web: [www.bahrain-karting.com](http://www.bahrain-karting.com)

### 18.3. CALENDAR

Please refer to BIKC 2022-23 Race Calendar.

### 18.4. TRACK TO BE USED

Please refer to additional supplementary regulation of each Event.

### 18.5. PERMIT NUMBER AND LIST OF OFFICIALS

Event Officials and Event permit number will be detailed in the Additional Supplementary Regulation (ASR) of each Event.

### 18.6. TIME TABLE

Please refer to additional supplementary regulation of each Event.



**ROTAX**



**VEGA**  
High Technology in Karting Tyres



**XPS**



## 19. CODE OF DRIVING CONDUCT

### 19.1. OBSERVATION OF SIGNALS

The instructions detailed in Article [19.8](#) Signification of Flags (below) are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

### 19.2. OVERTAKING DURING A RACE

1. A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
2. 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.
3. 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.
4. 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.
5. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

### 19.3. KARTS STOPPING DURING A RACE

1. The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
2. Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the kart, it shall be the duty of the Marshals to assist. If such assistance results in the Driver rejoining the race, this must be done without committing any breach of the regulations and without gaining any advantage.
3. Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.
4. Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
5. Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

#### 19.4. ENTRANCE TO THE PIT LANE (TO THE REPAIR AREA OR THE "FINISH PARK")

- a) The so-called <Deceleration Zone> is a part of the pits area. The section of the track leading to the pit lane shall be referred to as the <pit entry>
- b) During the Practice, Qualifying and Race sessions, access to the pit lane, to the Repair Area or to the "Finish Park" is allowed only through the pit entry, <Deceleration Zone>. The penalty for a breach of this rule shall be disqualification from the Race.
- c) Any Driver intending to leave the track or to enter the pit lane, pits or the "Finish Park" or the Repair Area shall signal his intention in good time and should make sure that it is safe 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 deceleration zone 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 or the Repair Area for the purpose of separating karts leaving the pits or in the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

#### 19.5. 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.

#### 19.6. PARK FERME

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.
3. The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

#### 19.7. 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 Test Sessions, Qualifying Practice, and the Races, 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 Test Sessions, Qualifying Practice, and the 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; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the Race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of During Test Sessions, Qualifying Practice, and the Races. In the case of a Test Session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the "Start Servicing Park" during the interval and may participate in the second part of Practice.

4. Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined by the Supplementary Regulations or during the Briefing.
5. If refuelling is authorised, it may be carried out only in an area provided for this purpose.
6. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the "Repair Area".
7. When the track is closed by the Race Direction during and after Test Sessions, and after the finish until all concerned karts, whether they are mobile or not, have arrived at the "Finish Park" or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.
8. During Test Sessions, Qualifying Practice, and the Races, and the races of the final phases, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area". The Driver may not receive any outside help on the track during the running of a Competition, except in the "Repair Area", which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the "Pre-Grid".
9. A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, Qualifying, races and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
10. If a Driver is faced with mechanical problems during Test Sessions, Qualifying Practice, and the Races, he must evacuate the track as soon as possible for safety reasons.
11. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
12. No Driver may leave the "Repair Area" without having been invited to do so by Marshals.
13. 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.
14. Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so safely.
15. During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the "Repair Area" and remedy the breach before rejoining the track.
16. When they participate in During Test Sessions, Qualifying Practice, and the Races, Drivers must at all times wear the full equipment defined under the Technical Regulations.
17. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock.
18. The starting up, running in, warming up or testing of kart engines in the Paddock or anywhere as well as in the Reserved Areas (see Article 20 of the International Sporting Code) except the Servicing Park In is strictly forbidden. Offenders will be penalized by a fine of BD 20. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. Appeals against the stewards' decision have no suspensive effect when in the course of the same competition, a further breach is committed justifying the disqualification of the same competitor.
19. Starting of engines is only allowed in the Servicing Park In and engines may only be run there for a maximum of 5 seconds. A driver starting an engine outside this area, or exceeding the permitted running time, will be penalized with a fine of BD 20. A second offence may lead to exclusion.
20. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.
21. In the case of a «wet race» (conditions signaled 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.

#### 19.8. 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. Blue and red flag (double diagonal) with number:

The Driver concerned must stop before being lapped or also when he has been lapped.

### Flag signals to be used at observation posts:

#### 8. 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.

**9. 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.

**10. Blue flag:**

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

**11. 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.

**12. 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 SRMC 2022 SPORTING REGULATIONS -----  
-----