

BAHRAIN KARTING ENDURANCE CHAMPIONSHIP 2020-21

SPORTING REGULATIONS

REGULATIONS

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

1 GENERAL

The Bahrain International Karting Circuit (BIKC) will Administer, Promote, and Organize endurance events forming the Bahrain Karting Endurance Championship 2020-21.

This championship will mainly include the Endurance Cup. Endurance Cup is a commercial Arrive & Drive class where karts will be provided by the Organizer.

The BKEC 2020-21 will be run in accordance with the present sporting regulations, the Bahrain Motor Federation National Sporting Code, where applicable the FIA Karting Leisure Karting Guidelines and the Sodi W Series regulations.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 INFORMATION SPECIFIC TO THE ROUNDS

2.1 ORGANIZER

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 CALENDAR

As per BIKC 2020-2021 Race Calendar

2.3 TRACK TO BE USED

Please refer to Additional Supplementary Regulation (ASR) of each round.

2.4 PERMIT NUMBER AND LIST OF OFFICIALS

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

2.5 TIME TABLE

Please refer to the ASR of each round.

2.6 ENTRIES

Entry consists of:

- Filling the form downloaded from <http://bmf.com.bh/public/pdf/Competition-License.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 race only.
- License fee is included in the entry fee.
- Each driver registered in the team holding a valid SWS account number (free of charge). SWS account numbers can be created on: www.sodiwseries.com
- All teams participating in the BKEC 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
- Completing the associated entry form.
- Payment of the event entry fee to the Organizer.

2.6.1 ENTRIES PROCEDURE

The official entry form with all the drivers' details must be submitted to the Organizers 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 Organizer also reserves the right to accept or not any entry coming after this date.

If payment isn't 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 Organizer will be entitled to retain the 50% down payment.

Should, for whatever reason, the Organizer 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.

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

The Organizer 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.

2.6.2 RESTRICTION

All individuals and teams will have to provide their SWS personal and team identifying number (free) at the registration.

BIKC will accept 20 entries per event but will try to accommodate more participants if number of karts available allows it. BIKC also reserves the right to refuse any entry that would be against the leisure racing spirit of the BKEC 2020-21.

2.6.3 FEES

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

Race entry fees are:

EVENT	FEES
BKEC Round 1	BD TBA + VAT
BKEC Round 2	BD TBA + VAT
BKEC Round 3	BD TBA + VAT

2.7 EVENTS FORMAT

Each Event consists of:

- Signature of the disclaimer form
- 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).

2.7.1 SIGNING ON

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

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

2.7.2 KART DRAWING

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.

2.7.3 DRIVERS BRIEFING

Driver's briefing is mandatory; please refer to each event time table for specific timing. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction as per the BMF NSC or even of a possible exclusion from the Event. Participation will be subject to the Officials of the meeting acceptance. In case of the Officials of the meeting not allowing a late driver to participate, entry fees will not be reimbursed.

2.7.4 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 Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials. Driver is not allowed to leave the Weighing Area without the authorisation of these officials.

2.7.5 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 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 officials.
- 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).
- 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 officials who will transfer to the next kart. (This procedure will be explained during the briefing in details).
- Kart rotation is governed and controlled by BMF officials in this case scrutineers.

2.7.6 QUALIFYING PRACTICE

Qualifying Practice will last

- 30 minutes for 3hrs
- 45 minutes for 6hrs Race
- 60 minutes for 12hrs Race
- 90 minutes for 24hrs Race.

Every driver in each team must drive during the Qualifying Practice. Race regulations will apply during the Qualifying Practice.

The kart finished the Qualifying Practice will start the Race.

2.7.7 ENDURANCE RACE

Any team driver may start the Race. Race duration will be for each round as specified in the Additional Supplementary Regulations (ASR).

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.

2.7.8 AWARD PRESENTATION / PODIUM / TROPHIES

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

Championship Awards will be presented for 1st, 2nd and 3rd position of the Championship standings of each Class. Prize winners must ensure that race suits are worn and zipped up with collars closed.

2.8 CHAMPIONSHIP RANKINGS

2.8.1 CLASSES

The Championship will include the following classes:

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

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 Organiser have the right to add or remove classes.

2.8.2

Within each class, teams will be classified as specified in 2.8.1

2.8.3 CHAMPIONSHIP POINTS ALLOCATION

3 Hours & 6 Hours	
1 st	30
2 nd	25
3 rd	21
4 th	19
5 th	18
6 th	17
7 th	16
8 th	15
9 th	14
10 th	13
11 th	12
12 th	11
13 th	10
14 th	9
15 th	8
16 th	7
17 th	6
18 th	5
19 th	4
20 th	3
21 st	2
22 nd	1
23 rd	0

12 Hours & 24 Hours	
1 st	60
2 nd	52
3 rd	45
4 th	39
5 th	34
6 th	30
7 th	27
8 th	25
9 th	23
10 th	21
11 th	19
12 th	17
13 th	15
14 th	13
15 th	11
16 th	9
17 th	7
18 th	5
19 th	4
20 th	3
21 st	2
22 nd	1
23 rd	0

2.8.4 SODI W SERIES INTERNATIONAL SCORING

Each team will score points for each Race in each event as per the point scoring system defined by the Sodi W Series regulation and available on the website: www.sodiwseries.com

2.9 PENALTIES

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

- Verbal warning
- Warning flag
- 10 seconds penalty
- 30 seconds penalty
- 1 minute penalty
- 2 minute penalty
- 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
Under Pit Time Duration by less than 5 seconds by 5 to 10 seconds by 10 to 20 seconds by more than 20 seconds	10 Seconds Stop and Go 20 Seconds Stop and Go 40 Seconds Stop and Go Double of the time infringement Stop and Go
Exceeding Walking Pace Limit	At discretion of Stewards
Over Maximum Duration	At discretion of Stewards
Below Minimum Resting Time between 2 stints: by less than 2 minutes by 2 to 4 minutes by 4 minutes or more	20 Seconds Stop and Go 40 Seconds Stop and Go 1 Minutes Stop and Go
Below Minimum driving time during the all race	At discretion of Stewards

2.9.1 TIME PENALTY PROCEDURE

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

2.10 STARTING PROCEDURES

2.10.1 GRID

Karts shall be lined up on the Grid in a pre-determined order as detailed in section 2.7.7 of these regulations.

2.10.2 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; (b) waiving the green flag; OR (c) waving 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 will be penalized with a 30 second stop and go Time 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.
9. Drivers must be fully seated before the kart moves.

2.10.3 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.

2.11 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 NUMBER OF DRIVERS PER TEAM

A team must consist as follow:

- For 3 hrs a minimum of 2 and maximum of 4 drivers
- For 6 hrs a minimum of 3 and maximum of 6 drivers
- For 12 hrs a minimum of 4 and a maximum of 8 drivers
- For 24hrs a minimum of 4 and a maximum of 10 drivers.

4 WEIGHT LIMIT

4.1 MINIMUM WEIGHT

Driver's minimum weight must be 80kgs. 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 a penalty or may risk being disqualified from the race at the discretion of the race Stewards.

4.3 WEIGHT LAP BONUS

Only applicable in the 24hrs Race.

In order to compensate the weight handicap for heavy drivers, the organizer 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.

5 RACING NUMBERS

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

6 KARTS AND TECHNICAL REGULATIONS

6.1 KARTS

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

The actual kart to be used by each team will be allocated by random draw according to article 2.7.2 of the current regulation.

6.2 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 Organizer must be retained in place at all times during the events.

6.3 FUEL

Only fuel supplied by the Organizer will be permitted to be used. No additives are allowed. Refueling must only take place in the area approved and nominated by the Organizers.

6.4 MECHANICAL REPAIRS, KART SETUP AND MODIFICATIONS

Mechanical repairs may only be made by the Organizer's mechanics and must only be carried out in a technical area nominated by the Organizer. 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 Organizer 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.

6.5 TEST DRIVER

The Organizer might use a test driver over the course of the race. When on track, the test driver will carry a "TEST" number plate in order to be easily identifiable.

6.6 RESTRICTIONS APPLYING TO FUEL AND TECHNICAL BAY

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

7 RACING RULES

7.1 GENERAL SAFETY

The Organizers will ensure that circuit is safe and ambulance services are in place from the beginning of the Qualifying Practice to the end of the 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.

7.2 MINIMUM PIT STOPS

- **For 3hrs & 6hrs Races**

Each team will be required to do a minimum of 6 mandatory pit stops during the race.

- **For 12hrs Race**

Each team will be required to do a minimum of 12 mandatory pit stops during the race.

- **For 24hrs Race**

Each team will be required to do a minimum of 24 mandatory pit stops during the race. All pit entries including the technical stop will count towards the minimum pit stop count.

7.3 STINTS RULES

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

Failure to comply with the maximum stint time rule will result in the “Over Max stint time Duration” penalty as per article 2.9.

- **For 3hrs & 6 hrs Races**

Driving stints will be limited to 30 minutes for 3 hours Races and 60 minutes for 6 hours race.

A driver may undertake a second or subsequent stint but not within 10 minutes for 3hrs races and 15 minutes for the 6 hours races of the previous stint having been completed. Failure to comply with the resting time rule will result in the “Below Minimum Resting Time between 2 stints” penalty as per article 2.9.

Each driver registered in a team has to complete at least 30 minutes for 3hrs races and 40 minutes for 6 hrs races of driving throughout the duration of the race. Failure to comply with the minimum driving time rule will result in the “Below Minimum driving time during the all Race” penalty as per article 2.9.

Failure to comply with Stint Rule will result in penalties as per article 2.9.

- **For 12hrs Race**

Driving stints will not be limited.

Each Driver will have to execute minimum driving time which depends on the number of Drivers in the team (except in case of force majeure recognized by the organisers):

Team of 7 or 8 Drivers	1h15 minimum per Driver
Team of 6 Drivers	1h30 minimum per Driver
Team of 5 Drivers	2h00 minimum per Driver
Team of 4 Drivers	2h30 minimum per Driver
Team of 3 Drivers	3h30 minimum per Driver

- Failure to comply with the minimum driving time rule will result in the “Below Minimum driving time during the all Race” penalty as per article 2.9.

For 24hrs Race

Driving stints will not be limited.

Each Driver will have to execute minimum driving time which depends on the number of Drivers in the team (except in case of force majeure recognized by the organisers):

Team of 10 Drivers	2h00 minimum per Driver
Team of 8 or 9 Drivers	2h30 minimum per Driver
Team of 7 Drivers	3h00 minimum per Driver
Team of 6 Drivers	3h30 minimum per Driver
Team of 5 Drivers	4h00 minimum per Driver
Team of 4 Drivers	5h00 minimum per Driver

Failure to comply with the minimum driving time rule will result in the “Below Minimum driving time during the all Race” penalty as per article 2.9.

7.4 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 Organizer before exiting the driver change zone.

7.5 PIT LANE CLOSE

The Pit lane will be closed except for technical problems for the last 30minutes of the race or whereas stipulated in the supplementary regulations. All driver changes and fuel stops must be done before the last 30mins. This procedure is applicable for 12hrs and 24hrs races only.

7.6 SPEED IN THE PIT LANE

For all purposes during the event, driving through the pit lane will be at “walking pace”. Exceeding such a limit will be subjected to the “Exceeding Walking Pace Limit” penalty as per article 2.9.

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 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 2.9.

7.7 FULL COURSE YELLOW / SAFETY CAR

1. Full course yellow and Safety Car 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 Car will signal the karts allowed to overtake until its ahead of the leading kart.
5. In case the leader is already in the pits at the moment of releasing the Safety Car, the Safety Car will be released in front of the kart standing in second position of the race ranking at the moment of releasing the Safety Car. If kart in second position is also already in the pits, Safety Car 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 car 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 Car will enter its last lap before releasing the karts, a board saying “Safety Car in this lap” will be shown on the main marshal post on the START/FINISH line. Safety car will also switch off its lights. The lead kart will become the pace setter but will remain behind the Safety Car. Safety car 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.
8. 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.

7.8 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 procedure and will restart will also be as per full course yellow 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.

7.9 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 Officials 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!"***

8 SAFETY EQUIPMENT

Each participant must wear appropriate racing equipment (overall, helmet, gloves and sport shoes) 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 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.

9 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.

10 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.

11 SUNDRY ITEMS

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

If any participant is not clear about any particular element of the regulations or the operation of the events, they are encouraged to seek clarification from the 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 Organizer.

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