



IAME SERIES LEBANON Regulations 2018

Version Dated: 10.01.2018

A National Championship organized by :
AUTOMOBILE ET TOURING CLUB DU LIBAN

&

RPM KARTING Lebanon

NAME OF EVENT: IAME SERIES LEBANON

ORGANIZER: ATCL & RPM

1. SPORTING REGULATIONS

ATCL & RPM (the “Organizer”) organizes IAME SERIES LEBANON (the “Event”). The Event is property of RPM. The title will be awarded to the winning drivers in each category. All parties concerned (ASNs, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing CIK-FIA and the Lebanese National Sporting code 2018.

2. REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. The Annexes are an integral part of the Regulations.

3. ORGANIZATION

The Event shall be run in accordance with FIA International Sporting Code (the “Code”) and its appendices, FIA and CIK-FIA official

Bulletins, CIK-FIA Technical Regulations, General Prescriptions applicable to CIK-FIA Karting International Events, IAME SERIES Technical Regulations 2018 ,the Supplementary Regulations of the Event and The Lebanese National Sporting code 2018.

4. SPECIFIC INFORMATION OF THE SERIES

4.1 Organization Office

RPM,
Mtein-Lebanon,
Tel: 03 338884
E-mail: info@rpmlebanon.com

4.2 Dates and Venues

Round 1 - 17/03/18 - RPM Circuit

Round 2 - 14/04/18 - RPM Circuit

Round 3 - 12/05/18 - RPM Circuit

Round 4 - 15/09/18 - RPM Circuit

Round 5 – 29/09/18 RPM Circuit

4.3 Proposing and Authorizing ASN

The Event is organized by ATCL & RPM.

4.4 Entry Closing Dates

Registration to the Event will be closed as per bulletin.

4.5 Entrant's Application

4.5.1 Mandatory Entrant License Applicant Drivers and Entrants must possess the respective valid minimum National Licenses issued by their ASN affiliated to the CIK-FIA.

4.5.2 Mandatory Visa

In compliance with Articles 2.3.8 and 3.9.4 of the Code:

Entrants and Drivers who wish to take part in a National or International competition organized abroad can only do so with the prior approval of their own ASN. This authorization shall be given by the ASN concerned in such form, as they might deem convenient.

4.5.3 Mandatory Driver Licenses (International Drivers other than Lebanon)

Minimum Driver Licenses: In compliance with Article 3.3 License Grades of the International Karting Licenses For Drivers & Code of Conduct from CIK-FIA.

4.5.4 Minimum Age

12 years old.

4.6 Entry Restrictions

4.6.1 Entries are taken on a first come first served basis.

4.6.2 Entries are only deemed as submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.

4.6.3 Applications to participate in the event must be submitted by entrants or drivers to the office of the Organizer.

4.6.4 the number of entries in the Event will be limited in each category. The Organizer reserves the right to accept more Drivers according to the number of entries received.

4.6.5 Drivers are allowed to enter more than one Class or Category per event.

4.7 Entry Fees

4.7.1 Race Entry Fee for the 5 rounds is free of charge.

5. CATEGORIES

5.1 IAME SERIES LEBANON - X30 Junior (“Junior Category”)

Minimum age: 12 years old (in the current year)

Maximum age: 15 years old (in the current year)

Engine: IAME X30 125cc RL TaG with curved exhaust restrictor of Ø29mm (Junior version)

Minimum weight 145Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.2 IAME SERIES LEBANON - X30 Senior (“Senior Category”)

Minimum age: 15 years old (in the current year)

Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG)

Minimum weight: 160Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.3 IAME SERIES LEBANON - X30 Super Shifter (“Shifter Category”)

Minimum age: 16 years old (in the current year)

Veterans Category: +40 Years old

Minimum weight: 185Kg

Engines: IAME X30 SUPER SHIFTER 175cc RL TaG

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.4 Classes

Depending on the number of Entries, the Organizer may segregate or merge categories of similar characteristics but will maintain separate classification.

6. Prizes and Awards

6.1 Overall Prizes and Awards

6.1.1 Trophy and Title

A respective title, and trophy will be awarded to the overall 1st to 3rd placed classified Drivers in each class in each category and the 1st position of the Veterans Category in Super Shifter Class

Medals will be awarded to all participants.

6.2 The Organizer reserves the right to amend the prizes and awards given out at its discretion and without prior notice.

6.3 Only Drivers taking place in the IAME SERIES LEBANON Can race at the IAME INTERNATIONAL FINAL.

7. ORGANIZER'S SUPPLEMENTARY PROVISIONS

Starting from the Free Practice, only specified tires below are allowed in the Event.

7.1 IAME SERIES LEBANON tires

Komet Racing Tires Model K1-H (Junior)

Komet Racing Tires Model K1-M (Senior)

Komet Racing Tires Model K1-M (Super Shifter)

Komet Racing Wet Tires Model K1-W (Junior, Senior, Super Shifter)

Front size: 10 x 4.60-5

Rear size: 11 x 7.10-5

(2 front and 2 rear tires) - Starting from the Warm Up.

The Tires will be placed in a tire-pool, raffled and handed out accordingly and then the tires will be registered to the competitor number during hand over.

7.2 Petrol

7.3 Petrol will be unleaded, commercial Lebanon pump fuel, up to 98 octanes.

7.4 The recommended oil mixture ratio is 3%/4%.

7.5 Only The official oil for the Event (CIK-FIA approved semi-synthetic 2-stroke oil) LIQUI MOLY PRO KART 2T is allowed.

7.6 It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.

7.7 The Scrutineers, following the decision of the Stewards, have the right to change/replace any driver's petrol at their discretion, at any time during the official heats.

Case 1 - The driver will be asked to enter the paddock area without petrol in his/her fuel tank. The organization will then provide petrol to the driver. The added petrol will be in compliance with the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning.

8. GENERAL UNDERTAKINGS

8.1 All drivers, Entrants and Officials participating in the IAME SERIES LEBANON undertake, on behalf of themselves, their employees and agents, to observe all provisions of the International Sporting Code (the "Code"), the Karting Technical Regulations (the "Technical Regulations"), The Lebanese National Sporting code 2018.

The General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies (the "General Prescriptions"), the Supplementary Regulations of the Event concerned and these Sporting Regulations.

8.2 The Organizer reserves the right to issue additional statements following the agreement of the ASN presenting the Challenge, concerning the rules and regulations (previously approved by the ASN proposing the series) from time to time. All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting, or posted to the email address indicated on the Event registration form, or reported on the official website of the event.

9. GENERAL CONDITIONS

9.1 Paddock Service Vehicles

Entrants are to note the exiguity of the space reserved for servicing vehicles. No private vehicles are authorized to be in this area..

9.2 Entrants & Drivers

Entrants and Drivers must report to the reception office immediately upon arrival to be identified, sign on and surrender their Competition License.

9.3 Paddock

9.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.

9.3.2 No driver may enter the track for official heats before or without having passed the Sporting & Technical Verifications.

9.3.3 All karts must display the official race numbers beginning from the Practice session. (In compliance with Article 2.24 of the CIK/FIA Technical Regulations).

9.3.4 Only vehicles with authorized passes are allowed in the Paddock.

9.3.5 Ground carpets recommended to be used throughout the entire race week.

9.3.6 Refueling is only allowed in your allocated paddock space.

10. PARC FERMÉ

Only one (1) driver per kart and one (1) mechanic is allowed in the “Parc Fermé”.

11. RACING NUMBERS AND DRIVER NAME

11.1 Racing Number

Racing numbers must comply with the provisions of Article 2.24 of the CIK Technical Regulations. The numbers shall be black (without shadow and colored stripes) on a clear yellow background, and they shall be at least 15 cm high.

The competition number shall be bordered by a yellow background of 1cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event on both front and rear and on both sides towards the rear of the bodywork.

11.1 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

11.2 The Driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

11.3 Karts not in conformity with article 11.1, 11.2 and 11.3 may be not allowed to participate in the Event.

12. THE EVENT - PRINCIPAL AND RUNNING

12.1 The Event will consist of 5 rounds held on different dates.

12.2 Each round (the “Round”) of the Event will be run over 8 segments:

Signing On

Refueling

Scrutineering

Briefing

Free Practice

Qualifying

Pre-Final

Final

12.3 Race distances will be stated in the Event’s Bulletin.

12.4 All Drivers must have passed the sporting checks and have numbers and names (optional) displayed on their karts before taking part in any segment of the Event.

12.5 A transponder is mandatory beginning from first session of free practice until the end of the Final. It must be fixed on the lower part of the back of the kart seat.

12.6 Free Practice

Each group will be allowed out for a 10 minute Free Practice session

12.7 Qualifying

Each group will be allowed out for a 10 minute Qualifying session. Each lap is timed and the fastest time during the Driver's session will determine his/her starting grid position in the Heat. Any ties will be decided by the second best time and so on.

12.7.1 If a Driver stops in the Paddock Area during the Qualifying, the stop will be definitive. He/She will not be allowed to re-join the Qualifying.

12.7.2 Drivers are to individually report to the scale for checking of weight immediately after they finish Qualifying, Pre-Final and Final.

12.7.3 In accordance with article 2.5 of the CIK International Sporting Code, whichever is earlier. Drivers may only leave through the "Paddock Area".

12.8 Pre-Final and Final

12.8.1 Each Round will comprise 2 races in its final phase, named "Pre-Final" and "Final".

12.8.2 Both Pre-Final and Final count towards the overall championship standings.

12.8.3 The chequered flag will be shown to the leading kart when it crosses the finishing line (the "Line") at the end of the last lap. The Line consists in a single line across the track.

12.8.4 The starting grid position in Pre-Final is determined by the Drivers classification in the Qualifying. The finishing order of The Pre-Final will determine the starting grid position in The Final.

12.8.5 Classification

Drivers will be awarded points for Pre-Final and Final according to their finishing positions as follows:

12.8.6 Pre-Final: 1st Place - 15 points, 2nd Place - 12 points, 3rd Place - 10 points, 4th Place - 8 points, 5th Place - 7 points, 6th Place - 6 points, 7th Place - 5 points, 8th Place - 4 points, 9th Place - 3 points, 10th Place - 2 points, 11th Place - 1 point

12.8.7 Final: Score points: 1st Place - 30 points, 2nd Place - 24 points, 3rd Place - 20 points, 4th Place - 17 points, 5th Place - 14 points, 6th Place - 12 points, 7th Place - 10 points, 8th Place - 8 points, 9th Place - 7 points, 10th Place - 6 points, 11th Place - 5 points.

12.8.8 The final classification of each Round will be according to the total number of points awarded to each driver during Pre-Final and Final.

12.8.9 In case of Pre-Final or Final cancellation due to “Force Majeure”, no points will be given for that particular Pre-Final or Final.

12.8.10 In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.

12.8.11 Drivers who are excluded by a black flag and/or misbehaved in the paddock area during/after a Race will be authorized to participate in the following Race at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the following Race at the discretion of the Stewards upon advice from the Scrutineers. All other qualified Drivers will be allowed to take the start.

13. STARTING GRIDS

Article 2.19 of the General Prescriptions

13.1 At the end of the Qualifying session, the list of qualified Drivers as well as the starting grids will be officially published.

13.2 Only these Drivers will be allowed to take the start of the Pre-Final and Final Race.

13.3 Any Entrant or Driver whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he/she has the opportunity.

13.4 The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the qualifying 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.

13.5 Access to the Pre-Grid will end three (10) minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Pre-Grid within the three minutes, shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course. Karts on the Pre-Grid must be ready to race, all further work and/or adjustment (with the exception of tire pressures) to the kart on the Pre-Grid is strictly forbidden. Karts on the Pre-Grid are prohibited to return to the Paddock Area, except under exceptional circumstances left to the appreciation of the Clerk of the Course.

The Mechanics will have to clear the Pre-Grid 10 seconds before the time scheduled for the start of the Race. If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorized to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.

Definition of Pre-Grid:

- 1: The area between the track and Start Paddock Area.
- 2: The area/walk way to Starting line.
- 3: Starting line if used.

13.6 Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

13.7 Start Delayed

If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:

13.7.1 A time will be given where changes can be made.

13.7.2 Entrants/Drivers outside this time will not be able to enter the race

13.7.3 If tire change is applicable for safety reasons:

a) The setting of the rear and front wheels may be adjusted but must be always conform to Technical Drawing no. 2 of CIK-FIA Technical Regulations.

b) No other modifications and /or changes are permitted.

14. STARTING PROCEDURE

Article 2.20a of the General Prescriptions

14.1.1 Rolling starts for direct drive karts with clutches:

At the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30kph minimum to 50kph maximum towards the Starting Line, lined up in two lines of karts. 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. A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1 second with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he himself, or his Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, which means that another Formation Lap must be covered.

14.1.2 Standing starts for karts with gearboxes:

Article 2.20 of the CIK-FIA General Prescriptions: Standing starts for karts with gearboxes Art. 8.4 of the CIK International Sporting Code

14.2 The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

14.3 Jump Start time penalty is 10''

15. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

In accordance with Art. 3.6 of the CIK Code of Conduct

15.1 Observance of signals

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

15.2 Overtaking

a) During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.

b) If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

c) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

d) Any obstructive maneuver carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

e) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who block from one side of the track to the other in order to prevent other Competitors from overtaking. f) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

f) Only the race track shall be used by the Drivers during the race.

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

16. NEUTRALIZATION OF A QUALIFYING OR RACE

16.1 The Clerk of the Course may decide to neutralize a Qualifying or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or the Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying or Race.

16.2 When the order is given to neutralize Qualifying or Race, all observers' posts will display waved yellow flags, which shall be maintained until the neutralization is over.

16.3 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.

16.4 During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in an as tight as possible formation.

16.5 The karts may enter the paddock zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

16.6 When the Clerk of the Course decides to end the neutralization, he will have the flashing Red lights switched off, this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralization lap, the yellow flags will be shown immobile.

16.7 At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his Deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding the Line. The yellow flags 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.

16.8 Each lap completed during the neutralization will be counted as a racing lap.

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

17. STOPPING A RACE OR PRACTICE

Article 2.21 of the General Prescriptions.

18. RESTARTING A RACE (QUALIFYING OR RACE OF THE FINAL PHASE)

Article 2.22 of the CIK-FIA General Prescriptions.

19. FINISH

Article 2.23 of the CIK-FIA General Prescriptions.

20. INCIDENTS

Article 2.24 of the General Prescriptions.

21. ENTRANCE TO THE PIT OR PADDOCK AREA

- a) The so-called “Deceleration Zone” is a part of the pits area.
- b) During the practice sessions and the race, access to the pits is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- c) Any driver intending to leave the track or to enter the pits or paddock area shall signal his intention in good time and 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 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 for the purpose of separating karts leaving the pits from those on the track must not be crossed by any part of a kart leaving the pits.

22. SCALE, WEIGHING PROCEDURE

The scale of the day will be located in the “Paddock Area”. This scale is the only one which will be officially used and counted.

22.1 After The Qualifying, Pre-Final and Final Race each kart crossing the line will be weighed simultaneously then separately. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the 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.

22.2 If for reasons of “Force Majeure” the Driver is unable to report to the scales at the end of a Qualifying or Final Race, his kart will be weighed on its own and the Driver’s weight registered after Qualifying Practice would be added to that of the kart.

22.3 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).

22.4 Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.

22.5 Karts and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.

22.6 Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.

22.7 The Organizer shall place the scales under a shelter at the entrance to the “Finish” Paddock Area 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.

22.8 If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying or the final Race concerned

22.09 It is absolutely forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

23. ELIGIBLE KARTS AND EQUIPMENT

Each Driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis: 1 CIK-FIA homologated 2010 or newer.

Number of engines: 2 of the same model, They must be originals and strictly in accordance with the Technical Regulations and the technical data sheets of each category. Only engines Imported by RPM KARTING are allowed.

24. GENERAL SAFETY

Article 2.14 of the CIK-FIA General Prescriptions

25. KART SAFETY

Article 3.1 of the CIK-FIA Technical Regulations

26. DRIVER'S SAFETY

24.1 Article 3.2 of the CIK-FIA Technical Regulations

27. BRIEFING

Drivers & Entrants Briefing is mandatory for all Drivers and Entrants, exact time will be stated on the timetable for the event and is mandatory for all Drivers and Entrants to attend. A further Drivers briefing may also be mandatory on Saturday under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and available at the Reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN sanctioning the event, via the Stewards and according to the official fee indicated by the ASN in the supplementary regulations. Signing of the attendance list is mandatory.