

**NATIONAL SPORTING CODE 2019**  
**NATIONAL SPORTING AUTHORITY (ASN)**  
**OF THE**  
**AUTOMOBILE AND TOURING CLUB OF LIBAN**

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**NATIONAL SPORTING AUTHORITY (ASN)  
OF THE  
AUTOMOBILE AND TOURING CLUB OF LIBAN**

**I – EXECUTIVE AND LEGISLATIVE JURISDICTION**

**The President and Board members of the Automobile & Touring club of Lebanon,**

**The ASN executive jurisdiction is delegated to a Committee composed of:**

<b>The ASN Coordinator</b>	Mr. Lahoud Imad
<b>Mobility Consultant to the ASN</b>	Mr. Salha Jacques
<b>Technical Consultant to the ASN</b>	Mr. Khederlarian Raffi
<b>The Disciplinary and Judicial Representative</b>	Me. El Khazen Khaled
<b>The Automobile and Road Safety commission</b>	Mr. Attieh Raymond Mr. Chalala Mario Mr. Ghanem Elias Mr. Haddad Nassib Mr. Haddad Ramez Mr. Khalil Frederique Mr. Khattar Sleiman Mr. Rahme Fouad Mr. Salha Jacques Mr. Turkiyeh Joe Mr. Zoviguian Roger
<b>The CSN Director</b>	Mr. Khattar Sleiman
<b>Chief Motorsport Department</b>	Mr. Kreiker Gaby
<b>The Executive Bureau of the CSN</b>	Mr. Aoun Fady Mr. Hayek Gabriel Mr. El Hitti Issam Dr. Hokayem Guy Me. Jamous Ziad Mr. Khederlarian Raffi Mr. Komboz Nabil Mr. Hindi Nicolas Mr. Tchopourian Serge
<b>The CSN Members</b>	Mr. Attieh Raymond Mr. Ghanem Charbel Mr. Aslanian Hovsep Mr. Awad Robert Mr. Beaino Jalal Mr. Chaaya Younes Mr. Cherfane Bassam Mr. Daou Camille Mr. Hachem Georges Mr. Hachem Khalil

*The CSN Members (cont'd)*

Ms. Hachem Neveen  
Mr. Harouny Nicolas  
Mr. Hatem Naaman  
Mr. Karam Patrick  
Ms. Labaki Lydia  
Mr. Moukarzel Roy  
Mr. Saad Marwan  
**Mr. Sakr George**  
Mr. Sfeir Samer  
Mr. Tawtah Lian  
Mr. Zacca Said

**II – DISCIPLINARY AND JUDICIAL JURISDICTION**

**1. The Body of first instance issues:**

**Disciplinary and Judicial Commissions:**

- Motor Sports Disciplinary and Judicial Commission
- Special Disciplinary and Judicial Commission

**2. The Body of Appeal**

**National Court of Appeal**    President    Magistrate Mr. Zouein Nadim

**III – CSN ADMINISTRATION**

**Chief Motorsport Department**

Mr. Kreiker Gaby

**Assistant to the Chief Motorsport Department**

Mr. El Hayek Michael

**Secretary/ Administration**

Ms. Daou Joelle

**Logistics**

Mr. Bassil Roger

**IV – SPECIALIZED COMMISSIONS**

**Rally Commission**

Coordinator    **Mr. Hindi Nicolas**

Deputy        Dr. Hokayem Guy

Members      Mr. Hayek Gabriel

Mr. El Hitti Issam

Me. Jamous Ziad

**Karting Commission**

Coordinator    **Mr. Zacca Said**

Deputy        Mr. Sfeir Fady

Members:      **Mr. Bassil Elie**

**Mr. Cherfan Bassam**

**Mr. Etyemezian Chant (RPM Cir.)**

Mr. Karam Patrick

Mr. Mattar Samer (*Pit Stop Cir.*)

***Karting Commission (cont'd)***

Mr. Sarkissian Ardem

<b>Hill Climb Commission</b>	Coordinator Deputy Members	<b>Mr. Kreiker Gaby</b> <b>Mr. Tchopourian Serge</b> Mr. Khederalian Raffi Mr. Hatem Naaman Mr. Tawtah Lian
<b>4x4 Commission</b>	Coordinator Deputy Members	<b>Me. Jamous Ziad</b> Mr. Khattar Sleiman <b>Mr. Hatem Naaman</b> Mr. El Hayek Michael Mr. Hindi Nicolas Mr. Moukarzel Roy Mr. Zacca Said Mr. Wannas Jean
<b>Speed Test Commission</b>	Coordinator Deputy Members	<b>Mr. Nabil Komboz</b> Mr. Zacca Said Mr. Aslanian Hovsep <b>Mr. Churfane Bassam</b> <b>Mr. Tawtah Lian</b>
<b>Drift Commission</b>	Coordinator Deputy Members	<b>Mr. Ghanem Elias</b> Mr. Karaa Kamal Mr. Aslanian Hovsep Mr. Komboz Nabil Mr. Hindi Nicolas Mr. Saad Marwan Mr. Terzian Daniel ( <i>Secretary</i> )
<b>Clubs, Circuits, Mobility</b>	Coordinator Deputy Members	<b>Mr. Salha Jacques</b> Mr. Aoun Fady Mrs. Chehab Tanya Mr. El Hitti Issam
<b>Rules &amp; Regulations</b>	Coordinator Deputy Members	<b>Mr. Aoun Fady</b> Me. Jamous Ziad <b>Mr. El Hitti Issam</b> Me. Frem Claire ( <i>Legal Cons.</i> <i>Assigned by the ASN Coordinator</i> ) Mr. Khederalian Raffi Mr. Komboz Nabil ( <i>Secretary</i> )
<b>Volunteers &amp; Officials Commission</b>	Coordinator Deputy Members	<b>Mr. El Hitti Issam</b> Mr. Hayek Gabriel Mr. Aoun Fady Mr. Tawtah Lian
<i>Volunteers &amp; Officials Commission (cont'd)</i>		

<b>Technical Control Commission</b>	Coordinator	<b>Mr. Khederlarian Raffi</b>
	Deputy	Mr. Aslanian Hovsep
	Members	Mr. Aoun Carl
		Mr. Bassil Anthony
Mr. Haddad Georges		
		Mr. Hashem Khalil
		Mr. Kfoury Edgard
		Mr. Sarkissian Ardem
<b>Safety Commission</b>	Coordinator	<b>Mr. Hayek Gabriel</b>
	Deputy	Mr. Hindy Nicolas
	Members	Mr. Awad Robert
		Mr. Kamar Michel
		Mr. Karam Patrick ( <i>Secretary</i> )
		Mr. Sfeir Roger
		Mr. Tchopourian Serge
Mr. Zacca Said		
<b>Marshals / Timekeepers Commission</b>	Coordinator	<b>Mr. Tawtah Lian</b>
	Deputy	Mr. Chaaya Younes
	Members	Mr. Cherfane Bassam
		Mr. Hachem Georges
		Mr. Harouny Nicolas
		Mr. Hindi Nicolas
<b>Results Commission</b>	Coordinator	<b>Mr. Eid Fady (Rally)</b>
	Deputy	Mr. Tawtah Lian ( <i>Speed Test, Hill Climb, 4x4</i> )
	Members	Mr. Aramouni Jean ( <i>Speed Test, Hill Climb, 4x4</i> )
		Mr. Hindi George (Karting)
<b>Medical Commission</b>	Coordinator	<b>Dr. Hokayem Guy</b>
	Members	Dr. Abou Antoun Walid
		Dr. Abboud Joyce
		Dr. Khoury Fady ( <i>affiliated</i> )
		Dr. Rizk Anis ( <i>affiliated</i> )
<b>Equipments and Materials Commission</b>	Coordinator	<b>Mr. Khattar Sleiman</b>
	Deputy	Mr. Tchopourian Serge
	Members	Mr. Hatem Naaman
		Mr. Khederlarian Raffi
		Mr. Komboz Nabil
		Mr. Roger Bassil

**Media Commission**

Coordinator **Mr. Beaino Jalal**  
Deputy Mr. Hanna Dany  
Members Mr. Aoun Fady (*Liaison Officer*)  
Mr. Dargham Charbel

**Online gaming Commission**

Coordinator **Mr. Karam Patrick**  
Deputy **Mr. Zacca Said**  
Members **Mr. El-Hayek Michael**  
**Mr. Hindi Nicolas**

**APPROVED STEWARDS OF THE EVENTS  
FOR THE YEAR 2019**

Mr. Aoun Fady  
Mr. Hayek Gabriel  
Mr. El Hitti Issam  
Dr. Hokayem Guy  
Me. Jamous Ziad  
Mr. Kreiker Gaby  
Mr. Khattar Sleiman  
Mr. Khederlarian Raffi  
Mr. Komboz Nabil  
Ms. Labaki Lydia

Mr. Hatem Naaman  
Mr. Hindi Nicolas  
Mr. Haddad Ramez  
Mr. Salha Jacques  
**Mr. Sakr George**  
Mr. Sfeir Fady  
**Mr. Tchopourian Serge**  
**Mr. Tawtah Lian**  
Mr. Zacca Said

**N.B.: Other stewards to be nominated by means of a bulletin following the 2019 Annual Stewards Seminar.**

## **STATUTES**

### **CHAPTER I - STRUCTURES OF THE LEBANESE MOTOR SPORT**

#### **Article 1**

The Fédération Internationale de l'Automobile, hereafter termed the FIA, shall be the sole international sporting authority entitled to make and enforce regulations for the encouragement and control of automobile competitions and records, and to organize FIA International Championships and shall be the final international court of appeal for the settlement of disputes arising therefrom has, so that these powers may be exercised in a fair and equitable manner, drawn up the International Sporting Code in and by which each national club or federation belonging to the FIA shall be presumed to comply and be bound.

#### **Article 2**

Subject to such acquiescence and restraint, the FIA shall recognize one single national club or federation per country (hereinafter called “the ASN”) as sole international sporting power for the enforcement of the International Sporting Code and control of motor sport in its own country.

In Lebanon, the Automobile and Touring Club of Lebanon (A.T.C.L) is recognized by the FIA as sole international sporting and mobility power for the enforcement of the International Sporting Code and the control of motor sport. Thus, being the National Sporting Authority (ASN).

The management of the sporting power in Lebanon is exercised by the National Sports Commission (CSN) of the A.T.C.L. under the supervision of the A.T.C.L. Board of Directors who delegates one of its members as the ASN coordinator.

The A.T.C.L. appoints the candidate to the post of effective delegate the F.I.A.

The A.T.C.L. appoints the candidates before the various Commissions of the F.I.A. upon the preposition of the CSN (National Sports Commission) director.

The A.T.C.L. may decide to withdraw a member’s mandate of the F.I.A. for a serious reason. In this case, it will appoint a substitute.

### **CHAPTER II - MANAGEMENT OF INTERNATIONAL AND NATIONAL MOTOR SPORTS**

#### **Article 1: National Sporting Commission**

- 1- The National Sporting Commission exercises the sporting power in a dependent manner of the A.T.C.L. Board of Directors; it is the Motor Sporting Authority towards any person moral or physical.
- 2- The National Sporting Commission exercises the sporting power and manages the Motor Sports towards the body governed by the F.I.A.
- 3- The National Sporting Commission maintains the organization and development of the Motor Sport in correspondence with the international and national requirements.
- 4- The National Sporting Commission consists of the members of the Motor Sports Commission of the A.T.C.L. Board of Directors, the Coordinator, the Directorate and of a certain number of members; noting that the

President, the Secretary General and the A.T.C.L. Treasurer are definite members of all club Commissions.

- 5- The National Sporting Commission expresses its Sporting Power with consistency and collaboration between all of its members and submits, to the specialized commissions in Motor Sports, all the recommendation it deems useful.
- 6- The A.T.C.L. by an explicit decision of its Board of Directors, in case of critical reasons, may withdraw the Sporting Power that it holds, from the National Sporting Commission.

## **Article 2- The Executive Bureau**

### **a) Composition**

- 1- The Executive Bureau consists of the ASN Coordinator, the CSN director, the Chief Motorsport Department, and a certain appointed number of members.
- 2- The ASN Coordinator mandate is incompatible with all the functions of competitors as well as the functions of the members of the Events' Organizing Committees, and likewise for the members of the Stewards of the Meeting.
- 3- The Executive Bureau undertakes studies to take decisions and to monitor its implementation. If necessary, it indicates the methods of execution of these activities just as those of its meetings, its deliberations and its quorum.
- 3- The Executive Bureau members are nominated by the ASN Coordinator.
- 4- Executive Bureau members, who would miss three consecutive sessions without any valid excuse, lose their quality being members accordingly.

### **b) Means of nomination**

- 1- The ASN Coordinator is elected by A.T.C.L. Board of Directors.
- 2- The A.T.C.L. Board of Directors approves the CSN Executive Bureau members' nomination, on the ASN Coordinator's recommendations.
- 3- The nominations ~~last three years and~~ **are** revisable at any moment by the A.T.C.L. Board of Directors for serious reason, for rejection to contribute to its running, for opposite matters or opposing the CSN decisions, and towards the A.T.C.L. for all the actions concerning or tending to harm morally or materially the ASN. These revisions will be given to the A.T.C.L. Board of Directors by a written request of two thirds of the Executive Bureau members.
- 4- These nominations will take into consideration the personal capacities of the candidates, of their knowledge of the national and international rules and regulations as well as of their reputation and experience in the motor sports.

### **c) Running**

- 1- The ASN Coordinator chairs the Executive Bureau.
- 2- The Executive Bureau will achieve the different commissions' nominations every year.



- 3- The Executive Bureau can only legitimately deliberate on the points depicted in the agenda.
- 4- The decisions are only valid in presence of the Executive Bureau members' majority.
- 5- All the Executive Bureau decisions are taken on the majority of the present members voices. The disciplinary representative does not have the right to vote.
- 6- In case of the present members' voices division, the ASN Coordinator voice is predominant.
- 7- A verbal process will be imperatively written for each meeting. A press release will be delivered to the concerned parties and intended for publication within 48 hours.
- 8- **A verbal process of each meeting will be delivered within 72 hours to the A.T.C.L. Board of Directors for notification.**
- 9- If an Executive Bureau member expresses the will or it is a personal case, the votes will take place by secret ballot.
- 10- When a point of the Executive Bureau meeting agenda directly or indirectly concerns a committee member, this one will not participate to the vote and will have to withdraw, if necessary and after the request of the half of the presents.
- 11- During the judicial proceedings before the judicial committee or the National Court of Appeal, the exercising Executive Bureau member's mandate is broken off.
- 12- The suspension of the membership card or the disqualification pronounced by the judicial commissions or the National Court of Appeal leads automatically to the end of the Executive Bureau member mandate.
- 13- All decisions of the Executive Bureau are directly applied after the verbal process publication.

**d) Responsibilities**

- 1- The Executive Bureau forms the specialized Committees. It approves or refuses the rules proposed by them.
- 2- The ASN Coordinator supervises the CSN and its National Secretariat with the A.T.C.L. administration.
- 3- The ASN Coordinator decides the conditions of issuance of the competition licences and receives the related fees on behalf of the A.T.C.L. account.
- 4- The A.T.C.L. Board of Directors approves each December the calendar of the sports events with its regulations for the following year upon the ASN Coordinator proposition.
- 5- The Executive Bureau rules in last resort on the reports it receives from the diverse committees and the National Secretariat.
- 6- The ASN Coordinator is in touch with the authorities, concerning the ASN, of foreign and international federations.
- 7- The ASN Coordinator perceives the rights and subscriptions relating to the national and international events on behalf the A.T.C.L.
- 8- The ASN Coordinator in agreement with the Executive Bureau decides the amounts of the fines and penalties for any breach of the ASN internal and statutory sporting regulations.

### **Article 3 – National Secretariat**

- 1- The national secretariat is the framework of the automobile service of the A.T.C.L. following standards set and approved by the A.T.C.L. Board of Directors.
- 2- The National Secretariat Director holds the responsibility of its daily management and takes all the necessary measures to fulfil the assignments entrusted to him by the ASN Coordinator and the A.T.C.L. administration.
- 3- The national secretariat is ex-officio of all the specialized Commissions of Motor Sports.

### **Article 4- Different National Commissions**

#### **a) Responsibilities**

The specialized Commissions prepare the regulations, study the necessary adaptations and propose the application conditions.

#### **b) Composition**

Each specialized Commission consists of a Coordinator and a number of members, nominated by the Executive Bureau.

The Coordinator co-opts with technical advisers.

Each Executive Bureau member can attend the meetings of the different specialized Committee.

#### **c) Existence and/or Creation**

The Executive Bureau decides the creation and suppression of any Commission.

Each Commission can also create subcommittees that depend on and answer to the Executive Bureau and the Commission concerned.

#### **d) Running**

The Commissions meet on their Coordinator's initiative. They can also be convened by the Executive Bureau.

The members and representatives are all entitled to speak and vote. In case of equal vote, the Commission Coordinator vote is predominant.

They have to hold verbal processes of their meetings and to send them to the Secretariat within eight days.

#### **e) Attendance**

Any Commission member missing to attend 2/3 meetings without any valid excuse, will be referred to the CSN Director.

## **CHAPTER III - THE DISCIPLINARY AND JUDICIAL JURISDICTION**

### **Article 1- The Disciplinary and Judicial Commissions**

The Judicial Commissions consist each of a President and a minimum of two members who do not belong to the Executive Bureau, neither are linked to him by a contractual link other than the one of their membership. They are chosen by reason of their competences in juridical and deontological matters.

The Judicial representative appoints the members, sitting for the occasion of each case.

### **Article 2- The National Court of Appeal**

- 1- The National Court of Appeal is entrusted with resolving the disputes brought before it by applying and interpreting the present rules, with the aim of enforcing the National Sporting Code and the regulations of the FIA.  
The National Court of Appeal will hear two types of appeal case:
  - Appeals concerning sporting decisions.
  - Appeals concerning decisions taken the Judicial Commissions.
  - Appeals concerning the interpretation or application of the National Sporting Code.
- 2- The ASN will appoint an Appeal Court which will consist of a president and members who might be ASN members or might be not. They will be chosen in reason of their competences in juridical and deontological matters.  
Cannot sit in the Court, the persons who were competitors, drivers, and officials to the competition to which a judgment must be delivered, or who would deliver a judgment before the current case, or who would be directly or indirectly involved in this case.
- 3- If the President or his substitute is unavailable, the present members elect one who acts as President.
- 4- To legitimately deliberate, a minimum of two members must present be.

### **CHAPTER IV - MODIFICATION OF THE INTERNAL ORDER STATUS**

- 1- The Executive Bureau is the unique qualified body to bring to these present regulations any modifications, additions or suppressions that he would judge useful, after the advice of the Regulation Commission and the approval of the A.T.C.L. Board of Directors.
- 2- In case of difference of interpretations between the terms of the diverse translations of the present status, the English text will only be the authentic text.
- 3- The present regulations supersede and replace all editions previously published and come into force on **January 1<sup>st</sup> 2019.**

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## **INTERNAL REGULATIONS**

### **CHAPTER I- GENERAL PRINCIPLES**

#### **Article 1**

The Automobile and Touring Club of Lebanon (A.T.C.L) is recognised by the FIA as sole international sporting and mobility power on Lebanese Republic Territory for the enforcement of the International Sporting Code and the control of motor sport. Thus, being the National Sporting Authority (ASN).

The management of the Sporting Power in Lebanon is exercised by the National Sports Commission (CSN) of the A.T.C.L. It is responsible for the application, without prejudice, of the prescriptions, rules and regulations under the supervision of the A.T.C.L. Board of Directors.

#### **Article 2**

The competitors (entrants, drivers, co-drivers, etc...), organisers and Lebanese officials have consequently to submit to:

1. The International Sporting Code (and its appendices).
2. The General Prescriptions applicable to FIA Championships.
3. The FIA Regional Rally Sporting Regulations, the relevant rally championship regulations for international events and/or the World Rally Championship (if any).
4. The National Sporting code and the prescriptions of the ASN Regulations which comply with the FIA regulations.

These obligations are reminded in the 1<sup>st</sup> article of any event regulation.

#### **Article 3**

The Motor Sport is free from any racial, political, philosophical or religious. Therefore, any racial and/or political publicity as well as any philosophical and/or religious proselytisers are **PROHIBITED** in Motor Sports.

#### **Article 4**

All filming and moving picture rights pertaining to any Lebanese Motor Sports Championship shall be vested in the ASN.

Without the written agreement of the ASN, no organisation, commercial company or brand may be associated with a Lebanese Motor Sport Championship, Trophy, Cup, Competition or Challenge. The same applies to all forms of moving pictures of a Lebanese Motor Sport Championship, Trophy, Cup or Challenge. All Organisers entering the events of the Lebanese Motor Sport Championships, Trophies, Cups or Challenges, must respect the provisions of this Article 4.

### **CHAPTER II- THE ASN PURPOSES AND ACTIVITIES**

#### **Article 1**

The ASN represented by its Coordinator:

1. Prepares the National Sporting Code.

2. Appoints all the Organisation Committees who organise the Lebanese Motor Sport Championships, Trophies, Cups and/or Challenges.
3. Approves and delivers the licences to the Organising Clubs.
4. Approves and delivers the licences to the Competitors (Entrants, Drivers and Co-Drivers, etc...).
5. Approves and delivers the Organisation Permits of the Motor Sports events.

## **Article 2**

THE LEBANESE MOTOR SPORT CHAMPIONSHIPS (Rallies, Hill-climb, Speed Test, 4x4, Drift and Karting) will be the subject to Appendix A of these present regulations.

## **CHAPTER III- LICENCES**

### **Article 1: PRINCIPLES**

A license is a certificate of registration given to any person moral or physical (Competition, Competitor, Driver, Manufacturer, Team, Event or Official, etc...) wishing to take part in any Motor Sport Championship, Trophy, Cup or Challenge or Speed Record Attempts run in compliance with the FIA International Sporting Code (and its appendices), the relevant championship sporting regulations (for international events), and the present National Sporting Code.

The licence-holder shall be deemed to be acquainted with and bound by the FIA International Sporting Code (and its appendices), the present Standing Regulations and the Supplementary Regulations of the Meeting or Event (if any), and shall submit to all penalties which may be lawfully imposed as a result or consequence of any breach thereof.

No person may take part in any Motor Sport Championship, Trophy, Cup or Challenge or Speed Record Attempts without the required FIA licence, approved and delivered by the ASN coordinator.

For each type of licence, particular documents are required. The list of these documents is available at the National Secretariat.

The ASN Coordinator may refuse to issue a licence to an applicant who does not meet the national or international criteria applicable to the licence applied for. The reasons for any such refusal shall be stated.

Any person holding the Lebanese nationality and residing in Lebanon is not permitted to apply for a competition licence from some another foreign ASN without the Lebanese ASN Coordinator authorisation, valid for the current year. Nevertheless, a person of foreign nationality will only be able, after his parent ASN agreement, to get the Lebanese competition licence if he can produce a permanent proof of residence in Lebanon and holding a driving license issued by the concerned Lebanese authorities.

Before the start of each event or practice, the organisers will take all necessary measures to allow the representatives of the National Sporting Commission to check the licences of the participants.

This check will immediately precede, along with other needed documents, the scrutineering done by the Technical Supervision Commission. Entrants and drivers holding the Lebanese competition licence who wish to take part in an international event organised abroad can only do so with the approval of the ASN through its

Coordinator or the CSN director in the absence of the Coordinator, either by stamping their Entry Form or by issuing a letter authorising the contender(s) to take part in the event.

The contender(s) is (are) responsible for all expenses related to this licence and/or authorisation letter whereas any breach of this obligation may result in a penalty at the discretion of the National Sporting Commission.

### **Article 2 – THE ORGANISING LICENCE**

It is compulsory for any person moral or physical (company, automobile club, etc...) wishing to organise Motor Sport event(s) in Lebanon to register at the ASN. Along with the written application the following must be attached and/or enclosed:

1. The names of the organising committee members.
2. A copy of the club registration and/or notice of acknowledgement.
3. A copy of the organiser statutes.
4. The annual registration fee for any organising person is TEN THOUSAND U.S. DOLLARS (10'000.- U.S. \$) or their equivalence in Lebanese pounds, given that the year ends up on the December 31<sup>st</sup>. This registration will be renewed if acceptable with the statute of ATCL at the beginning of each year, and after settling all unresolved issues.

### **Article 3 – ENTRANT AND DRIVER LICENCE**

#### **a) Entrant Licence**

“Entrant” means any moral person ~~or~~ who or which **is** being responsible for one competing vehicle or more and ~~having~~ **has** the right to make any entry for that competing vehicle into Motor Sport event(s). An entrant remains responsible for all matters relating to such entry.

An Entrant licence, duly issued by the ASN for the current year, is required from any moral person (firm, corporation, physical person not aboard the competing vehicle, etc...) wishing to enter, in national and/or international events, in one or more vehicles.

If the Entrant is a physical person and also a Competitor in an entered competing vehicle, then it shall be refer to that Entrant as “The Competitor” in particular. The Competitor may enter in one vehicle only in national and/or international events.

The fee for an Entrant licence is SEVEN HUNDRED FIFTY U.S. DOLLARS (750 US\$) or their equivalence in Lebanese pounds.

The fee for a Competitor licence is the same of that of the Driver licence as defined here-below in paragraph b) Driver Licence.

#### **b) Driver Licence**

In addition to their civil driving licence, a competition driving licence is required from all persons participating in Motor Sport event(s).

There are 8 grades of competition driving licences: A, B, C, D-National, D, K, R, R-National and S.

Licences may be issued under an assumed name or a Pseudonym. Special application should be made / filled at the time of applying for a competition driving licence. The CSN may, if it thinks fit, issue a licence in such a name.

Any pseudonym must not be likely to deceive or offend. A person granted a

licence with a pseudonym shall not take part in any competition except under the name shown on such licence until December 31<sup>st</sup> of the current year. No one can use two pseudonyms.

Under pain of withdrawing his/her licence a driver is not authorised to modify, on his/her personal initiative, the approved pseudonym.

In the event of an accident resulting in a medical intervention and/or incapacity, a competition driving licence holder is subject to present the appropriate documents and/or forms for reintegration and/or to undergo a complete ~~annual~~ medical examination procedure by the CSN approved doctor before participating in a forthcoming event. The driver will be held responsible for any fees or charges due to the doctor in return for the medical examination.

A hospitalization medical insurance is obligatory to get the license.

### 1. Grade “K”: Karting

“K” Type Licence is applicable for both, the competitor and the driver.

“K” Licence authorises its holder to participate in national karting events.

Licence fees to be paid: 250.- U.S. \$ or their equivalence  
in Lebanese Pounds.

For the persons aging between 8 and under 15 years (JUNIOR Licence), the licence fee is 100 U.S. \$. However, Competitors in this category must have their parents' and/or guardians' signature approving the conditions of their licences, entry forms as well as the indemnities. It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

### 2. Grade “K”: International Karting licence

“K” Type Licence is applicable for both, the competitor and the driver.

“K” Licence authorises its holder to participate in international karting events.

Licence fees to be paid: 500.- U.S. \$ or their equivalence  
in Lebanese Pounds.

For the persons aging between 8 and under 15 years (JUNIOR Licence), the licence fee is 200 U.S. \$. However, Competitors in this category must have their parents' and/or guardians' signature approving the conditions of their licences, entry forms as well as the indemnities. It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

### 3. Grade “D-National”: 4x4

“D-National” Type Licence is applicable for ~~both~~, the competitor, the driver and the co-driver.

“D-National” Licence authorises its holder to participate in national 4x4 events.

Minimum age permitted: Eighteen years old (18yo).

Licence fees to be paid: 250.- U.S. \$ or their equivalence  
in Lebanese Pounds.



**4. Grade “D”: International 4x4 events, Cross Country Rallies and Bajas**

“D” Type Licence is applicable for the competitor, the driver and the co-driver.

“D” Licence authorises its holder to participate in national and/or international Rally events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

In order to obtain a “D” Type Licence, a driver and/or a co-driver must be a “D-National” Type Licence holder for 18 months preceding his/her requisition, accompanied with the records (written proofs to be provided by the holder).

**5. Grade “R-National”: Rally / Hill-Climb**

“R-National” Type Licence is applicable for the competitor, the driver and the co-driver.

“R-National” Licence authorises its holder to participate ONLY in national Rally / Hill Climb events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 250.- U.S. \$ or their equivalence in Lebanese Pounds.

**6. Grade “R”: International Rallies, Hill Climb and Cross Country Rallies**

“R” Type Licence is applicable for the competitor, the driver and the co-driver.

“R” Licence authorises its holder to participate in national and/or international Rally events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

In order to obtain an “R” Type Licence, a driver and/or a co-driver must be an “R-National” Type Licence holder for 18 months preceding his/her requisition, accompanied with the records (written proofs to be provided by the holder).

**7. Grade “S”: Speed Test**

“S” Type Licence is applicable for both, the competitor and the driver.

“S” Licence authorises its holder to participate in national Speed Test events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 125.- U.S. \$ or their equivalence in Lebanese Pounds.

**8. Grade F Drift:**

“F” Type Licence is applicable for both, the competitor and the driver.

“F” Licence authorises its holder to participate in national Drift events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 125.- U.S. \$ or their equivalence in Lebanese Pounds.

## 9. FIA drivers' licences

Grades of the FIA driver's licence and the events for which they are required and valid ~~(NB: not applicable to drag racing)~~

5.1 Grade A: required for Formula One, Formula "E", GP2, and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

5.2 Grade B: required for the FIA WTCC and GT Championships, and all other full international circuit races, other races, for the categories and championships as may be specified in the national regulations, and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

5.3 Grade C: required for FIA Autocross, Rallycross and Truck Championships and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

### c) Licence Issue

1. An application for A, B, C, D, K, R, R-National S, and F type licence should be filled, minimum two (2) weeks, prior to any licence issuance.
2. It is Compulsory for competitors, drivers and/or co-drivers wishing to participate in events being run abroad to ask for, in writing, a licence and/or the ASN authorisation by its Coordinator.
3. The Executive Bureau will rule for all the steps of licence beyond the framework of this regulation.
4. The licence issued by the ASN is valid till December 31st of the current year and gives its holders the Lebanese Sporting Nationality until its expiry date.

### d) Licence Withdrawal

The national and/or international licence given to competitors, drivers and/or co-drivers can be suspended and/or withdrawn by the ASN disciplinary authorities. The latter must notify the holder stating the grounds of such action, especially in the following cases:

1. Sentence by a competent court causing the withdrawal of the driving licence.
2. Incorrect, fraudulent or invalidity of the driving licence.
3. Organisation and/or participation in a non-authorized event.
4. Unsporting action carried out by the licence holder towards the Organisers, Officials, Promoters and/or other participants, of a Motor Sport Event.

5. Unsporting action carried out by the licence holder during a Motor Sport Event.
6. Inaptitude to take part in Motor Sport Event(s).

#### **Article 4 – OFFICIALS AND LICENCEES**

##### **a) Definition**

##### **1. Considered as “OFFICIAL” in a permanent way are:**

- a) The ASN Coordinator.
- b) The Executive Bureau members.
- c) The National Secretariat members.
- d) The Specialized Committees members.
- e) The powers and duties of the “OFFICIAL” are defined in Article 11 of the International Sports Code.

##### **2. Considered as “Official” in an event are:**

- a) Chairmen of the Organisation Committees.
- b) Stewards of the Meeting.
- c) Secretary to the Stewards.
- d) FIA Delegates, if appointed; (*i.e.*; *Sporting delegate, Safety delegate, Medical delegate, Technical delegate, and Media delegate*).
- e) ASN Sporting Delegate/**Observer**.
- f) Race Director (*applicable in circuit races only*)
- g) Clerk of the Course.
- h) Deputy Clerk of the Course.
- i) The assistants to the Clerk of the Course.
- j) The Secretary of the Event.
- k) The Safety Officer (compulsory for each event).
- l) Chief Medical Officer.
- m) The Competitors Relations Officer(s).
- n) The Media Relations Officer(s).
- o) Scrutineers.
- p) The Special Stages Commanders (in rallies).
- q) Timekeepers.
- r) Pit Observers (in circuits).
- s) Track/Road Marshals.
- t) Flag Marshals.
- u) The Starters.
- v) Finish Line Judges.
- w) Results Officers.
- x) Judges of Fact.

##### **b) Criteria of acknowledgement**

To obtain an “OFFICIAL” licence, the interested personnel have to fulfil the following requirements:

1. Minimum age of 21 years.
2. To be of perfect standing.
3. Commitment to satisfy the requirements needed in order to perfectly execute the job which is entrusted to them.

4. Knowledge of the International Sporting Code (and its appendices), the General Prescriptions applicable to the FIA Championships, the National Sporting Code.
5. To hold his/her responsibilities only in official Motor Sport event(s) which has (have) been authorised beforehand by the ASN.
6. To complete the licence form addressing it to the ASN National Secretariat.

**c) Validity**

The validity of the “OFFICIAL” licence expires on December 31st of the current year.

In case of serious misconduct(s) during the event(s), the disciplinary power of the ASN will take necessary sanctions towards the “OFFICIAL” licence holder.

## **CHAPTER IV- OFFICIALS**

### **Article 1 – CLERK OF THE COURSE**

The conditions required for choosing a Clerk of the Course by the National Sporting Commission (CSN), are the following:

1. To be a holder of the “OFFICIAL” licence and, except having an exemption, must have no connection with any team, trade or industry which benefits in a direct or indirect way from the results of the competition, as per the International Sporting Code.
2. Aging minimum 25.
3. To be of perfect standing.
4. To have exercised this position before or being a deputy or an assistant of a Clerk of the Course on two different occasions during the two preceding years, and this must be in the same motor sport domain for which it postulates a new designation
5. If the criteria of the above paragraph 4 is not achieved, he will still be able to exercise the function as a Clerk of the Course in one of the following cases:
  - a) To obtain a justified exception from the Executive Bureau.
  - b) In the case of another motor sports than the one he has already been Clerk of the Course, deputy or assistant, to be assisted by an experienced person - Clerk of the Course deputy or assistant - in that field.
6. To know perfectly the itinerary ad/or the course he is running.
7. Ensure contact with the stewards, senior officials, special stages directors, team leaders as well as other important concerned personnel monitoring and supervising essential obligations in the competition
8. To be accepted by the ASN.
9. The duties and authorities of the Clerk of the Course are quoted in the Articles 11.11 of the International Sporting Code.

## Article 2 – STEWARDS OF THE MEETING

### a) Definition

**The Stewards of the Meeting are appointed by the Executive Bureau.**

All the Stewards of the Meeting members have to respect the present Statutes. Any possible modification of it falls within the competence of the ASN Coordinator.

### Duties and authorities

The duties and authorities of the Stewards of the Meeting are quoted in the Articles 11.8 and 11.9 of the International Sporting Code.

### b) Chairman of the Panel

He who presides the Meeting; the ASN Coordinator will appoint for each event inscribed in the sporting calendar a Chairman of the Panel.

The Chairman of the Panel will draw up at the end of each event a report to the ASN coordinator concerning:

1. -The running of the event.
2. -An assessment appreciation on the work of his team members.

The Chairman of the Panel is only responsible towards the ASN coordinator.

### c) Nomination of FIA stewards **observers** and officials for foreign events

The stewards, **observers**, as well as other officials requested by the FIA or an ASN to officiate abroad are beforehand confirmed or appointed by the Executive Bureau. However, the ASN coordinator may, at his own discretion, carry out the confirmation or the appointment.

## Article 3 – TRACK OR ROAD MARSHALS AND TIMEKEEPERS

1. The director and members who are appointed by the ASN coordinator supervise the Road Observers Commission.
2. The duties of timekeepers shall be in accordance with Article 11.13 of the International Sporting Code, the Clerk of the Course has timekeepers ensuring the accurate timing of the course.
3. The duties of timekeepers shall be in accordance with Article 11.15 of the International Sporting Code, the Clerk of the Course has track or road marshals and flag marshals, stationed along the track/road(s) ensuring proper surveillance of the course.
4. The Track or Road Marshals and Timekeepers appointed during the Lebanese events inscribed in the National and International Calendar are **ONLY** those who are licensed by the ASN. The Marshals / Timekeepers Commission will appoint them.
5. The Marshals / Timekeepers Commission are solely responsible for their formation, training, and selection.

## Article 4 – TECHNICAL CONTROL (SCRUTINEERING)

1. Scrutineering of the vehicles by the Technical Control Commission is obligatory for all events.

2. In Rallies: the pre-event scrutineering will be of general aspect (Brand, Group, Class and the conformity of the vehicle in accordance with the traffic code). A post-event scrutineering, at the discretion of the Stewards of the Panel, could be done at the finish of an event in a Parc Fermé.
3. As for scrutineering convocations, a separate timetable will be given in a bulletin, before each event, and posted on its official notice board.

#### **Article 5 - INCOMPATIBILITY OF THE OFFICIALS / CONFLICT OF INTERESTS**

- It is incompatible for Organising Committee members and/or any person who fulfils a function, to participate in an event as competitor or driver.
- Except in cases duly recognised by the CSN, an Official will be excluded of this rule.
- In accordance with Article 2.2 of the FIA Code of Ethics, no official, in particular stewards, race directors, clerks of the Course, scrutineers, secretaries of the Event, chief timekeepers and, where appropriate, the technical delegates, shall have, or appear to have, financial or personal interests that may detract from his ability to perform his duties with integrity and in an independent and diligent manner.
- In accordance with the FIA Code of Ethics, the CSN and each of its Members, Administration (employees), the officials and delegates appointed by the CSN Bureau within its Championships, Cups, and Trophies, the CSN consultants and any persons or organisation belonging in any official capacity whatsoever to the CSN or to one of its Members, as well as the promoters, partners, suppliers and any other CSN contracting party (the “Third Parties”) are subject to the FIA Code of Ethics.
- All the Parties referred to above, whether or not they have an interest to disclose, must complete a form. They must provide complete and accurate information and have the on-going obligation to update their form each time their circumstances change. Failure to disclose, update such information in a timely manner or provide complete information constitutes a breach of the FIA Code of Ethics.
- The Disclosure of Interests Form is available upon request.

### **CHAPTER V - MOTOR SPORTS EVENTS**

#### **Article 1**

In order to organise a motor sport event, the following must be fulfilled:

1. To be recognised by the ASN.
2. To be registered in the ASN National Sporting Calendar for the current year.
3. To present a written request for an Organisation License at the ASN secretariat at least TWO MONTHS before the planned date of the event. This request must include:
  - a) The names and functions of the proposed persons to form an Organisation Committee, and the address of the committee.
  - b) A draft of the Supplementary regulations that has to include an introduction in conformity with Article 3.5 of International Sporting

- Code. “This motor sports event will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions applicable to all FIA Rally (or other) Championships and the National Sporting Regulations issued by National Sporting Commission of the Automobile and Touring Club of Lebanon.”
- c) For Rallies, an itinerary, Road Book (with Time Controls, Special Stages, Regroupings, Service Areas, Refuelling Zones, timings, etc...) as well as the eligible vehicles taking part in the event.
  - d) For Hill-Climbs and Speed Tests: A detailed description of the track.
  - e) The organisation fees:
    - ONE MILLION U.S. DOLLARS (1’000’000.- U.S. \$) or their equivalence in Lebanese Pounds by each Formula 1 event.
    - THREE HUNDRED THOUSAND U.S. DOLLARS (100’000.- U.S. \$) or their equivalence in Lebanese Pounds by each Formula “E” event.
    - FIVE THOUSAND U.S. DOLLARS (5’000.-US Dollars) or their equivalence in Lebanese Pounds multiplied by the coefficient of the event should it be a Rally, Cross Country Rally or 4x4 event.
    - FIVE THOUSAND U.S. DOLLARS (5’000.-US Dollars) or their equivalence in Lebanese Pounds by each Karting event.
    - FIVE THOUSAND U.S. DOLLARS (5’000.-US Dollars) or their equivalence in Lebanese Pounds by each Speed Test event.
    - FIVE THOUSAND U.S. DOLLARS (5’000.-US Dollars) or their equivalence in Lebanese Pounds by each Cup or miscellaneous motor sports event(s).
    - This amount will be refunded in full if the VISA is not granted.
    - The ASN Coordinator may, at his own discretion, amend the above mentioned fees.
4. During all authorised motorsports event(s) (including the official qualifications sessions), the Club and/or Organising Group as well as the members (competitors and drivers) duly licensed will have to be effectively insured, by companies approved by the Lebanese authorities that guarantee Civil Liability for all corporal and material damages caused to third parties without prejudicing other guarantees imposed by the ASN and/or local authorities. This policy should be provided to the ASN before the start of any Motor sport event(s).
  5. To present to the ASN the related final report, seven days at the latest after the event.

## Article 2

The ASN **Coordinator** provides the Organising Licence(s) on a special printed form. However, a letter approving the Supplementary Regulation can have effect of an Organising Licence, in proviso that the Organising Committee have to conclude all the required before the start.

**REMARK:** In compliance with the International Sporting Code, the event(s) details (Publication, Entries, Supplementary Regulations, Itinerary, etc...) should not be declared before the issuing of the Organising Licence by

the ASN coordinator. Any breach of this rule will result in rejecting the Organising Licence demand.

### **Article 3**

Any demand which contains a false statement shall be considered null and void and the signatory may be judged guilty of improper conduct and moreover the entry fee may be forfeited. Thus, he will not be able to organise any motor sport event for at least a one year period.

### **Article 4**

No event can be organised in Lebanon without an Organisation Licence (VISA) issued by the ASN Coordinator and the A.T.C.L. competent administrative authorities, even for the reserved events.

### **Article 5**

Any motor sport event organised by a Club and/or Group not registered at the ASN will be considered as unauthorised; any person participating in this event will be sanctioned by the ASN.

Any event that is not included in the National Sporting Calendar is forbidden to all licence holders.

### **Article 6**

Any given information judged guilty of causing harm to the motor sport by a recognised Organising Club and/or Group will result in a sanction by the ASN.

### **Article 7**

The NATIONAL SPORTING CALENDAR is established by the ASN at the beginning of the year, it covers all motor sport events intended for the period between January 1<sup>st</sup> and December 31<sup>st</sup>.

This calendar can be modified during the year by the Executive Bureau.

### **Article 8**

To register a motor sport event in the National Sporting Calendar, any Organising Club and/or Group duly recognised by the ASN will have to present a request that should include the event name, type and the proposed date accompanied by the total amount of the registration fees of five hundred U.S. Dollars (500.- U.S.\$) or their equivalence in Lebanese Pounds.

### **Article 9**

The registration demands for the National Sporting Calendar will have to be presented at the ASN Secretariat before the November 30<sup>th</sup> of each year. After which, any demand will not be accepted unless it does not conflict with any other event in the National Sporting Calendar.

Any belated registration or a belated date modification will be penalized by an additional FIVE HUNDRED U.S. DOLLARS (500.- U.S. \$) or their equivalence in Lebanese Pounds



The ASN Coordinator reserves to himself the right to refuse the registration of an event in the National Sporting Calendar without stating the reasons for such refusal. Any event that is already registered in the National Sporting Calendar and run during the preceding year will get registration priority in the Sporting Calendar for the succeeding year. These priority rights expire if the event was not registered and run for two consecutive years.

#### **Article 10**

In case an Organising Club and/or Group wishing to postpone or cancel a registered event from the National Sporting Calendar, the ASN should be notified by a written letter, at the latest, FOUR weeks(4) before the stipulated date of that event. Failing to do so will impose a penalty by the ASN which may go as far as withdrawing the Organisation Licence for the current year. The cases of force majeure will be examined and recognised, by the ASN, on case by case basis.

#### **Article 11**

The registration of an event in the National Sporting Calendar does not force the automatic obtaining of the Organisation Licence that must be obtained in order to run the event.

#### **Article 12**

In case of dispute between two Organising Clubs and/or Groups about these regulations, the Executive Bureau holding the hearing, called upon by either parties, would rapidly adopt the appropriate measures.

### **CHAPTER VI - THE DISCIPLINARY AND JUDICIAL JURISDICTION**

#### **Article 1- GENERAL PRINCIPLES**

1. The ASN has the unique disciplinary and judicial jurisdiction concerning the motor sport in Lebanon.
2. If ~~a person~~ **an ASN member, a CSN member, or an Official** has **either** a mandate for a judicial jurisdiction ~~and~~ **or** is involved in a submitted issue that contradicts with his/her initial function, this jurisdiction will be withheld until issue has been solved.
3. The judicial power in first instance issues, is exercised by:
  - a) The Stewards of the Meeting settling claims and/or disputes that might arise during the running of an event.
  - b) Other Disciplinary and Judicial Commissions:
    - i. The Motor sports Disciplinary Commission:
      - It is competent to settle any dispute having a direct or indirect relation with Competition Licence holders' attitude in Motor Sports - in general or during their activity throughout any event - or towards CSN members and/or personnel while carrying out their duties and functions.
      - It is competent to give any decision concerning any pecuniary obligation to the CSN.

- Nevertheless, in no case the Motor Sports Disciplinary Commission may rule in facts that happened later than two years.
  - ii. The Special Disciplinary Commission.  
It is competent to settle disputes between CSN members and/or personnel as well as issues that do not concern racing facts.
4. The National Appeal Court sits in appeal against a sentence(s) or other decision(s) pronounced by the Stewards of the Meeting or any Disciplinary Commission.
  5. The ASN Coordinator can, on his own initiative, introduce the measures and appeals he judges necessary through the CSN representative in the various Disciplinary Commissions.  
The appeal must be lodged within the deadlines mentioned in the Internal Regulations, Chapter VI, Article 20 of the present Code.
  6. The hearings are public unless otherwise determined harmful to the Motor Sport.
  7. The CSN representative in the Disciplinary Commission along with the Moderator shall inform the Disciplinary Commission in charge about the details of the case in hand.
  8. The Disciplinary Commission must justify its verdict that should be informed to the concerned as soon as possible.
  9. The President, of any competent jurisdiction in relation with the ASN, will decide the language to be used in the hearings, the minutes, the summons, etc... however, if deemed necessary the President will allow the use of another recognised language.
  10. Fees, fines and administrative expenses:
    - a) Fees:  
The fees are only refundable in case of a total acquittal, if not the said fees will be handed over to the ASN. Nevertheless, except for the ASN coordinator and/or the ASN competent authorities, all proceedings must be accompanied by the appropriate fees.
    - b) Fines:  
The fines are collected by the concerned competent authorities.
    - c) Administrative expenses:  
For judicial proceedings - except for the Stewards of the Meeting (*refer to Art. 10.a hereafter*) - the administrative expenses charged and collected by the ASN are as follows:
      - On first instance: U.S. \$1'500.-
      - On Appeal: U.S. \$4'000.-
  11. Doping:  
It is forbidden to participate in Motor Sports events under the influence of doping. The forbidden substances are listed in the 2019 FIA International Sporting Code, Appendix A, Article 4. *The test(s) will be carried out in compliance with the 2019 FIA International Sporting Code, Appendix A, Article 5.*
  12. Alcohol Testing:  
*In compliance with Article 11.9.3.r of the 2019 International Sporting Code, it is forbidden to participate in Motor Sports events under the influence of alcohol. However, and in compliance with the 2019 FIA International Sporting Code, Appendix L, Chapter II, Article 2, the*

test(s) will be carried out under the supervision of the Chief Medical Officer and/or the FIA Medical Delegate if present.

13. Incompatibilities:

- a) Any person having participated in the deliberations of a certain sentence in First Hearing cannot deliberate in the same case Appeal.
- b) Executive Bureau members as well as the different competent jurisdictions members in relation with the ASN cannot act as counsellors to any of the involved parties.
- c) The role of a Steward, called to testimony in a certain case, must be restricted to the witness role.
- d) All principal judges, as well as their substitutes or deputies, as well as jurists, can, except in case of incompatibility, be designated to participate in any competent jurisdictions.

### Article 2: DISCIPLINARY REPRESENTATIVE

The disciplinary Representative is the person in charge of arranging any disciplinary case. They are designated by the Executive Bureau, and cannot be an ASN or CSN member.

His/her job is, upon every file concerning either the Disciplinary and Judicial Commission or the National Court of Appeal, to:

- a) Inform the involved parties about any file that concerns them, as well as, if need be, the chairman of the concerned commission.
- b) Gather all the documents and add them to the file.
- c) Obtain, in written, the statements issued by any person who might be able to provide some elements to the file (witnesses, people aware of the file, organisers, officials, competitors, drivers, etc...) as well as, if need be, the statements of any technician if he considers it to be necessary.
- d) Perform a primary control concerning the claim and the appeal proceedings.
- e) Insure of the appropriate fees settlement.
- f) Forward the file to the Moderator.
- g) Set the date of the hearing after consulting with the Moderator.

The Disciplinary Representative is entitled to attend all the hearings; He will answer any question might be asked by the presiding Judge; He also could give verbal observations to the attended court.

The Disciplinary Representative can also be a Moderator.

After considering the elements of the file in question, the Disciplinary Representative provides a written report to the disciplinary body nominated by the ASN, within a maximum period of seven days from its referral.

### Article 3: THE MODERATOR

The Moderators represent the ASN towards the Disciplinary and Judicial Commission or the National Court of Appeal. They should be lawyers unless otherwise specifically assigned by the competent authority. They are designated by the Executive Bureau and the Disciplinary Representative. This person cannot be an ASN or CSN member.

The function of the Moderator is to:

- a) Set up a preliminary inquiry of the case for which he was nominated.
- b) Concoct a file, as complete as possible, containing the existing elements that should consent the Judicial Authorities to judge the case.

- c) Check that all concerned persons, whom should be present at the hearing, are summoned.
- d) Present the occurred facts.
- e) To deliver his opinion concerning the facts and about the responsibilities. Whenever a case is brought by the Executive Bureau, the Moderator, as a representative of the latter, is entitled to request the application of a sanction.
- f) Verify that the decision is notified; the fees and fines are reimbursed or recuperated.

The Moderators cannot introduce a case or lodge an appeal.

Any Moderator having participated in the deliberations of a certain sentence in First Hearing can deliberate in the same case Appeal.

#### **Article 4: THE RECORDS**

The Disciplinary Representative and the National Secretariat, in coordination with the Stewards of the Meeting and the Moderators, will update the records of all the disciplinary decisions related to each case, as by alphabetical order of the offenders. These records are strictly confidential and cannot be consulted except by the ASN Coordinator, the Chairman of the Panel as well as by the Chairmen of the Disciplinary Authorities.

#### **Article 5: JURISDICTION**

The Disciplinary Power is exercised in Lebanon by:

- The Stewards of the Meeting of a certain event that is the subject of litigation.
- The Disciplinary and Judicial Commission.
- The National Court of Appeal.

The decisions and verdicts of the different competent jurisdictions should be in conformity with the provisions of the following documents:

- a- The FIA International Sporting Code and its appendices, the Bulletins issued by the FIA, the General Prescriptions or Sporting Regulations.
- b- The National ~~Prescriptions~~ **Sporting Code** and its appendices, as well as the Supplementary Regulations of each event.

#### **Article 6: INFRINGEMENTS - BREACHES**

Beside the breaches to the documents mentioned in article 5, the following are to be considered as infringements:

- a) Any corruption or any corruption attempt, whether active or passive, towards any person having an official function in a Motor Sport event or having any role related to a Motor Sport event.
- b) Any attempt or act concerning the entry or the participation in a Motor Sport event, by an inadequate person and/or with an ineligible vehicle.
- c) Any fraudulent act(s) or illegal procedure(s) related to a Motor Sport event or to Motor Sports in general.
- d) Any act or behaviour susceptible to be detrimental to the interests of the National Sporting Commission, of the FIA or of the Motor Sports in general.
- e) Any dangerous, reckless or non-sportive behaviour during a Motor Sport event, qualifications or reconnaissance.

Any person physical or moral and/or entity whom organises, enters and takes part as a competitor or as an official in a Motor Sport event that is not organised in conformity

with the FIA International Sporting Code and its appendices, the Bulletins issued by the FIA, the General Prescriptions and/or with the ASN National Prescriptions and its appendices can be disqualified (suspended for lifetime) and loses the right:

- To obtain any ASN and/or FIA license.
- To remain or become a member in a club or a racing team recognised by the ASN.

It is advised to license holders wishing to participate in a Motor Sport event, even so it seems doubtful or is known to be a tourist event, to ask the prior opinion of the ASN in submitting the Supplementary Regulations related to the event in question.

The same sanction could be inflicted to a licence holder who takes part in a foreign Motor Sport event without having got the approval of the ASN.

Any licence holder who violates one of these provisions is subject to one of the penalties stipulated by Article 7 hereafter.

#### **Article 7 - SCALE OF PENALTIES**

- a) Reprimand (blame).
- b) A pecuniary fine.
- c) Disqualification.
- d) Temporary Suspension of the OFFICIAL Sporting Licence.
- e) Exclusion (permanent suspension)

The last two sanctions are inflicted by the Motor Sports Disciplinary and Judicial Commission or by the National Court of Appeal. The sentence will result in the exclusion of the named licence holder from the motor sports championship in which the infringement has been committed.

#### **Article 8 - THE APPLICATION OF PENALTIES**

The penalties mentioned in Article 7, here above, are imposed by all competent jurisdictions in relation with the ASN.

#### **Article 9 - PENALTIES**

- a) Reprimand (blame).

Three consecutive reprimands or blames within three consecutive years will lead to sanctions, up to licence temporary or permanent withdrawal pronounced by the ASN.
- b) A pecuniary fine.
  1. The maximum amount of a pecuniary fine is 5'000.- U.S. \$ or its equivalence in Lebanese Pounds.
  2. The named licence holder must pay the pecuniary fine within 48 hours of the sentence notification, unless otherwise additional measurements will be incurred.
- c) Disqualification:
  1. Disqualification forbids the person concerned to take part in any particular competition, or in several sporting competitions of a same meeting in addition to the right of any applicable points.
  2. The pronounced ruling shall entail in:
    - The loss of the entry fees which shall accrue to the Organisers.
    - The restitution of any trophy, cup or prize obtained.

If disqualification is pronounced by the Stewards of the Meeting whilst the provisional final classification has already been posted on the Official Notice Board, the succeeding competitor, in this classification, will replace the excluded party; consequently those following will advance a position. Only the Stewards of the Meeting are entitled to decide otherwise.

- d) Temporary Suspension of the OFFICIAL Sporting Licence.
1. A person or body shall be said to be suspended when they have for a certain period been forbidden to take part, by the ASN, in any competition let it be national or international.
    - i. If the suspension is national, the ASN will clearly mark thereon by means of a heavy stamp the words “NON VALID FOR LEBANON”. At the expiry of the period of national suspension, the marked licence will be exchanged for a clean licence.
    - ii. If the suspension is international, the concerned shall hand back their licence to their ASN which shall not return it to them until the period of international suspension has expired.  
In both the above cases, any delay in handing back the licence shall be added to the term of suspension.  
This will start the day of the suspension notification to the concerned party.
    - iii. A sentence of suspension pronounced by an ASN is effective ~~only~~ on the national level, and consequently on the international level after notifying the taken decision to the FIA.
    - iv. The competent jurisdictions in relation with the ASN decide whether the suspension leading to the invalidation of a type of a licence (entrant, driver, co-driver, etc...) leads to the invalidation of other types of licences of which the holder might have obtained.
  2. The national or international suspension may be pronounced with deferment. The competent jurisdiction would decide the period during which the deferred sentence will remain in application.  
It is to the competent jurisdiction to relinquish the right of deferment
  3. Suspension shall also render null and void any previous entry made for any competition, within the territory of the ASN, which may take place during the term of such suspension and shall also entail the forfeiture of the fee payable for any such entry.
  4. After the execution of half of the sentence pronounced by the competent jurisdictions, the ASN may adjourn the remaining part of the suspension.
- e) Exclusion (permanent suspension)
- A sentence of exclusion shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition, except in cases provided for under Articles 12.20 and 14.4 of the 2019 FIA international Sporting Code.
- A sentence of exclusion can be pronounced only by an ASN, and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person excluded and shall entail the forfeiture of entry fees.
- f) For all Lebanese Championships, cups, challenges, trophies or series, the stewards may also decide to impose the following penalties applicable to the Competitors or to the Drivers: Suspension for one or more Competitions, fine, withdrawal of points for the Championship, cup, challenge, trophy, series.

- g) The penalties referred to in Articles 9.a to 9.f above may, where appropriate, be cumulated or applied with suspension of sentence.

#### **Article 10 - THE PROCEDURE**

##### **a) Stewards of the Meeting**

1. The hearing of all parties concerned in an incident which had happened during a motor sport event shall take place as soon as possible and in a succinct manner. The parties concerned shall be summoned to appear at the hearing, and may be accompanied by witnesses. The stewards of the meeting must ensure that the summons has been personally received by all persons concerned.

In the absence of any concerned party or of their witnesses, judgment may be made by default. In this case, he will be notified by a registered letter.

2. The Stewards of the Meeting shall render their decisions to the parties concerned in writing. ~~However, their notification should be done promptly or within 48 hours at the latest.~~
3. In case of a grave infringement, by a competitor, the Stewards of the Meeting may decide to transfer the case before a higher competent jurisdiction; i.e. The Motor Sports Disciplinary and Judicial Commission
4. In the event of any protest being lodged whose outcome might modify the classification of the competition; the Stewards of the Meeting shall only publish a provisional classification and shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Chapter XIII) has been reached.

However when a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed. In that case, the list of awards and prizes must be published provisionally and bear the wording “Subject to Protest or Appeal”.

5. If following any particular circumstances, it is impossible for the organisers to make a classification of the event in a reasonable term; they have to send, within 48 hours after the finish of the event, the results to each competitor by a registered letter. Any competitor can lodge a protest within 48 hours after reception of the letter.

##### **b) The Disciplinary and Judicial Commission and the National Court of Appeal**

1. Every summon shall be in writing or by any other electronic means (*i.e.*; *email*, ...*etc*), and signed or acknowledged it's receipt by the summoned party or by their authorised agents (lawyer(s), counsellor(s), etc...) sent and received at least ~~72 hours~~ **three (3) days** before the date of hearing. In the absence of any concerned party or of their witnesses, judgment may be made by default.
2. The concerned parties as well as the officials may be accompanied by witnesses for the hearing. The penalized party will bear the transportation fees of the witnesses called upon by the ASN.

3. The competent jurisdiction in relation with a certain case will deliberate behind closed doors in the absence of non-concerned personnel. All members are bound by the secrecy of the deliberations.
4. Except in case of force majeure, the right of deferment can only be requested once, the duration of this deferment shall not exceed a period of 3 days.
5. The Disciplinary and Judicial Commission and the National Court of Appeal shall pronounce their ruling within a maximum period of 7 days starting the day of the hearing. When the hearing is deferred, the term is extended a duration equal to that of the deferment.  
Nevertheless, in case of failing to reach a decision, within a definite time, the concerned Disciplinary and Judicial Commission is declined the jurisdiction over the case in hand and the file is forwarded to the National Court of Appeal.

#### **Article 11 - THE RIGHT OF PROTEST**

- a) The Stewards of the Meeting shall examine any protest pertaining to facts or acts that might happen during the running of an event; The Disciplinary and Judicial Commission and the National Court of Appeal shall examine any other protest.
- b) The right of protests can only be exercised by competitors who are duly entered in the event, or by their representatives holding written proxy (original documents to be presented) and who consider being harmed by whatever decision, act or function by an organiser, official, another competitor(s), driver(s) or any other physical and/or moral person being involved in the event in which he is participating in or has had already participated.
- c) The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity, may even in the absence of a protest take such official action as the case warrants.  
A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.
- d) A single protest against more than one competitor will not be accepted.

#### **Article 12 - LODGING OF PROTEST**

- a) **Any protest shall be in writing and must specify:**
  - - the relevant regulations,
  - - the concerns of the protesting party,
  - - against whom the protest is lodged, when relevant.

Where multiple Competitors are concerned, a separate protest must be filed against each Competitor concerned.

Where multiple Automobiles of a same Competitor are concerned, a separate protest must be filed for each Automobile concerned.
- b) At the risk of being inadmissible, every protest shall be accompanied by €1'000.- or its equivalence in Lebanese Pounds, excluding the Formula "E" and Formula One (**FI**) events.  
This fee may only be returned if the protest is upheld.



Furthermore, if a protest is based on the nonconformity of a competing vehicle, the provisions of the Internal Regulations, Chapter VI, Article 14 of the National Sporting Code will be applied.

- c) All protests shall be submitted to the Competitor Relations Officer (C.R.O.) or to the Clerk of the Course whom will forward it to the Stewards of the Meeting.

### **Article 13 - PROTEST TIME LIMIT**

Protest time limit shall be in compliance with Article 13.3 of the 2019 International Sporting Code.

### **Article 14 - DISMANTLING OF DIFFERENT PARTS OF A CAR**

- a) If the protest is based on the nonconformity of a competing vehicle the following criteria will rule:
1. The protest must clearly point to one or more levels that are mentioned here below in paragraph **b)** - “dismantling levels”.
  2. The competitor must specify in his protest the level he requires to be applied.
  3. For any required level, the claimant must pay the organiser the appropriate dismantling fees, as stipulated here below.

The dismantling and re-assembly fees of different parts of a vehicle are valid for all Groups and Classes.

The tariff of labour in force for the current year is 100.- U.S. \$ per hour or its equivalence in Lebanese pounds. The non-reusable parts except for the gaskets will not be taken into account.

- b) Dismantling levels:
1. **Level 1-** (10 hours)
    - Suspension.
    - Tires.
    - Steering.
    - Bodywork.
    - Braking system.
    - Electrical installation
    - Reports without dismantling the gear box and differential.
  2. **Level 2 –** (20 hours)
    - Transmissions.
    - Gear box.
    - Differential.
  3. **Level 3 –** (10 hours)
    - Cylinders capacity.
  4. **Level 4 –** (20 hours)
    - Cylinder head and manifold (carburettor, valves, admission, exhaust, volumetric ratio)
  5. **Level 5 –** (50 hours)
    - Complete dismantling of the engine.

If the protest aims for many dismantling levels, the deposit will be calculated by adding the amount of the fixed sums for each level as per the above mentioned rates.

It is compulsory for the dismantling and control procedures to be carried out in the workshops designated by the Stewards of the Meeting. These procedures will commence at the end of the event by the competitor mechanic or by another employed by the designated workshop, except in the case of force majeure.

c) Remarks

1. The competitor whose vehicle is ordered for dismantling has to empty its cooling circuit as soon as he is notified.
2. The dismantling levels 1, 2 and/or 3 will be completed within 48 hours.
3. The competitor or his mechanic shall execute the dismantling in presence of the Technical Control Commission members and at least one of the Stewards of the Meeting delegated to the event. No other personnel may attend the dismantling procedure.

The Technical Controllers shall verify the measurements, weight, profiles, graphs, etc... of dismantled pieces. They will check/tick the cases set on the list – type, in 4 copies, corresponding to the appropriate dismantling level.

4. At the conclusion of dismantling procedure the document shall be signed by one Technical Controller, one Steward and the competitor in question or his representative.

When a final decision concerning conformity/non-conformity of the vehicle has been reached, the financial settlement of the dispute will be carried out as per the following:

4.1 **First case** - The claimant protest is upheld:

- a) The claimant is fully reimbursed.
- b) The competitor against whom the protest is lodged will:
  - i. Bear the dismantling fees.
  - ii. Lose his classification in the concerned event.
  - iii. Lose all the points acquired during this championship (only in the case of non-conformity in cylindrical capacity).
  - iv. Pay an equal sum of the dismantling level fees to the National Sporting Commission.
  - v. Deferred to the Disciplinary and Judicial Commission.

4.2 **Second case** - The claimant protest is unfounded:

- a) If the expenses incurred by the protest (scrutineering, transport, etc...) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- b) The competitor against whom the protest is lodged must be acquitted.

4.3 **Third case** – If the dismantling of a vehicle had been decided by the Stewards of the Meeting:

- a) If the vehicle was not found in conformity with the with the technical regulations (Appendix J of the International Sporting Code and/or Appendix C of the National Sporting Code) First case paragraph b) will be applied.

- b) If the vehicle was found in conformity with the technical regulations, the competitor will be reimbursed the dismantling level fees by the CSN in accordance to the rates in the above mentioned Article 14.

#### **Article 15 - REFUSAL OF DISMANTLING**

Any refusal by a competitor to submit to a dismantling order within the conditions and time set by the Stewards of the Meeting, leads to his disqualification notwithstanding other penalties that may incur by the competent jurisdictions in relation with the ASN. The expenses incurred by the work and by the transport of the vehicle shall be borne by the blameworthy competitor in question.

He loses all the acquired points in the motor sports championship in which the infringement has been committed and he is excluded from the latter.

#### **Article 16 - INADMISSIBLE PROTESTS**

- a) Protests against decisions made by the judges of fact in the exercise of their duties, as laid down in Article 13.7 of the International Sporting Code, will not be admitted.
- b) A single protest against more than one competitor will not be admitted.
- c) “Collective” protests, i.e. signed by many competitors, will not be admitted.

#### **Article 17 - JUDGMENT**

The court of appeal, national or international, may decide that the penalty or other decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any competition to be re-run. Judgements of the Court of Appeal shall be reasoned.

All parties concerned shall be bound by the decision reached, subject to the conditions of a protest or an appeal laid down in this Code but, neither the stewards of the meeting nor the ASN shall have the right to order that an event be re-run (Articles 8.8, 13.9 and 15.5 of the International Sporting Code).

#### **Article 18 - ACTS OF BAD FAITH AND FALSE TESTIMONY**

Moreover, if it is proved that the author of a protest has acted in bad faith or the witnesses has stated a false testimony, the ASN may inflict upon them one of the penalties laid down in the Internal Regulations, Chapter VI, Article 7 of this Code.

#### **Article 19 – THE RIGHT TO APPEAL**

Any Office Bearer, Competitor, Entrant, Driver, Co-Driver, Official, etc... upon whom or which a penalty or any other decision has been imposed under this Code by the Stewards of the Meeting, the National Sporting Commission or the Disciplinary Judicial Commission shall have a right of appeal to the National Court of Appeal provided that he informs within the deadlines:

- a) The competent jurisdictions that pronounced the penalty of the intention to lodge an appeal;
- b) The National Sporting Commission of the decision to lodge an appeal.

The ASN Coordinator has the right to lodge an appeal against decisions taken by either the Stewards of the Meeting and/or the Disciplinary and Judicial Commission.

The National Court of Appeal shall be convened by the National Secretariat of the National Sporting Commission (CSN) on receipt of a valid request of appeal.

#### Article 20 – FORM OF THE APPEAL – GUARANTEES

##### a) Form of national appeal

1. **In compliance with the 2019 FIA International Sporting Code**, in the case of an appeal against a decision taken by the Stewards of the Meeting, **the right to bring an appeal to the ASN expires 96 hours on condition that the proof of the intention of appeal was given in writing to the Stewards:**

- **within one hour of the publication** of the decision.
- or in the case of a decision taken pursuant to Article 11.9.3.t or 14.1 of the International Sporting Code or in circumstances where the stewards had considered that compliance with the one-hour deadline was impossible, **within the time limit that the latter set down in writing in their decision (which shall not exceed 24 hours following the publication of the decision).**

No notice of intention to appeal is required for any appeal by the ASN.

~~The right to bring an appeal to the ASN expires 96 hours from the moment the stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the stewards of the event **WITHIN ONE HOUR** of the publication of the decision.~~

This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required (International Sporting Code, Article 15.3).

The appeal deposit must be paid within **96 hours** counting from the moment the stewards are notified of the intention to appeal. Failing this, the appellant's Licence will automatically be suspended until payment has been made.

The ASN must give its decision within a maximum of 30 days.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings; .

2. In the case of an appeal against a decision taken by the Disciplinary and Judicial Commission:

By a registered letter or by any other electronic means (*i.e.; email, ...etc*), addressed to the National Secretariat of the National Sporting Commission (CSN) and sent within 7 days of receiving the written notification of the decision taken by the Disciplinary and Judicial Commission.

3. In the case of an appeal lodged by the ASN Coordinator:

By a registered letter or by any other electronic means (*i.e.; email, ...etc*), addressed to the National Secretariat of the National Sporting Commission (CSN) and sent within 7 days of receiving the written decision taken.

The National Secretariat of the National Sporting Commission (CSN) will urgently send the said appeal to the competent jurisdiction.

**b) Guarantees**

Except for the ASN coordinator and/or the CSN competent authorities, the confirmation of an appeal to an ASN must be accompanied by U.S. \$4'000.- (say only Four Thousand U.S. Dollars). This deposit becomes due from the moment the appellant notifies the stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the appeal has acted in bad faith or the witnesses has stated a false testimony, the ASN may inflict upon them one of the penalties laid down in the Internal Regulations, Chapter VI Article 7 of this Code.

In the case of an International Appeal, the rules of the FIA International Court of Appeal will be applied.

**Article 21 – IMPLEMENTATION OR SUSPENSION OF AN APPEAL**

The appeal is normally deferral. However, the Stewards of the Meeting and the competent jurisdictions in relation with the ASN have are therefore entitled to decide whether the penalty is to be implemented, notwithstanding any appeal.

The competent jurisdictions will take in consideration the seriousness of the breach committed as well as the risks that will lead by the participation of the penalised in any competition throughout the period between the decision of first instance and the decision of the Court of Appeal.

In the case the penalty is implied fully or partially suspended, the duration of the probationary period is 2 years.

**Article 22 – RIGHT OF REVIEW**

The Right of Review will be carried out in compliance with Article 14 of the 2019 International Sporting Code.

**Article 23 – SPORTING DISPUTES**

The competent jurisdictions in relation with the ASN, solely exercise their authority in resolving disputes regarding to Motor Sports events (entrants, drivers, etc...) and/or any disputes which might arise between its members (organisers, officials, etc...) or in relation to any of its members having contravened the obligations laid down by the present Code.

The competitors, entrants, drivers, organisers and officials cannot address, in any case, the penal jurisdictions, civil and/or commercial, to settle or rule in a motor sport dispute.

These sporting regulations should be strictly respected in an approved manner.

Any breach of this rule will result in the guilty party being excluded by the competent jurisdictions in relation with the ASN.

By the fact of his commitment, the competitors, entrants, drivers, etc... exempt the A.T.C.L, ASN, CSN, National Secretariat, and their employees as well as the organisers, officials each one of them in particular and their representatives, of any responsibility and/or liability in connection with lawsuits, expenses, claims, accidents,

injuries (superficial or mortal), complaints related to mortal injuries, losses or damages to themselves and/or to their assets, whatever the consequences are by entering or occurring during their participation in Motor Sport events, whether they are or are not, direct or indirect consequences of negligence or an error of the said organisers, their representatives or their employees, the A.T.C.L, ASN, CSN, National Secretariat, etc...

## **CHAPTER VII - ENFORCEMENT OF THE CODE**

### **Article 1**

The organisers must strictly conduct all events with the present rules and prescriptions.

No excuse, based on the ignorance of the present Code, the International Sporting Code and its appendices, by the organisers, officials, entrants, competitors, drivers, etc... as well as any person correlated with the Motor Sports, will be admitted.

### **Article 2**

The ASN is the holder of the sporting power (International Sporting Code, Articles 1.4, 1.5, and 1.6) shall be empowered to decide any matter raised within its territory and concerning the interpretation of this Code, provided that these interpretations do not contradict interpretations and/or clarifications given by the FIA.

### **Article 3**

In the event of a dispute concerning the interpretation of various translations of the present Code, the English text alone shall be considered as the official text.

### **Article 4**

The ASN reserves the right to alter this Code at any time and periodically to revise the Appendices thereto.

This present Code supersedes and replaces all the previous issued editions and come into force on **January 1<sup>st</sup> 2019**.

## APPENDIX A

### CHAPTER I - GENERAL

#### Article 1

The National Sporting Committee (CSN) at the Automobile and Touring Club of Lebanon (A.T.C.L.) organises, with all the holders of Lebanese licences, the Championships, Cups and Trophies of the Motor Sport, specified as follows:

- 1) The Lebanese Rally Championships:
  - a) The Lebanese Rally Championship for Drivers.
  - b) The Lebanese Rally Championship for Co-Drivers.
- 2) The Lebanese Cup for Class RC2/N4 Rally Drivers.
- 3) The Lebanese Cup for Class RC3 Rally Drivers.
- 4) The Lebanese Cup for Class RC4 Rally Drivers.
- 5) The Lebanese Cup for Class RC5 Rally Drivers.
- 6) The Lebanese Cup for Junior Rally Drivers/Co-Drivers.
- 7) The Lebanese Ladies Cup for Rally Drivers.
- 8) The Lebanese Hill Climb Championship.
- 9) The Lebanese Hill Climb Championship for Group N Drivers.
- 10) The Lebanese Hill Climb Championship for Front Wheel Drive Category.
- 11) The Lebanese Hill Climb Championship for Rear Wheel Drive Category.
- 12) **The Lebanese Hill Climb Cup for Cross Cars.**
- 13) The Lebanese Hill Climb Cup for Junior Drivers.
- 14) The Lebanese Speed Test Championship for Drivers – Pro Series.
- 15) The Trophy for Pro Drivers – Homologated Cars
- 16) The Trophy of Lebanese Speed Test for Drivers - Front Wheel Drive Pro Drivers.
- 17) The Trophy of Lebanese Speed Test for Drivers - Rear Wheel Drive Pro Drivers.
- 18) The Trophy of the Lebanese Speed Test Championship for Drivers – Amateur Series.
- 19) The Trophy of the Lebanese Speed Test Championship for Drivers – Super Series **4WD cars.**
- 20) **The Trophy of the Lebanese Speed Test Championship for Drivers – Super Series 2WD cars.**
- 21) The Trophy of Lebanese Speed Test for Ladies Drivers – Pro Series.
- 22) The Trophy of Lebanese Speed Test for Ladies Drivers – Amateur Series.
- 23) The Trophy of Lebanese Speed Test for Ladies Drivers – Super Series.
- 24) The Trophy of Lebanese Speed Test for Ladies Drivers – Classic Cars.
- 25) The “X” Club Trophy in the Lebanese Speed Test Championship.
- 26) **The Lebanese Speed Test Cup for Cross Cars.**
- 27) The Trophy of the Lebanese Classic Cars Speed Test Championship.
- 28) The Lebanese Pro Drift Championship for Drivers.
- 29) The Lebanese Street Drift Championship for Drivers.
- 30) The Lebanese Street Modified Drift Championship for Drivers.
- 31) The Lebanese Club Drift Championship for Drivers.
- 32) The Lebanese Street Drift Trophy for Ladies.
- 33) The Lebanese Street Modified Drift Trophy for Ladies.
- 34) The Lebanese Pro Drift Trophy for Ladies
- 35) The Lebanese 4x4 Championship for Drivers.
- 36) **The Lebanese 4x4 Championship for Co-Drivers.**

- 37) The Lebanese 4x4 Cup for Drivers (Group T2).
- 38) The Lebanese 4x4 Cup for Co-Drivers (Group T2).
- 39) The Lebanese T3 Cup for Drivers.
- 40) The Lebanese T3 Cup for Co-Drivers.
- 41) The Lebanese 4x4 “Rock Crawling” Championship for Drivers.
- 42) The Lebanese 4x4 “Rock Crawling” Ladies Cup.
- 43) The Lebanese Karting Championship for ROTAX Max Class.
- 44) The Lebanese Karting Championship for ROTAX Junior Class.
- 45) The Lebanese Karting Championship for ROTAX Mini Class.
- 46) The Lebanese Karting Championship for ROTAX Micro Class.
- 47) The Lebanese Karting Championship for ROTAX DD2 Class.
- 48) The Lebanese Karting Championship for ROTAX DD2 Master Class.
- 49) The Lebanese Karting Championship for IAME X30 Senior Class.
- 50) The Lebanese Karting Ladies Cup for IAME X30 Senior Class.
- 51) The Lebanese Karting Cup for IAME X30 Master Class.
- 52) The Lebanese Karting Championship for IAME X30 Junior Class.
- 53) The Lebanese Karting Ladies Cup for IAME X30 Junior Class.
- 54) The Lebanese Karting Championship for IAME X30 Shifter Class.
- 55) The Lebanese Karting Cup for IAME X30 Shifter Master Class.

### **Article 2**

All Organising Clubs duly enlisted at the ASN for the current year, are authorised to request for registering one or more motor sport events to the calendar. Each event will have to comply with one or more of the following:

- 1) The International Sporting Code and its Appendices (the Code).
- 2) The Sporting Regulations of the FIA Championships.
- 3) The National Sporting Code of the ASN of the A.T.C.L. and its appendices.
- 4) The Lebanese Motor Sport Championships.
- 5) The International Karting Regulations.

### **Article 3**

In order to count a new motor sport event in a Championship, it is necessary that:

- 1) It was beforehand organised the previous year.
- 2) The report of the Observer designated by the ASN is favourable for it.

### **Article 4**

An event newly admitted in a Championship should be on probationary period of ONE YEAR, which could be increased to TWO YEARS, upon recommendation of the Sporting Delegate appointed by the ASN.

### **Article 5**

The events admitted in the Lebanese Motor Sports Championships calendar must be in conformity with one of the following types:

- 1) Rallies.
- 2) Hill climbs.
- 3) Speed Test.
- 4) Drift
- 5) Karting.
- 6) 4x4.

The description of Championships, Cups, and Trophies is found hereafter.



## **CHAPTER II – RALLY**

### **Article 1: The Lebanese Rally Championship**

In order to count any event in the Lebanese Rally Championship, it is necessary to meet with the following criteria:

- a) That the rally is essentially of a compatible nature.
- b) In any rally, the special stages should entirely be closed to road traffic and the ASN should be provided with the related security plan at least **TWO MONTHS** before the event.

### **Article 2: The Lebanese Rally Championship for Drivers and Co-Drivers**

- 1) In each rally, two general classifications should be published; one with the drivers, and the other for co-drivers, both should hold licences issued, for the current year, by the A.T.C.L. for the Lebanese drivers and/or co-drivers.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 3) The number of points will be multiplied by the coefficient of the event held (refer to Article 10.2, hereafter).
- 4) Drivers competing on FIA homologated cars in accordance with Article 9 hereafter will score points by participating in the Lebanese Hill Climb Championship, as per the following:
  - a) FIA homologated cars shall have their own classification. Scored points will be awarded in accordance with the scale here before in Art 2.4 above.
  - b) In case of participating in several Hill-Climb events, only the best two results will count.
  - c) The points awarded for each event will be multiplied by the coefficient 1.
- 8) The ASN will publish each year the list of the National Priority Drivers which will comprise of:
  - a) The first 3 classified in the Lebanese Rally Championship, for the three last year run, and this without any priority or precedence among them.
  - b) Drivers who have won the Rally of Lebanon in the previous three years. These drivers, except through a contrary opinion by the organisers, will have to follow, in the starting order of a competition, the FIA and MERC priority seeded drivers.

### **Article 3: The Lebanese Cup for Class RC2/N4 Rally Drivers**

- 1) This cup will be given to the 1st driver in the general classification running on a RC2/N4 Class car.
- 2) The classification will be the result of adding all the points obtained during the current year, driving a RC2/N4 Class car.
- 3) Minimum cars number to start each event is not a condition required to score points in the RC2/N4 Class entered by a competitor.

### **Article 4: The Lebanese Cup for Class RC3 Rally Drivers**

- 1) This Cup will be given to the 1<sup>st</sup> driver in the general classification running on a RC3 Class car.

- 2) The classification will be the result of adding all the points obtained during the current year, driving a RC3 Class car.
- 3) Minimum cars number to start each event is not a condition required to score points in the RC3 Class entered by a competitor.

**Article 5: The Lebanese Cup for Class RC4 Rally Drivers.**

- 1) This cup will be given to the 1st driver in the general classification running on a RC4 Class car.
- 2) The classification will be the result of adding all the points obtained during the current year, driving a RC4 Class car.
- 3) Minimum cars number to start each event is not a condition required to score points in the RC4 Class entered by a competitor.

**Article 6: The Lebanese Cup for Class RC5 Rally Drivers**

- 1) This Cup will be given to the 1<sup>st</sup> driver in the general classification running on a RC5 Class car.
- 2) The classification will be the result of adding all the points obtained during the current year, driving a RC5 Class car.

**Article 7: The Lebanese Cup for Junior Rally Drivers/Co-Drivers.**

- 1) This cup will be given to the 1<sup>st</sup> driver/Co-Driver in the general classification having his/her 26<sup>th</sup> birthday after the end of the current year.
- 2) The Lebanese Cup for Junior Rally Drivers/Co-Drivers is reserved for 2WD cars of class RC3, RC4, and RC5.
- 3) The classification will be the result of adding all the points obtained during the current year.
- 4) The driver and co-driver may not necessarily be members of the same crew
- 5) For this category, the minimum cars number to start each event is not a condition required to score points.

**Article 8: The Lebanese Ladies Cup for Rally Drivers and Co-Drivers.**

- 1) A Ladies Cup will be given to the first female driver and co-driver adding up the greatest number of points in the Lebanese Rally Championship.
- 2) The classification will be the result of adding all the points obtained during the current year.
- 3) For this category, the minimum cars number to start each event is not a condition required to score points.
- 4) The female driver and female co-driver may not necessarily be members of the same crew.

**Article 9: Eligible Vehicles**

- 1) The eligible vehicles to participate in rallies are as follows:
  - a) 1<sup>st</sup> Category: All vehicles classes in conformity with Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, excluding RGT class cars. The concerned cars must be in conformity with Appendix J of the F.I.A International Sporting Code for the current year.  
**An FIA technical passport is mandatory for S2000, R5, Super 1600 cars.**

- b) 2<sup>nd</sup> Category: Cars whose homologations have expired and, still accepted by the FIA, up to a maximum of **eight** years before the beginning of the current year.
- c) **ASN Approved Cars, according to Article 4.3.6 of the 2019 FIA Regional Rallies Championship Sporting Regulations whose homologations have expired between **nine** and **ten** years before the beginning of the current year** are permitted to participate in the rallies of the Championship including the Rally of Lebanon. The drivers and co-drivers of such cars **DO SCORE** points in the Championship.

**The above categories are described in Appendix C, Article 1 of the 2019 National Sporting Code**

#### **Article 10: Method of Classification**

- 1) The points will be awarded to the drivers and co-drivers with conforming entries.
- 2) All the points awarded to the same driver, or co-driver, in the same event are cumulative.
- 3) Scale of points

For general classification:

1 <sup>st</sup>	25	points	11 <sup>th</sup>	10	Points
2 <sup>nd</sup>	23	points	12 <sup>th</sup>	9	Points
3 <sup>rd</sup>	21	points	13 <sup>th</sup>	8	Points
4 <sup>th</sup>	19	points	14 <sup>th</sup>	7	Points
5 <sup>th</sup>	17	points	15 <sup>th</sup>	6	Points
6 <sup>th</sup>	15	points	16 <sup>th</sup>	5	Points
7 <sup>th</sup>	14	points	17 <sup>th</sup>	4	Points
8 <sup>th</sup>	13	points	18 <sup>th</sup>	3	Points
9 <sup>th</sup>	12	points	19 <sup>th</sup>	2	Points
10 <sup>th</sup>	11	points	20 <sup>th</sup>	1	Point

For class classification:

1 <sup>st</sup>	5	points	4 <sup>th</sup>	2	Points
2 <sup>nd</sup>	4	points	5 <sup>th</sup>	1	Point
3 <sup>rd</sup>	3	points			

- 4) All the points obtained during an event will be multiplied by a related coefficient mentioned henceforward. The classification will be the result of adding all the points obtained during the current year. The driver and the co-driver having obtained the highest points total at the end of the season will be declared as the Lebanese Rally Champion for Drivers and the Lebanese Rally Champion for Co-Drivers respectively.
- 5) Should one of the rallies counting towards the Lebanese Rally Championship events being run in Lebanon not be able to be run in its entirety, the points shall be awarded on the basis of the established classification: full points if more than 50 % of the scheduled length of special stages (timed to 1/10 second) has been run, half points being awarded if between 25 % and 50 % of the scheduled length of special stages has been run. No points will be awarded if less than 25 % of the scheduled length of special stages has been run.
- 6) Coefficients determined for the Lebanese motor sport championships
  - a) The Lebanese Rally Championship

- i) Rally of Lebanon
    - Day 1 – as per the Provisional Unofficial Classification for Leg 1. Coefficient 4
    - Day 2 – it will be dealt with as a separate event and its classification will be based solely on the results achieved by the competitors throughout Leg 2. Coefficient 3
  - ii) Rally of the Cedars Coefficient 3
  - iii) Rallye du Printemps Coefficient 3
  - iv) Jezzine Rally Coefficient 3
  - v) Hill climbs Coefficient 1
- (Refer to Article 2.7 here before)

#### **Article 11: Trophies of the Lebanese Rally Championship for Drivers and Co-Drivers**

- Trophy of the Lebanese Rally Drivers Champion.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Rally Championship for Drivers.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Rally Championship for Drivers.
- Trophy of the Lebanese Rally Co-Drivers Champion.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Rally Championship for Co-Drivers.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Rally Championship for Co-Drivers.
- Trophy of the 1<sup>st</sup> Lebanese Rally Driver in Class RC2/N4 category.
- Trophy of the 1st Lebanese Rally Driver in Class RC3 category
- Trophy of the 1st Lebanese Rally Driver in Class RC4 category.
- Trophy of the 1st Lebanese Rally Driver in Class RC5 category.
- The Lebanese Cup for Junior Rally Drivers
- The Lebanese Cup for Junior Rally Co-Drivers.
- Trophy of the 1<sup>st</sup> lady driver (Ladies Cup).

### **CHAPTER III – HILL-CLIMB**

#### **Article 1: The Lebanese Hill Climb Championship**

- 1) In order to count any event in the Lebanese Hill Climb Championship, it is necessary to meet with the following criteria:
  - a) That the track has a minimal length of 2.5 km. and is entirely closed to all road traffic circulations.
  - b) That the timing is accurate to within 1/100th of a second.
  - c) That the effective means of security are assured (roads closure, ambulances, fire fighting equipments, tow truck, etc...).
- 2) For the Lebanese Hill-Climb Championship, drivers **CANNOT** benefit from scoring points by participating in the Lebanese Rally Championship events.
- 4) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 5) The ASN will publish each year the list of the National Priority Drivers which will comprise the first 3 classified in the Lebanese Hill Climb Championship, for the three last years run, and this without any priority or precedence among them.

**Article 2: The Lebanese Hill Climb Championship for Group N Drivers.**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification running on Group N cars each. Minimum number of cars is not a requirement.
- 2) The classification of the Championship will be the result of adding all the points obtained during the current year, driving a Group N car.

**Article 3: The Lebanese Hill Climb Championships for Front Wheel and Rear Wheel Drive Categories.**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification running on both Two Wheel Drive categories cars. Minimum number of cars is not a requirement.
- 2) The classification for each Championship will be the result of adding all the points obtained during the current year, driving any type of the above mentioned categories.

**Article 4: The Lebanese Hill Climb Cup for Cross Cars.**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification running on Cross Car category vehicles.
- 2) The classification will be the result of adding all the points obtained during the current year.
- 3) For this Cup, minimum cars number to start each event is not a condition required to score points by any competitor.

**Article 5: The Lebanese Hill Climb Cup for Junior Drivers.**

- 1) This cup will be given to the 1st driver in the general classification having his/her 26<sup>th</sup> birthday after the end of the current year.
- 2) The Lebanese Hill Climb Cup for Junior Drivers is reserved for 2WD cars of class RC3, RC4, and RC5.
- 3) The classification will be the result of adding all the points obtained during the current year, driving a 2WD car of class RC3, RC4, and RC5.
- 4) For this Cup, minimum cars number to start each event is not a condition required to score points by any competitor.

**Article 6: Eligible Vehicles**

WRC as well as all vehicles classes in conformity with Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, **excluding RGT class cars**; in addition to WRC, Groups A and N cars or their equivalent Classes RC2 to RC5 Class whose homologations have expired up to a maximum of **eight** years before the beginning of the current year, and Group SM **cars** may take part in the Hill climbs.

**The above categories are described in Appendix C, Articles 1 and 2 of the 2019 National Sporting Code.**

**Article 7: Method of Classification**

- 1) The points will be awarded to the drivers with conforming entries.

2) All the points awarded to the same driver in the same event are cumulative. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Hill Climb Champion.

3) Scale of points:

For general classification:

1 <sup>st</sup>	25	points	11 <sup>th</sup>	10	points
2 <sup>nd</sup>	23	points	12 <sup>th</sup>	9	points
3 <sup>rd</sup>	21	points	13 <sup>th</sup>	8	points
4 <sup>th</sup>	19	points	14 <sup>th</sup>	7	points
5 <sup>th</sup>	17	points	15 <sup>th</sup>	6	points
6 <sup>th</sup>	15	points	16 <sup>th</sup>	5	points
7 <sup>th</sup>	14	points	17 <sup>th</sup>	4	points
8 <sup>th</sup>	13	points	18 <sup>th</sup>	3	points
9 <sup>th</sup>	12	points	19 <sup>th</sup>	2	points
10 <sup>th</sup>	11	points	20 <sup>th</sup>	1	point

For class classification:

1 <sup>st</sup>	5	points	4 <sup>th</sup>	2	points
2 <sup>nd</sup>	4	points	5 <sup>th</sup>	1	point
3 <sup>rd</sup>	3	points			

4) The classification will be the result of adding all the points obtained during the current year. The number of points will NOT be multiplied by any coefficient.

#### **Article 8: Trophies of the Lebanese Hill Climb Championship**

- Trophy of the Lebanese Hill Climb Champion.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Hill Climb Championship.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Hill Climb Championship.
- Trophy of the 1<sup>st</sup> driver in Group N in the Lebanese Hill Climb Championship.
- Trophy of the 2<sup>nd</sup> driver in Group N in the Lebanese Hill Climb Championship.
- Trophy of the 3<sup>rd</sup> driver in Group N in the Lebanese Hill Climb Championship.
- Trophy of the 1<sup>st</sup> place driver in The Lebanese Hill Climb for Rear Wheel Drive Category.
- Trophy of the 2<sup>nd</sup> place driver in The Lebanese Hill Climb for Rear Wheel Drive Category.
- Trophy of the 3<sup>rd</sup> place driver in The Lebanese Hill Climb for Rear Wheel Drive Category.
- Trophy of the 1<sup>st</sup> place driver in The Lebanese Hill Climb for Front Wheel Drive Category.
- Trophy of the 2<sup>nd</sup> place driver in The Lebanese Hill Climb for Front Wheel Drive Category.
- Trophy of the 3<sup>rd</sup> place driver in The Lebanese Hill Climb for Front Wheel Drive Category.
- Trophy of the 1<sup>st</sup> place driver in The Lebanese Hill Climb for Cross Car Category.
- Trophy of the 2<sup>nd</sup> place driver in The Lebanese Hill Climb for Cross Car Category.

- Trophy of the 3<sup>rd</sup> place driver in The Lebanese Hill Climb for Cross Car Category.
- The Lebanese Hill Climb Cup for Junior Drivers.

## **CHAPTER IV – SPEED TEST**

### **Article 1: The Lebanese Speed Test Championship for Drivers**

In order to count any event in the Lebanese Speed Test Championship Series it is necessary to meet with the following criteria:

- a) That the track has a minimal length of 800 meters.
- b) That the timing is accurate to within 1/100th of a second.

### **Article 2: The Lebanese Speed Test Championship for Drivers – Pro Series.**

- 1) All vehicles classes in conformity with Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, excluding RGT class cars, in addition to Groups A and N cars or their equivalent Classes RC2 to RC5 whose homologations have expired up to a maximum of eight years before the beginning of the current year (*Refer to Appendix C, Article 1 of the 2019 National Sporting Code*), and Group SM as described in Appendix C, Article 2, of the 2019 National Sporting Code may take part in the Pro Series Speed Tests events.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 3: The Lebanese Speed Test Cup for Drivers – Pro / Homologated Cars Series.**

- 1) This Cup will be given to the 1<sup>st</sup> driver in the general classification running on a car that complies with the classes described in Article 4.2 of the 2019 FIA Regional Rallies Championships Sporting Regulations excluding RGT class cars (*Refer to Appendix C, Article 1.1.a of the 2019 National Sporting Code*).
- 2) Groups A and N cars or their equivalent Classes RC2 to RC5 whose homologations have expired up to a maximum of eight years before the beginning of the current year may take part in the Lebanese Speed Test Cup for Drivers – Pro / Homologated Cars Series. (*Refer to Appendix C, Article 1.1.b.i of the 2019 National Sporting Code*).
- 3) The classification will be the result of adding all the points obtained during the current year, driving a homologated car.
- 4) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 4: The Lebanese Speed Test Trophies for Front Wheel and Rear Wheel Drive Categories – Pro Series.**

- 1) Trophies will be given to the 1st driver in the general classification running on both Two Wheel Drive categories cars. Minimum number of cars is not a requirement.
- 2) The classification for each Trophy will be the result of adding all the

points obtained during the current year, driving any type of the aforementioned categories.

- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.

**Article 5: The Lebanese Speed Test Championship for Drivers – Amateur Series.**

- 1) Only Groups L1, L2, L3, and cars with supercharged 1.4/1.6liters engines originally fitted by the brand manufacturer (*i.e.: Peugeot 208RC, Renault Clio RS, etc..., Refer to Appendix C of the 2019 National Sporting Code*) may take part in the Lebanese Speed Test Championship for Amateur Series.
- 2) The points will be awarded to the drivers with conforming entries. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Speed Test Champion for Amateur Series.
- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 7) Drivers eligibility:  
The top three classified drivers of the preceding year, in the Lebanese Speed Test Championship for Super Series Drivers will not be eligible to compete in the Lebanese Speed Test Championship for Drivers – Amateurs Series.

**Article 6: The Lebanese Speed Test Championship for Drivers – Super Series 4WD cars.**

- 1) Only Group L4 4WD cars may take part in the Lebanese Speed Test Championship for Super Series Drivers 4WD (*Refer to Appendix C of the 2019 National Sporting Code*).
- 2) The points will be awarded to the drivers with conforming entries. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Speed Test Champion for Super Series Drivers.
- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 4) All ASN Priority Drivers are not eligible to compete in the Lebanese Speed Test Championship for Super Series Drivers 4WD.

**Article 7: The Lebanese Speed Test Championship for Drivers – Super Series 2WD cars.**

- 1) Only Group L4 2WD may take part in the Lebanese Speed Test Championship for Super Series Drivers 2WD (*Refer to Appendix C of the 2019 National Sporting Code*).
- 2) The points will be awarded to the drivers with conforming entries. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Speed Test Champion for Super Series Drivers.
- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 4) All ASN Priority Drivers are not eligible to compete in the Lebanese Speed Test Championship for Super Series Drivers 2WD.



**Article 8: The Lebanese Speed Test Trophies for Front Wheel and Rear Wheel Drive Categories - Super Series.**

- 1) Only Group L4 Front Wheel Drive or Rear Wheel Drive cars are eligible in this category.
- 2) Trophies will be given to the 1st driver in the general classification running on both Two Wheel Drive categories cars. Minimum number of cars is not a requirement.

**Article 9: The Lebanese Speed Test Trophy(ies) for Ladies Drivers – Pro Series, Amateur Series, Super Series and Classic Cars.**

These Trophies will be given to the first overall female driver for each Series in the general classification of the Lebanese Speed Test events.

**Article 10: The Lebanese “X” Club Trophy Speed Test Championship.**

- 1) In order to count any event in the Test Championship, a minimum of six (6) entries for each club is required in each event.
- 2) The points will be awarded to the drivers with conforming entries. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese “X” Club Trophy Speed Test Champion.

**Article 11: The Lebanese Speed Test Cup for Cross Cars.**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification running on Cross Car category vehicles.
- 2) The classification will be the result of adding all the points obtained during the current year.
- 3) For this Cup, minimum cars number to start each event is not a condition required to score points by any competitor.

**Article 12: The Lebanese Classic Cars Speed Test Championship.**

- 1) The points will be awarded to the drivers with conforming entries. The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Classic Cars Speed Test Champion.
- 2) Classic Cars; all production vehicles normally commercialised whose production has ceased at least 30 years ago.
- 3) A minimum of six (6) entries for each club is required in each event.

**Article 13: Method of Classification**

- 1) The points will be awarded to the drivers with conforming entries.
- 2) All the points awarded to the same driver in the same event are cumulative. The driver having obtained the highest points total, in each category, at the end of the season will be declared as the winner of his/her category.
- 3) Scale of points:

For general classification:

1 <sup>st</sup>	25	points	11 <sup>th</sup>	10	points
2 <sup>nd</sup>	23	points	12 <sup>th</sup>	9	points
3 <sup>rd</sup>	21	points	13 <sup>th</sup>	8	points
4 <sup>th</sup>	19	points	14 <sup>th</sup>	7	points
5 <sup>th</sup>	17	points	15 <sup>th</sup>	6	points

6 <sup>th</sup>	15	points	16 <sup>th</sup>	5	points
7 <sup>th</sup>	14	points	17 <sup>th</sup>	4	points
8 <sup>th</sup>	13	points	18 <sup>th</sup>	3	points
9 <sup>th</sup>	12	points	19 <sup>th</sup>	2	points
10 <sup>th</sup>	11	points	20 <sup>th</sup>	1	point

For class classification:

1 <sup>st</sup>	5	points	4 <sup>th</sup>	2	points
2 <sup>nd</sup>	4	points	5 <sup>th</sup>	1	point
3 <sup>rd</sup>	3	points			

- 4) The classification(s) will be the result of adding all the points obtained during the current year. The number of points will **NOT** be multiplied by **any** coefficient.

**Article 14: Trophies of the Lebanese Speed Test Championship.**

- a) **The Lebanese Speed Test Championship for Drivers – Pro Series**
- Trophy of the Lebanese Speed Test Champion for Drivers – Pro Series.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – Pro Series.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – Pro Series.
- b) **The Lebanese Speed Test Trophy for Drivers – Pro / Homologated Cars Series**  
Trophy of the 1<sup>st</sup> place in the Lebanese Speed Test Championship for Drivers – Pro / Homologated Cars Series.
- c) **The Lebanese Speed Test Trophy for Drivers – Front Wheel Drive Pro Series**  
Trophy of the 1<sup>st</sup> place in the Lebanese Speed Test Championship for Front Wheel Drive category – Pro Series.
- d) **The Lebanese Speed Test Trophy for Drivers – Rear Wheel Drive Pro Series**  
Trophy of the 1<sup>st</sup> place in the Lebanese Speed Test Championship for Rear Wheel Drive category – Pro Series.
- e) **The Lebanese Speed Test Championship for Drivers – Amateur Series**
- Trophy of the Lebanese Speed Test Champion for Drivers – Amateur Series.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – Amateur Series.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – Amateur Series.
- f) **The Lebanese Speed Test Championship for Drivers – Super Series 4WD cars.**
- Trophy of the Lebanese Speed Test Champion for Drivers – Super Series 4WD cars.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – Super Series 4WD cars.

- Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – Super Series 4WD cars.
- g) The Lebanese Speed Test Championship for Drivers – Super Series 2WD cars.**
- Trophy of the Lebanese Speed Test Champion for Drivers – Super Series 2WD cars.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – Super Series 2WD cars.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – Super Series 2WD cars.
- h) The Lebanese Speed Test Trophy for Ladies Drivers – Pro Series.**  
Trophy of the 1<sup>st</sup> lady driver in the Lebanese Speed Test Championship - Pro Series.
- i) The Lebanese Speed Test Trophy for Ladies Drivers – Amateur Series.**  
Trophy of the 1<sup>st</sup> lady driver in the Lebanese Speed Test Championship - Amateur Series.
- j) The Lebanese Speed Test Trophy for Ladies Drivers – Super Series.**  
Trophy of the 1<sup>st</sup> lady driver in the Lebanese Speed Test Championship - Super Series.
- k) The “X” Club Trophy of the Lebanese Speed Test**
- Trophy of the Lebanese Speed Test Champion for Drivers – “X” Club.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – “X” Club.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – “X” Club.
- l) The Lebanese Speed Test Cup for Cross Cars**
- Trophy of the Lebanese Speed Test Cup for Cross Cars for Drivers.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Cup for Cross Cars for Drivers.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Cup for Cross Cars for Drivers.
- m) The Classic Cars Trophy of the Lebanese Speed Test**
- Trophy of the Lebanese Speed Test Champion for Drivers – Classic Cars.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Speed Test Championship for Drivers – Classic Cars.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Speed Test Championship for Drivers – Classic Cars.
- n) The Lebanese Speed Test Trophy for Ladies Drivers – Classic Cars.**  
Trophy of the 1<sup>st</sup> lady driver in the Lebanese Speed Test Championship - Classic Cars.

## **CHAPTER V – DRIFT**

### **Article 1: The Lebanese Drift Championships/Trophies**

In order to count any event in the Lebanese Drift Championship/Trophies Series it is necessary to meet with the following criteria:

- a) The drifting course may be organised on a permanent track (Karting, Circuit, etc...) or on a temporary track (car parc).
- b) This course is constituted by successive drifting zones which the competitor must address.
- c) Driving sideways in a swift manner and, they will be judged on style and clipping zones.
- d) Drivers must demonstrate speed and ability to control slide in one or two car battles.

### **Article 2: The Lebanese Pro Drift Championship for Drivers.**

- 1) Only specially modified cars may take part in the Lebanese Pro Drift Championship.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 3: The Lebanese Street Drift Championship for Drivers.**

- 1) Only unmodified cars may take part in the Lebanese Street Drift Championship.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 4: The Lebanese Street Modified Drift Championship for Drivers.**

- 1) Modified cars will take part in the Lebanese Street Modified Drift Championship.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 5: The Lebanese Club Drift Championship for Drivers.**

- 1) Modified cars will take part in the Lebanese Club Drift Championship.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 6: The Lebanese Street Drift Trophy for Ladies.**

This Trophy will be given to the 1<sup>st</sup> lady driver in the general classification running on an unmodified street car.

### **Article 7: The Lebanese Modified Street Drift Trophy for Ladies.**

This Trophy will be given to the 1<sup>st</sup> lady driver in the general classification running on a modified street car.

### **Article 8: The Lebanese Pro Drift Trophy for Ladies.**

This Trophy will be given to the 1<sup>st</sup> lady driver in the general classification running on a pro car.

## Article 9: Eligible Vehicles

The above categories are described in 2019 Lebanese Drift Championship Technical regulations

### Article 10: Method of Classification

- 5) The points will be awarded to the drivers with conforming entries.
- 6) All the points awarded to the same driver in the same event are cumulative. The driver having obtained the highest points total, **in each category**, at the end of the season will be declared **as the winner of his/her category**.
- 7) Scale of points:  
In accordance with the 2019 Lebanese Drift Championship General Regulations.
- 8) The classification will be the result of adding all the points obtained during the current year. The number of points will **NOT** be multiplied by **any** coefficient.

### Article 11: Trophies of the Lebanese Speed Test Championship.

#### a) **The Lebanese Drift Championship for Drivers – Pro**

- Trophy of the Lebanese Drift Champion for Drivers – Pro.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Drift Championship for Drivers – Pro.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Drift Championship for Drivers – Pro.
- The 2019 Trophy of the 1<sup>st</sup> lady driver in the Lebanese Drift Championship – Pro.

#### b) **The Lebanese Drift Championship for Drivers – Street**

- Trophy of the Lebanese Drift Champion for Drivers – Street.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Drift Championship for Drivers – Street.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Drift Championship for Drivers – Street.
- The 2019 Trophy of the 1<sup>st</sup> lady driver in the Lebanese Drift Championship – Street.

#### c) **The Lebanese Drift Championship for Drivers – Street Modified**

- Trophy of the Lebanese Drift Champion for Drivers – Street Modified.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Drift Championship for Drivers – Street Modified.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Drift Championship for Drivers – Street Modified.
- The 2019 Trophy of the 1<sup>st</sup> lady driver in the Lebanese Drift Championship – Street Modified.

#### d) **The Lebanese Drift Championship for Drivers – Club**

- Trophy of the Lebanese Drift Champion for Drivers – Club.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Drift Championship for Drivers – Club.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Drift Championship for Drivers – Club.

**CUPS ELIGIBILITY: For all Lebanese Drift Championships events, a minimum of three (3) starters per category is required in each event.**

## **CHAPTER VI – 4x4**

### **Article 1: The Lebanese 4x4 Championship**

- 1) The Lebanese 4x4 championships are two (2):
  - a) three (3) events that counts for the 4x4 **Championship for Drivers/Co-Drivers**.
  - b) three (3) events that counts for the “4x4 Rock Crawling” Drivers Championship.
- 2) Minimum cars number to start each event is not a condition required to score points by a competitor.

### **Article 2: The Lebanese 4x4 Championship for Drivers/Co-Drivers Category**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers **and co-drivers** in the general classification running 4x4 cars. Minimum number of cars is not a requirement.
- 2) The classification for each Championship will be the result of adding all the points obtained during the current year.

### **Article 3: The Lebanese 4x4 Cup for Drivers/Co-Drivers (Group T2) Category**

- 1) This Cup will be given to the 1<sup>st</sup> driver **and co-driver** in the general classification running on a 4x4 Group T2 car.
- 2) The classification will be the result of adding all the points obtained during the current year, driving a 4x4 Group T2 car.

### **Article 4: The Lebanese T3 Cup for Drivers/Co-Drivers Category**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers **and co-driver** in the general classification running T3 vehicles. Minimum number of cars is not a requirement.
- 2) The classification will be the result of adding all the points obtained during the current year.

### **Article 5: The Lebanese 4x4 Championship for Drivers “Rock Crawling” Category**

- 1) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification running special 4x4 **“Rock Crawling”** cars. Minimum number of cars is not a requirement.
- 2) The classification for each Championship will be the result of adding all the points obtained during the current year.

### Article 6: The Lebanese 4x4 “Rock Crawling” Ladies Cup

This Trophy will be given to the 1<sup>st</sup> lady driver in the general classification running a special 4x4 “Rock Crawling” car. Minimum number of cars is not a requirement.

### Article 6: Eligible Vehicles to participate in 4x4 events, Cross Country Rallies, and “Rock Crawling”

- 1) The eligible vehicles to participate in 4x4 events and Cross Country Rallies are as follows:
  - a) 1<sup>st</sup> Category: Group T1 Modified Cross-Country Cars
  - b) 2<sup>nd</sup> Category: Group T2 Series Cross-Country Cars
  - c) 3<sup>rd</sup> Category: T3
  - d) 4<sup>th</sup> Category: Rally Cars
  - e) 5<sup>th</sup> Category: **Rock Crawling**
- 2) The vehicles in the abovementioned categories, **except for the 5<sup>th</sup> category Rock Crawling**, must be in conformity with Appendix J of the FIA International Sporting Code for the current year.
- 3) Cubic capacity classes for T1, T2:
 

The vehicles, according to their cubic capacity, will be divided into the following classes:

  - a) Class 1: up to and including 1400 cc.
  - b) Class 2: over 1400 up to and including 1600 cc.
  - c) Class 3: over 1600 up to and including 2000 cc.
  - d) Class 4: over 2000 up to and including 2500 cc.
  - e) Class 5: over 2500 up to and including 3500 cc.
  - f) Class 6: over 3500 up to and including 4500 cc.
  - g) Class 7: over 4500 up to and including 5500 cc.
  - h) Class 8: over 5500 cc.
- 4) **Classes for Rally cars:**
  - a) RC1 (WRC) as well as all vehicles classes described in Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, excluding RGT class cars.
  - b) Groups A (including A8 and WRC vehicles) and N cars or their equivalent Classes RC2 to RC5 whose homologations have expired up to a maximum of **eight** years before the beginning of the current year.
- 5) **Rock Crawling vehicles are custom made cars, built to compete through specially designed tracks with deep ditches, rocks and, other obstacles.**

### Article 7: Method of Classification

- 1) The points will be awarded to the drivers with conforming entries.
- 2) All the points awarded to the same driver in the same event are cumulative. The driver having obtained the highest points total, **in each category**, at the end of the season will be declared **as the winner of his/her category**.

- 3) Scale of points:
- For general classification:
- |                  |    |        |                  |    |        |
|------------------|----|--------|------------------|----|--------|
| 1 <sup>st</sup>  | 25 | points | 11 <sup>th</sup> | 10 | points |
| 2 <sup>nd</sup>  | 23 | points | 12 <sup>th</sup> | 9  | points |
| 3 <sup>rd</sup>  | 21 | points | 13 <sup>th</sup> | 8  | points |
| 4 <sup>th</sup>  | 19 | points | 14 <sup>th</sup> | 7  | points |
| 5 <sup>th</sup>  | 17 | points | 15 <sup>th</sup> | 6  | points |
| 6 <sup>th</sup>  | 15 | points | 16 <sup>th</sup> | 5  | points |
| 7 <sup>th</sup>  | 14 | points | 17 <sup>th</sup> | 4  | points |
| 8 <sup>th</sup>  | 13 | points | 18 <sup>th</sup> | 3  | points |
| 9 <sup>th</sup>  | 12 | points | 19 <sup>th</sup> | 2  | points |
| 10 <sup>th</sup> | 11 | points | 20 <sup>th</sup> | 1  | point  |
- For class classification:
- |                 |   |        |                 |   |        |
|-----------------|---|--------|-----------------|---|--------|
| 1 <sup>st</sup> | 5 | points | 4 <sup>th</sup> | 2 | points |
| 2 <sup>nd</sup> | 4 | points | 5 <sup>th</sup> | 1 | point  |
| 3 <sup>rd</sup> | 3 | points |                 |   |        |
- 4) Class classification will not be of benefit for “Rock Crawling” Championship.
- 5) The classification(s) will be the result of adding all the points obtained during the current year. The number of points will NOT be multiplied by any coefficient.

**Article 7: Trophies of the Lebanese 4x4 Championships.**

**a) The Lebanese 4x4 Championship for Drivers and Co-Drivers Category**

- Trophy of the Lebanese 4x4 Drivers Champion.
- Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 Championship for Drivers.
- Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 Championship for Drivers.
- Trophy of the Lebanese 4x4 Co-Drivers Champion.
- Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 Championship for Co-Drivers.
- Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 Championship for Co-Drivers.
- Trophy of the 1<sup>st</sup> driver in Group T2 in the Lebanese 4x4 Championship.

**b) The Lebanese 4x4 Cup for Drivers and Co-Drivers Group T2 Category**

- Trophy of the Lebanese 4x4 Drivers Champion T2 Category.
- Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 Championship for Drivers T2 Category.
- Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 Championship for Drivers T2 Category.
- Trophy of the Lebanese 4x4 Co-Drivers Champion T2 Category.
- Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 Championship for Co-Drivers T2 Category.
- Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 Championship for Co-Drivers T2 Category.

**c) The Lebanese T3 Championship for Drivers “4x4” Category**

- Trophy of the Lebanese T3 Drivers/Co-Drivers Champion.



- Trophy of the 2<sup>nd</sup> place in the Lebanese T3 Championship for Drivers/Co-Drivers.
- Trophy of the 3<sup>rd</sup> place in the Lebanese T3 Championship for Drivers/Co-Drivers.
  
- d) **The Lebanese 4x4 Championship for Drivers “Rock Crawling” Category**
  - Trophy of the Lebanese 4x4 “Rock Crawling” Drivers Champion.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 “Rock Crawling” Championship for Drivers.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 “Rock Crawling” Championship for Drivers.
  
- e) **The Lebanese 4x4 “Rock Crawling” Ladies Cup**
  - Trophy of the Lebanese 4x4 “Rock Crawling” Ladies Cup.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese 4x4 “Rock Crawling” Ladies Cup.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese 4x4 “Rock Crawling” Ladies Cup.

## **CHAPTER VII – KARTING**

### **Article 1: The Lebanese Karting Championships**

- 1) The Lebanese Karting Championships are divided into two (2) disciplines:
  - a) Rotax Karts
  - b) IAME X 30

### **Article 2: The Lebanese Karting Championship for ROTAX Karts**

- a) **RMC Max Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the RMC Max class, the driver must at least have his/her 14<sup>th</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.
  - 3) Race Drop: At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.
  
- b) **RMC Junior Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the RMC Junior class, the driver must have his/her 12<sup>th</sup> birthday during the current year. He/she must have his/her 16<sup>th</sup> birthday after the end of the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.

- 3) **Race Drop:** At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.
- c) RMC Mini Class**
- 1) To participate in any event of the Lebanese Karting Championship in the RMC Mini class, the driver must have his/her 10<sup>th</sup> birthday during the current year. He/she must have his/her 14<sup>th</sup> birthday after the end of the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.
  - 3) **Race Drop:** At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.
- d) RMC Micro Class**
- 1) To participate in any event of the Lebanese Karting Championship in the RMC Micro class, the driver must have his/her 8<sup>th</sup> birthday during the current year. He/she must have his/her 12<sup>th</sup> birthday after the end of the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.
  - 3) **Race Drop:** At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.
- e) RMC DD2 Class**
- 1) To participate in any event of the Lebanese Karting Championship in the RMC DD2 class, the driver must at least have his/her 15<sup>th</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.
  - 3) **Race Drop:** At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.
- f) RMC DD2 Master Class**
- 1) To participate in any event of the Lebanese Karting Championship in the RMC DD2 Master class, the driver must at least have his/her 32<sup>nd</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.

- 3) **Race Drop:** At the conclusion of the season, each driver must drop his/her worst overall round scores to determine an ultimate championship total taken into account for the general classification.  
Any round during which a disqualification or an exclusion from a Pre-Final or Final Race has occurred is not eligible for deduction.

**Article 3: The Lebanese Karting Championship for IAME X30 Karts**

- a) **IAME X30 Senior Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the IAME X30 Senior class, the driver must at least have his/her 15<sup>th</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification and 1<sup>st</sup> Female.
- b) **IAME X30 Master Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the IAME X30 Master class, the driver must at least have his/her 35<sup>th</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup> driver in the general classification.
- c) **IAME X30 Junior Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the IAME X30 Junior class, the driver must have his/her 12<sup>th</sup> birthday during the current year. He/she must have his/her 15<sup>th</sup> birthday after the end of the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification and 1<sup>st</sup> Female.
- d) **IAME X30 Shifter Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the IAME X30 Shifter class, the driver must have his/her 15<sup>th</sup> birthday during the current year.
  - 2) Trophies will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers in the general classification.
- e) **IAME X30 Shifter Master Class**
  - 1) To participate in any event of the Lebanese Karting Championship in the IAME X30 Shifter Master class, the driver must have his/her 40<sup>th</sup> birthday during the current year.
  - 2) A Trophy will be given to the 1<sup>st</sup> driver in the general classification.

**Article 4: Eligible Vehicles**

- a) **to participate in the ROTAX Series**  
In accordance with the Rotax Max Classes Regulations.
- b) **to participate in the IAME X30 Series**  
In accordance with the IAME X30 Classes Regulations.

**Article 5: Method of Classification**

- 1) The points will be awarded to the drivers with conforming entries.

- 2) a) The classification for the Rotax Max Championship will be the result of adding all the points obtained during the current year after dropping the worst overall round (*refer to Article 2 here before*).
- b) The classification for the IAME X30 Championship will be the result of adding all the points obtained during the current year.
- 3) Scale of points:
- a) Pre-Final
- |                 |    |        |                  |   |        |
|-----------------|----|--------|------------------|---|--------|
| 1 <sup>st</sup> | 15 | points | 7 <sup>th</sup>  | 5 | points |
| 2 <sup>nd</sup> | 12 | points | 8 <sup>th</sup>  | 4 | points |
| 3 <sup>rd</sup> | 10 | points | 9 <sup>th</sup>  | 3 | points |
| 4 <sup>th</sup> | 8  | points | 10 <sup>th</sup> | 2 | points |
| 5 <sup>th</sup> | 7  | points | 11 <sup>th</sup> | 1 | point  |
| 6 <sup>th</sup> | 6  | points |                  |   |        |
- b) Final
- |                 |    |        |                  |   |        |
|-----------------|----|--------|------------------|---|--------|
| 1 <sup>st</sup> | 30 | points | 9 <sup>th</sup>  | 7 | points |
| 2 <sup>nd</sup> | 24 | points | 10 <sup>th</sup> | 6 | points |
| 3 <sup>rd</sup> | 20 | points | 11 <sup>th</sup> | 5 | points |
| 4 <sup>th</sup> | 17 | points | 12 <sup>th</sup> | 4 | points |
| 5 <sup>th</sup> | 14 | points | 13 <sup>th</sup> | 3 | points |
| 6 <sup>th</sup> | 12 | points | 14 <sup>th</sup> | 2 | points |
| 7 <sup>th</sup> | 10 | points | 15 <sup>th</sup> | 1 | point  |
| 8 <sup>th</sup> | 8  | points |                  |   |        |

**Article 6: Trophies of the Lebanese Karting Championships.**

**a) The Lebanese Karting Championship for ROTAX Max Class**

- Trophy of the Lebanese Karting Champion for ROTAX Max Class.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX Max Class.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX Max Class.

**b) The Lebanese Karting Championship for ROTAX Junior Class**

- Trophy of the Lebanese Karting Champion for ROTAX Junior Class.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX Junior Class.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX Junior Class.

**c) The Lebanese Karting Championship for ROTAX Mini Class**

- Trophy of the Lebanese Karting Champion for ROTAX Mini Class.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX Mini Class.
- Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX Mini Class.

**d) The Lebanese Karting Championship for ROTAX Micro Class**

- Trophy of the Lebanese Karting Champion for ROTAX Micro Class.
- Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX Micro Class.

- Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX Micro Class.
- e) **The Lebanese Karting Championship for ROTAX DD2 Class**
  - Trophy of the Lebanese Karting Champion for ROTAX DD2 Class.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX DD2 Class.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX DD2 Class.
- f) **The Lebanese Karting Championship for ROTAX DD2 Master Class**
  - Trophy of the Lebanese Karting Champion for ROTAX DD2 Master Class.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for ROTAX DD2 Master Class.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for ROTAX DD2 Master Class.
- g) **The Lebanese Karting Championship for IAME X30 Senior Class**
  - Trophy of the Lebanese Karting Champion for IAME X30 Senior Class.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for IAME X30 Senior Class.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for IAME X30 Senior Class.
- h) **The Lebanese Karting Ladies Cup for IAME X30 Senior Class**
  - Trophy of the Lebanese Karting Female Cup for IAME X30 Senior Class.
- i) **The Lebanese Karting Cup for IAME X30 Master Class**
  - Trophy of the Lebanese Karting Cup for IAME X30 Master Class.
- j) **The Lebanese Karting Championship for IAME X30 Junior Class**
  - Trophy of the Lebanese Karting Champion for IAME X30 Junior Class.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for IAME X30 Junior Class.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for IAME X30 Junior Class.
- k) **The Lebanese Karting Ladies Cup for IAME X30 Junior Class**
  - Trophy of the Lebanese Karting Female Cup for IAME X30 Junior Class.
- l) **The Lebanese Karting Championship for IAME X30 Shifter Class**
  - Trophy of the Lebanese Karting Champion for IAME X30 Shifter Class.
  - Trophy of the 2<sup>nd</sup> place in the Lebanese Karting Championship for IAME X30 Shifter Class.
  - Trophy of the 3<sup>rd</sup> place in the Lebanese Karting Championship for IAME X30 Shifter Class.

- m) **The Lebanese Karting Cup for IAME X30 Shifter Master Class**
- **Trophy of the Lebanese Karting Cup for IAME X30 Master Shifter Class.**

## **CHAPTER VIII – PROVISIONAL NATIONAL SPORTING CALENDAR**

**The Provisional National Sporting Calendar of the Motorsport events for year 2019 is found in Appendix I, found hereafter.**

## **CHAPTER IX – CASE OF CANCELLATION**

### **Article 1**

Cancellation - by an organising club - of an event forming part for any of the Lebanese motor sport championships, Rally, Hill Climb, Cross-Country Rally or Karting, should be notified unless provision for doing so has been made at least **FOUR WEEKS** before the proposed date. Cancellation with a notice of less than **FOUR WEEKS** will result in excluding the event from the Championship of the following year, in its corresponding category.

### **Article 2**

Cases of force majeure will be taken into consideration upon being examined and ruled individually by the **Coordinator** of the ASN.

### **Article 3**

The results of any Lebanese championship will be finalised only if the sum of points allocated to the events being held has a cumulative total that is equal or greater than 60% of the initial total ~~points coefficient~~ determined within the Calendar.

## **CHAPTER X – GENERAL PROVISIONS**

### **Article 1**

By entering any Championship, the event organisers, entrants, teams as well as the competitors submit themselves to the sporting jurisdictions specified in the National Sporting Code, Internal Regulations Article 2.

### **Article 2**

**In compliance with Article 2.3.6.a.i of the 2019 FIA International Sporting Code, foreign licence-holders Competitors and Drivers are eligible to score points in the classification of any National Competition that forms part of a National Championship, cup, trophy, challenge or series.** The allocation of points in the ranking of the said championship, cup, trophy, challenge or series will take the Competitors and Drivers who are foreign licence-holders into account.

### Article 3

Any case not provided for in these Sporting Regulations will be studied by the ASN Coordinator, who will take the appropriate decision, which thereon will be final.

### Article 4

**The ASN insists on reminding all participants that Motor Sport CAN BE DANGEROUS. Excessive attention and vigilance is required, requested and expected vis-à-vis spectators road users other participants, team members, organisers, marshals in addition to themselves against various risks and danger.**

**The ASN cannot, and in no case, be held responsible for any accident, physical injuries and/or losses in addition to material damage caused by accidents occurring during organised and/or authorised events.**

**The ASN insists on all the participants to behave appropriately in order not to harm the Motor Sport in particular and the Sport in general.**

### Article 5

By entering any Championship, the event organisers, entrants, teams as well as the competitors are obliged to assist in the promotion of the Championship in any means deemed necessary by the ASN such as television / radio broadcast interviews, etc...

Drivers finishing first, second and third in each Championship event as well as the drivers finishing in each named category must immediately make themselves available after the prize giving for media interviews.

In accordance with Chapter I, Article 4 of the Internal Regulations, "All filming and moving picture rights pertaining to any Lebanese Motor Sports Championship shall be vested in the ASN. Without the written agreement of the ASN, no organisation, commercial company or brand may be associated with a Lebanese Motor Sport Championship, Trophy, Cup, Competition or Challenge. The same applies to all forms of moving pictures of a Lebanese Motor Sport Championship, Trophy, Cup or Challenge".

Competitors, teams and entrants who wish to carry on-board cameras, in-car videos and/or film cameras **must have the prior agreement of the CSN** beforehand. However, it is **MANDATORY to provide the CSN with a COMPLETE NOT EDITED copy of the recordings upon requisition.**

Authorised cameras will be identified by an adhesive decal and must be mounted in/on the car at the time of scrutineering.

Failing to observe this rule will be subject to a penalty at the discretion of the ASN disciplinary authorities.

### Article 6

Testing is allowed. All vehicles running the test should not have any sticker or any indication whatsoever to the Automobile and touring club of Lebanon (ATCL), its logo and any of the events organised by the ATCL.

Failing to observe this rule will be subject to a penalty at the discretion of the ASN disciplinary authorities which may go as far as license withdrawal.

### Article 7

In case of an entry, for an event forming part for any of the Lebanese motor sport championship(s), being refused by the organising committee, the latter must notify the Coordinator of the ASN within 48 hours of such decision stating the grounds for such a refusal, but in cases of force majeure (duly recognized by the Coordinator of the ASN) before the closing date of entries.

**Article 8**

In case of any dispute concerning the interpretation of these Sporting Regulations, only the English text will be binding.

**Article 9**

These present Sporting Regulations delete and replace all the previous editions, and might possibly be revised and/or amended by bulletins issued by the ASN.

**Article 10**

The Lebanese motorsport year starts on January 15<sup>th</sup> and ends on December 15<sup>th</sup> of each year. Any event run before and/or beyond the aforementioned period will be disregarded as for scoring points in the Lebanese Motorsport Championships.

**Article 11**

**Any driver and any co-driver winning a Lebanese Championship, Trophy or Cup must be present at the annual prize-giving ceremony, if invited by the ATCL. Save in a case of force majeure, absence will entail a 500 U.S. Dollars fine imposed by the ASN.**

**Article 12**

These Sporting Regulations supersede and replace all editions previously published and come into force on **January 1<sup>st</sup> 2019**.



APPENDIX I

2019 PROVISIONAL NATIONAL SPORTING CALENDAR

AUTOMOBILE ET TOURING CLUB DU LIBAN		2019 LEBANESE MOTORSPORTS PROVISIONAL CALENDAR									
January	February	March	April	May	June	July	August	September	October	November	December
1 Tu											
2 We	1 Fr	1 Mo	1 Mo	1 We	1 Sa	1 Mo	1 Th	1 Su	1 Tu	1 Fr	1 Su
3 Th	2 Sa	2 Tu	2 Tu	2 Th	2 Su	2 Tu	2 Fr	2 Mo	2 We	2 Sa	2 Mo
4 Fr	3 Su	3 We	3 We	3 Fr	3 Mo	3 We	3 Sa	3 Tu	3 Th	3 Su	3 Tu
5 Sa	4 Mo	4 We	4 We	4 Sa	4 Tu	4 Th	4 Su	4 We	4 Mo	4 We	4 We
6 Su	5 Tu	5 Fr	5 Fr	5 Su	5 We	5 Sa	5 Mo	5 Tu	5 Sa	5 Tu	5 Th
7 Mo	6 We	6 We	6 We	6 Mo	6 Th	6 Sa	6 Tu	6 Fr	6 Su	6 We	6 Fr
8 Tu	7 Th	7 Sa	7 Sa	7 We	7 Fr	7 Su	7 We	7 Sa	7 Mo	7 Th	7 Sa
9 We	8 Fr	8 Mo	8 Mo	8 We	8 Sa	8 Tu	8 Fr	8 Su	8 Tu	8 Fr	8 Su
10 Th	9 Sa	9 Tu	9 Tu	9 Th	9 Su	9 Tu	9 Fr	9 Mo	9 We	9 Sa	9 Mo
11 Fr	10 Su	10 We	10 We	10 Fr	10 Mo	10 We	10 Sa	10 Tu	10 Th	10 Su	10 Tu
12 Sa	11 Mo	11 Th	11 Th	11 Sa	11 Tu	11 Th	11 Su	11 We	11 Mo	11 We	11 We
13 Su	12 Tu	12 Fr	12 Fr	12 Sa	12 We	12 Fr	12 Mo	12 Th	12 Sa	12 Tu	12 Th
14 Mo	13 We	13 Sa	13 Sa	13 Mo	13 Th	13 Sa	13 Tu	13 Fr	13 Su	13 We	13 Fr
15 Tu	14 Th	14 Tu	14 Tu	14 We	14 Fr	14 Su	14 We	14 Sa	14 Mo	14 Th	14 Sa
16 We	15 Fr	15 Mo	15 Mo	15 We	15 We	15 Mo	15 Th	15 Su	15 Tu	15 Fr	15 Su
17 Th	16 Sa	16 Tu	16 Tu	16 Th	16 Su	16 Tu	16 Fr	16 Mo	16 We	16 Sa	16 Mo
18 Fr	17 Su	17 We	17 We	17 Fr	17 Mo	17 We	17 Sa	17 Tu	17 Th	17 Su	17 Tu
19 Sa	18 Mo	18 Th	18 Th	18 Sa	18 Tu	18 Th	18 Su	18 We	18 Fr	18 Mo	18 We
20 Su	19 Tu	19 We	19 We	19 Fr	19 We	19 Fr	19 Mo	19 Th	19 Sa	19 Tu	19 Th
21 Mo	20 We	20 Mo	20 Mo	20 Tu	20 Th	20 Sa	20 Tu	20 We	20 Fr	20 We	20 Fr
22 Tu	21 Th	21 Tu	21 Tu	21 Tu	21 Fr	21 Su	21 We	21 Sa	21 Mo	21 Th	21 Sa
23 We	22 Fr	22 We	22 We	22 We	22 Sa	22 Mo	22 Th	22 Su	22 Tu	22 Fr	22 Su
24 Th	23 Sa	23 Tu	23 Tu	23 Th	23 Tu	23 Th	23 Fr	23 Mo	23 We	23 Sa	23 Mo
25 Fr	24 Su	24 We	24 We	24 Fr	24 Mo	24 We	24 Sa	24 Tu	24 Th	24 Su	24 Tu
26 Sa	25 Mo	25 Th	25 Th	25 Sa	25 Tu	25 Th	25 Su	25 We	25 Fr	25 Mo	25 We
27 Su	26 Tu	26 We	26 We	26 Fr	26 We	26 Fr	26 Mo	26 Th	26 Sa	26 Tu	26 Th
28 Mo	27 We	27 Sa	27 Sa	27 Mo	27 Th	27 Sa	27 Tu	27 Fr	27 Su	27 We	27 Fr
29 Tu	28 Th	28 Tu	28 Tu	28 Tu	28 Fr	28 Su	28 We	28 Sa	28 Mo	28 Th	28 Sa
30 We	29 Fr	29 We	29 We	29 We	29 Sa	29 Mo	29 Th	29 Su	29 Tu	29 Fr	29 Su
31 Th	30 Sa	30 Th	30 Th	30 Tu	30 Su	30 Tu	30 Fr	30 Mo	30 We	30 Sa	30 Mo
	31 Su	31 Su	31 Su	31 Fr		31 We	31 Sa	31 Mo	31 Th	31 Su	31 Tu

Rally	4 Rounds	Speed Test	5 Rounds	Rotax Max Challenge	8 Rounds	4X4 Speed	3 Rounds	MERC
Hill Climb	3 Rounds	Drift	3 Rounds	lame X 30	5 Rounds	4X4 Rock Crawling	3 Rounds	Holidays

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## **APPENDIX B**

### **REGULATIONS FOR THE MEDICAL EXAMINATION OF THE DRIVERS**

With the aim of resolving any issues that might result from the application of the International Sporting Code and its Appendices, any ASN should have at its disposal a national medical commission or, failing that, a consulting physician with sufficient knowledge of sports medicine and in particular of the problems specific to motor sport.

#### **Article 1 - Annual Medical Visit for Aptitude**

##### **1.1) Field of application of the medical control:**

Taken together, the examinations described in the present chapter:

- are necessary and sufficient for the granting of a national driver's licence.
- are necessary and sufficient to satisfy the medical requirements for the issuing of an FIA international driver's licence.

The indications given here below in Articles 1.2 to 1.5 inclusive are necessary and sufficient for obtaining any licence.

##### **1.2) Annual medical aptitude examination**

All drivers wishing to take part in automobile competitions held under the legislation of the Federation Internationale de l'Automobile are required to undergo an annual medical aptitude examination in order to obtain a driver's licence from the National Sporting Authority.

The National Sporting Authority, in accordance with local legislation or customs, must draw up and print a medical form for distribution to all applicants for a licence. This medical form must stipulate all the tests to which the drivers will be submitted, as indicated hereafter. It will be signed by both the examining doctor and the driver concerned, above the stamp of the ASN.

This medical visit must have been carried out by a doctor of medicine authorised to practise in the country which issues the licence, less than 3 months before the application for a driver's licence is submitted. Where appropriate, the ASN may lay down special conditions. It includes:

- a written questionnaire concerning family history, personal history (medical, surgical, traumatological), the existence of concomitant diseases or infections, and the use of any medication;
- a full clinical examination including in particular:
  - a cardiovascular aptitude examination;
  - an eye test;
  - an evaluation of the musculoskeletal system.

##### **1.3) Cardiovascular aptitude examination**

- in all cases, blood pressure is taken;
- every two years:
  - for subjects under 45, a 12-lead electrocardiogram;
  - for subjects over 45, an ECG exercise.

This screening must be carried out by a physician with the specific medical training, experience and competence to identify reliably the clinical symptoms and signs

associated with those cardiovascular diseases responsible for effort-related sudden cardiac death

#### **1.4) Eye test**

For the first year that an international licence is issued, the following must be certified after a control by a qualified ophthalmologist:

- a) visual acuity:
  - i. Before or after correction, at least 9/10 for each eye, or 8/10 for one eye and 10/10 for the other;
  - ii. Any subject whose visual acuity in one eye only is diminished and cannot be improved and who necessarily has contralateral vision, whether corrected or not, equal to or greater than 10/10, may obtain a driver's licence under the following conditions:
    - conformity with points b, c and d below;
    - condition of the fundus excluding pigmentary retinal damage,
    - any old or congenital damage shall be strictly unilateral.
- b) colour vision: normal (recourse to the Ishihara tables in doubtful cases and to the Farnsworth test or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.
- c) static field of vision: at least 120°; the central 20° must be free from any alteration.
- d) stereoscopic vision: functional. In case of doubt it must be assessed using Wirth, Bagolini (striated lenses) or similar tests.
- e) sight correction: the wearing of contact lenses is permitted provided that:
  - these shall have been worn for at least 12 months and for a significant period every day.
  - they are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

#### **1.5) Mobility of the articulations, amplitude of movements, inventory of amputations and possible prostheses, inventory of sensory and motor disorders**

The following are compatible with the granting of an international licence:

- amputations of fingers, where the gripping function in both hands is unimpaired;
- prosthetic limbs, if the functional result is equal or near to normal;
- free movement of the limbs impeded by less than 50%.

#### **1.6 List of illnesses and disabilities incompatible with the practice of motor sport or requiring a medical assessment by a body approved by the ASN (Medical Commission, or in its absence a doctor approved by the ASN)**

##### **1.6.1 Absolutely excluded**

- blindness in one eye; eye test not in conformity with the parameters described in 1.4,
- epilepsy with behavioural effects under treatment,
- any cardiovascular problem with risk of sudden death.

1.6.2 Incompatible for a standard licence but may result in the granting of a “handicapped” licence

(refer to Appendix L, Chapter I, Article 10)

- - all limitations of the articulations, amputations and prosthetic limbs which do not satisfy the criteria defined in 1.5
- - major sensorimotor conditions (monoplegia, hemiplegia, paraplegia, etc.)

1.6.3 Illnesses or disabilities requiring a medical assessment by a body approved by the ASN:

- insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by the ASN and that the medical certificate of aptitude (see 1.8) bears the wording “medical supervision necessary”;
- any valvular disease or other abnormal cardio-vascular conditions,
- psychiatric conditions.
- any “borderline” or uncertain problem (concerning for example eyesight, an infirmity, a rare pathology, etc.): at the discretion of the examining doctor.

### **1.7 Medical examination form**

In each country, the ASN, in accordance with local legislation or customs, must draw up and print:

- i. a medical questionnaire,
- ii. a medical form. In accordance with the requirements of the present regulations, these documents will be distributed to all applicants for a licence.

#### 1.7.1 Medical questionnaire

It will be signed by the driver concerned.

The proposed wording of this questionnaire is available from the FIA.

#### 1.7.2 Medical form

The medical form must include:

- the information necessary for the examining doctor (the proposed wording is available from the FIA),
- the following information in full:
  - the height and weight of the subject,
  - the nature of the blood group and the Rh factor in those countries where this is required by law,
  - any allergies, whether to medication or other,
  - the date of the last anti-tetanus vaccination,
  - the results, with figures, of the evaluation of the musculoskeletal system,
  - the results, with figures, of the eye test,
  - the blood pressure values and a statement that the further examinations (simple ECG or stress test, depending on the age and the case) have been carried out.

In those countries where laws or customs so demand, the national medical form may prescribe additional tests. It will be signed, above the stamp of the ASN, by the doctor who carried out the medical control.

At the foot of the medical form, the applicant must sign a declaration stating that:

- - the information given to the doctor regarding his present state of health and previous medical history is correct,
- - he undertakes not to use any substance included in the World Anti-Doping Agency list of prohibited substances and methods.

### 1.7.3 Destination of the medical form and questionnaire

These documents will be kept by the ASNs, observing the rules on respecting medical confidentiality.

However, with the aim of creating a secure computer file, to be made available to the doctors intervening in motor sport on the occasion of an accident or an intercurrent disease, a copy may

be requested by the FIA. The categories of drivers concerned will be determined in due course by the FIA Medical Commission.

### 1.8) Duties of the doctor carrying out the examination:

The doctor responsible for carrying out the medical aptitude test is obliged to use the national medical form presented by the applicant, filling in all the necessary details. The applicant must then immediately send this document to the relevant National Sporting Authority.

The decision as to fitness or unfitness shall be taken by the doctor who conducted the examination. This doctor may request the opinion of the body approved by the ASN (National Medical Commission or approved doctor).

### 1.9) Medical certificate of aptitude:

Each international licence must be accompanied by a medical certificate of aptitude as hereunder:

- either on the back of the licence,
- or on an attached document.

### Apt for the practice of motor sport, according to the FIA medical standards:

Date:

Corrected eyesight (glasses or lenses)	YES	NO
Special medical supervision	YES	NO

### 2.0) Distribution of the regulations

In addition to the documents which are in their care, the ASNs are requested to distribute the present regulations to the examining doctors or to indicate on the licence application a computer website where they may be found.

### Article 2 - Medical control at events

Verification of the medical certificate of aptitude by the Chief Medical Officer for the event may replace the preliminary visit required in certain cases. Furthermore, at any time during an event or after the finish, the Chief Medical Officer and the Clerk of the Course may demand that a medical examination of a driver be carried out, if they

consider that his behaviour warrants it. The sporting authorities will take whatever decisions are necessary following the report by the Chief Medical Officer. This examination may include, if appropriate, a test for alcohol.

### **2.1) Neurometric testing**

Drivers entered in an FIA world championship may undergo neurometric testing. The methods of such testing are the responsibility of the FIA medical delegate of the championship concerned. The confidential data obtained shall be used for comparative purposes in the event of an accident entailing a risk of minimal traumatic brain injury.

### **2.2) Medical Examination Following an Accident or Physical Disorder**

#### **2.2.1) At any international event:**

After an accident, even if the driver appears uninjured and/or has got out of his cockpit unaided, or in case of a physical problem, a medical check-up may be deemed necessary by the Chief Medical Officer with the agreement of the Race Director / Clerk of the Course.

- a) For circuit events, this check-up must normally take place in the circuit medical centre; in such case, Race Control will ensure the driver's attendance.
- b) For road events, the medical check-up may be made on site (hill-climb) or in the regrouping park (rallies).
- c) For events counting for an FIA Championship where an FIA Medical Delegate is present, the latter may initiate the check-up procedure, in agreement with the Chief Medical Officer and the Race Director; exceptionally, at circuit events, this check-up may be made by the FIA Medical Delegate, and elsewhere than in the Medical Centre.
- d) If the regulations of an event, series or championship require the competing vehicles to be equipped with an FIA specification Medical Warning Light, a driver involved in an incident which causes the light to signal that the determined threshold forces have been exceeded MUST be examined by the event medical service before leaving the circuit. The Chief Medical Officer of the event, jointly with the FIA Medical Delegate (if one is present), will determine the most appropriate place for this examination.

In all cases, the team of the driver concerned will be informed in writing.

By decision of the Chief Medical Officer of the event, jointly with the FIA Medical Delegate in those events where one is present, the driver concerned may:

- be forbidden to continue in the event concerned,
- be instructed to undergo a medical check-up by the Chief Medical Officer of the next international event or Championship round in which he is competing. In such case, the Chief Medical Officer of the event in which the accident took place must at once inform, by the most effective means, the Chief Medical Officer of the following event,
- be informed he is allowed to take part in the following event without further medical check-up.

These measures are applicable throughout the event; any driver who does not comply will be summoned before the Stewards of the meeting.

The wearing of jewellery in the form of body piercing or metal neck chains is prohibited during the competition and may therefore be checked before the start.

2.2.2) Testing and reconnaissance:

When participating in private circuit testing or in non-regulated reconnaissance on roads, any driver of a car that goes off the road, and/or who experiences any physical problems on this particular occasion, must be subjected to a medical check-up and immediately inform his or her ASN about it.

In the case of private testing for F1, FIA GT or WTCC or nonregulated reconnaissance for a WRC event, this control must be carried out before the start of the next international event in which he or she intends to take part, under the same conditions and with the same consequences as those in place for the actual international events themselves (see 2.2.1). If the case arises, the doctor responsible for rescue at the private test session in which the car left the road must inform the FIA Medical Commission's secretariat as soon as possible.

**2.3) Procedure after an accident or illness**

2.3.1) Duties of the chief medical officer:

The Chief Medical Officer of an event during which an accident occurs must:

- If the accident requires hospitalisation of at least 24h, notify the ASN of the driver concerned by e-mail, fax or telegram, giving as many facts and details as possible.
- If the accident necessitated no more than a straightforward examination at a hospital facility, notify by e-mail, fax, or telegram the driver's ASN or, in the case of a driver entered in an FIA Championship, the FIA, which, if need be, will instigate a medical control at the next event in which the driver concerned is due to take part.

2.3.2) Duties of the National Sporting Authority:

Properly advised (by the Chief Medical Officer or by the person concerned), the ASN must make all the necessary contacts with the driver concerned so as to be certain of the proper application of the reintegration procedure set out in article 3. The failure of application of the procedure will result in penalties provided for such a situation.

2.3.3) Duties of the driver:

In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over, or in the case of an illness or disability as covered in Article 1.5 of the present regulations, the driver is required to notify his National Sporting Authority within ten days:

- either enclosing a confidential medical certificate addressed to the National Medical Commission or an approved doctor, bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,
- or by giving authorisation for confidential written communication between the National Medical Commission or an approved doctor and the hospital (or clinic) where he is being treated.



### **Article 3– Reintegration**

From the date of the accident or the discovery of an illness or disability as covered in Articles 1.6 of the present regulations, no driver may take an active part in sporting events subject to FIA legislation until they have received authorisation from the National Sporting Authority.

In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the National Medical Commission or the doctor approved by the ASN shall demand that the patient visits them for the reintegration or that he/she should undergo a complete annual medical examination procedure.

All the illnesses or disabilities mentioned in Article 1.5 of these regulations must be submitted for an opinion to the National Medical Commission, or in its absence to a doctor approved by the ASN.

### **Article 4 –Organisation of the fight against doping**

The purposes of the FIA anti-doping regulations are to protect the Drivers' fundamental right to participate in doping-free sport and thus promote health, fairness, equality and safety in motor sport. The regulations are in Appendix A to the International Sporting Code (find attached hereafter).

### **Article 5 – Appeals Commission**

The Medical Commission nominated by the National Sporting Authority will be called upon to settle any controversy arising between doctors and drivers, the conditions laid down in Articles 1.4 and 1.5 of the present regulations being taken as the basis for discussion.

A driver may possibly be required to undergo an observed test drive in the presence of a doctor, member of the Medical Commission or approved by the National Sporting Authority.

The decisions reached by the National Commission will be recognized in all other countries falling under the sporting jurisdiction of the FIA.

### **Article 6 – Regulations for Physiological Studies During Motor Sport Events**

#### **6.1) General considerations:**

Physiological studies carried out during the actual running of a competition or during practice sessions preceding the competition, must never for any reason whatsoever be an obstacle to the normal running of the event.

Consequently, and for all events governed by the FIA, experiments must be in conformity with the following regulations.

#### **6.2) Choice of a research theme:**

- a) The theme chosen for a physiological field study is left to the doctor carrying out the experiment. In all cases, however, he must inform the Chief Medical Officer of the event during which the experiment is to be carried out, of the theme of his study, after having obtained the approval of his national medical authority.

- b) The medical officers of a National Sporting Authority may be at the origin both of the choice of a physiological study in the country and of the nomination of the doctor(s) carrying out the experiment.
- c) For its part, the FIA Medical Commission may promote international campaigns for physiological studies on a theme of general interest which it has chosen and inform the medical authorities of the countries concerned when such exist and, in any case, the sporting authorities of these countries accordingly.

### **6.3) Conditions for the practical realization of physiological experiments:**

- a) Irrespective of whether the theme has been chosen by an independent research physician, by a National Sporting Authority or by the International Sporting Authority (FIA Medical Commission) the following points must be respected in order to ensure its practical realization:
  - agreement of the organizer of the event and the Clerk of the Course,
  - agreement of the Chief Medical Officer,
  - agreement of the competitor,
  - agreement of the driver(s), if not the same person as the competitor.The voluntary agreement of the drivers being an indispensable condition.
- b) In each case, a written request must be made to the doctor in charge of the event and to the organizer of it, describing the protocol and specifying:
  - - the type, the amount, and the positioning of the medical equipment necessary for the experiment.
  - - the place of and the time needed for the experiment, clearly indicating in the case of circuit events if the experiment is to be carried out during practice or in the course of the race itself. The same applies to rallies, during a timed stage or during a liaison section.
  - - the number of persons making up the medical research team, including the medical personnel, will be submitted to the organizer for approval.
  - - a physiological study should never inconvenience those competitors and drivers not involved, whether this be in the pits or during the races and practice sessions.

### **6.4) Use of the scientific data obtained:**

- a) As is the rule, the scientific results remain the sole property of the research doctor.  
They therefore have total freedom to publish and distribute them as they please.
- b) However, they shall undertake to communicate the results to their National Sporting Authority, which will send a summary to the FIA.

## **Article 7**

These Regulations supersede and replace all editions previously published and come into force on **January 1<sup>st</sup> 2019**

## APPENDIX C

### Article 1: General:

Eligible cars for each type of event:

#### 1- Rallies:

##### a) Homologated Vehicles

The eligible vehicles to participate in rallies are as follows:

All vehicles classes described in Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, excluding RGT class cars. The concerned cars must be in conformity with Appendix J of the F.I.A International Sporting Code for the running year.

#### **Additional provisions:**

- **An FIA technical passport is mandatory for S2000, R5, and Super 1600.**
- **The complete original FIA homologation form and other necessary certifications must always be available.**

##### b) Vehicles with Expired Homologations

- i. Cars whose homologations have expired and, still accepted by the FIA, up to a maximum of **eight** years before the beginning of the current year, *i.e. Jan 1<sup>st</sup> 2011 up to Dec 31<sup>st</sup> 2018.*
- ii. ASN Approved Cars, according to Article 4.3.6 of the 2019 FIA Regional Rallies Championship Sporting Regulations whose homologations have expired between **nine** and ten years before the beginning of the current year, *i.e. Jan 1<sup>st</sup> 2009 up to Dec 31<sup>st</sup> 2010.*
- iii. It is **MANDATORY** for these vehicles within this category to be in conformity with their expired homologation forms.

#### 2- Hill-Climbs:

The eligible vehicles to participate in hill-climbs are:

- a) All vehicles classes described in Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, **excluding RGT class cars; Refer to Article 1.a above.** The vehicles concerned must be in conformity with Appendix J of the F.I.A International Sporting Code for the running year.

Group A8. The vehicles concerned must be in conformity with Appendix J of the F.I.A International Sporting Code for the running year

- i. Cars whose homologations have expired, and still accepted by the FIA, up to a maximum of **eight** years before the beginning of the current year, *i.e. Jan 1<sup>st</sup> 2011 up to Dec 31<sup>st</sup> 2018.*
- ii. ASN Approved Cars according to Article 4.3.6 of the 2019 FIA Regional Rallies Championship Sporting Regulations whose homologations have expired between **nine** and ten years before the beginning of the current year, *i.e. Jan 1<sup>st</sup> 2009 up to Dec 31<sup>st</sup> 2010.*
- iii. It is **MANDATORY** for these vehicles within this category to be in conformity with their expired homologation forms.

- b) Group SM must be in conformity with Appendix C of the ASN National Sporting Code for the year 2019 (*find here below*).

Vehicles groups SM classes are as follows:

<b>SM1</b>	Up to 1400 cm <sup>3</sup>
<b>SM2</b>	Over 1400 cm <sup>3</sup> and up to 1600 cm <sup>3</sup>
<b>SM3</b>	Over 1600 cm <sup>3</sup> and up to 2000 cm <sup>3</sup>
<b>SM4</b>	Over 2000 cm <sup>3</sup> and up to 3000 cm <sup>3</sup>
<b>SM5-2</b>	Over 3000 cm <sup>3</sup> and up to 3500 cm <sup>3</sup> – <b>2WD</b>
<b>SM5-4</b>	Over 3000 cm <sup>3</sup> and up to 3500 cm <sup>3</sup> – <b>4WD</b>
<b>SM6</b>	Over 3500 cm <sup>3</sup> and up to 4500 cm <sup>3</sup>

### **3- Speed Test:**

- a) All vehicles classes described in Article 4.1 of the 2019 FIA Regional Rallies Championships Sporting Regulations, Refer to Article 1.a above. The vehicles concerned must be in conformity with Appendix J of the F.I.A International Sporting Code for the running year. For vehicles with expired homologations refer to Article 1.b above.
- b) Group SM must in conformity with Appendix C of the ASN National Sporting Code for the year 2019. *Refer to Article 2.b above.*
- c) Group L for Amateur Series as well as Super Series must be in conformity with Appendix C of the ASN National Sporting Code for the year 2019.

### **4- Cross Country:**

- 1) 1<sup>st</sup> Category: Group T1 Modified Cross-Country Cars
- 2) 2<sup>nd</sup> Category: Group T2 Series Cross-Country Cars
- 3) 3<sup>rd</sup> Category: T3
- 4) 4<sup>th</sup> Category: Rally Cars
- 5) 5<sup>th</sup> Category: **Rock Crawling**

Refer to Appendix A of the National Sporting Regulations.

### **Article 2: Homologation:**

Is the official certification made by the FIA that a minimum number of cars of a specific model have been made on series-production terms to justify their classifications.

Application for homologation shall be submitted to the FIA by the ASN of the country in which the vehicle is manufactured and shall entail the drawing up of a homologation form.

It must be established in accordance with the special regulations called "Regulations for homologation", laid down by the FIA.

Homologation of a series-produced car will become null and void four years after the date on which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

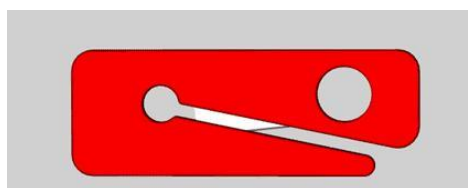
The homologation of a model can only be valid in one group, such as, Production Cars (Group N)/Touring Cars (Group A)/Series Cross-Country Cars (Group **T2**).

Nevertheless, Conformity guidelines along with Technical definitions and/or details are herewith enclosed:

## Important Guidelines for the Year 2019

- For national rallies, hill climbs, as well as speed test events, where NR4 and R4 vehicles are running, the use of a 35mm restrictor with an external diameter of 41mm, as the prescriptions set in Appendix J 254, **ARE ALLOWED**. However, for the Rally of Lebanon, the aforementioned vehicles should retain the eligible 33mm restrictors.
- With the presented car, the crew should present all overalls as well as gloves (optional for co-drivers), long underwear, balaclava, socks and shoes homologated to the FIA 8856-2000 standard.
- **SEAT BELTS: FIA STANDARD.**  
Wearing of two shoulder straps and one lap strap; anchorage points on the shell: two for the lap strap, two or possibly one symmetrical about the seat for the shoulder straps. These belts must be homologated by the FIA and comply with FIA standard n° 8853/98  
Harnesses in compliance with FIA 8853-2016 standard is **Compulsory** for the following cars:
  - Super 2000 (Rallies) cars in compliance with Art. 255A of 2013 Appendix J.
  - Group R5 cars in compliance with Art. 261 of Appendix J.
- For rallies, two belt cutters must be carried on board at all times. They must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

*Examples:*



- In accordance with Appendix J, Article 252-3.6, “all cars competing in Rallies ..., the noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines”.
- For rallies, each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3).
- The use of the Head Restraint System (Hans<sup>®</sup> device) is MANDATORY for all motorsports events in the National Sporting Calendar excepting Speed Test events.

- **Fire extinguishers (Appendix J, Article 253.7):**

The system must be used in accordance with the manufacturer's instructions and with Technical Lists n° 16 or n° 52.  
In rallies, the minimum quantity of extinguishant for systems of Technical List n° 16 must be 3 kg.
- **Steering (Appendix J, Article 253.4):**

The locking system of the anti-theft steering lock may be rendered inoperative.  
The column adjusting system must be locked and must be operated only with tools.
- **Safety Cages:**
  - In accordance with Appendix J, Article 253.8.1, inside the cockpit, the passage of the following elements between the side members of the bodyshell and the safety cage is forbidden:
    - Electric cables
    - Lines carrying fluids (except windscreen washer fluid)
    - Lines of the extinguishing system.Members may intrude into the occupant's space in passing through the dashboard and trims.  
Application: For all categories including SM vehicles.
  - Locally built safety cages are **PROHIBITED**.  
Application: Rallies and hill-climbs.
  - Protective Padding:  
Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.  
All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n° 23). Each padding must be fixed in such a way that it is not moveable from the tube.  
Application: For all categories including SM vehicles.  
For competitions without co-driver, paddings are compulsory on driver's side only.
- **Helmets (Technical list 25):**

**Helmets following the standard BS6658-85 Type A/FR are NOT VALID, however they can still be used in Speed Test events ONLY.**
- **Tyres for rallies 2019**

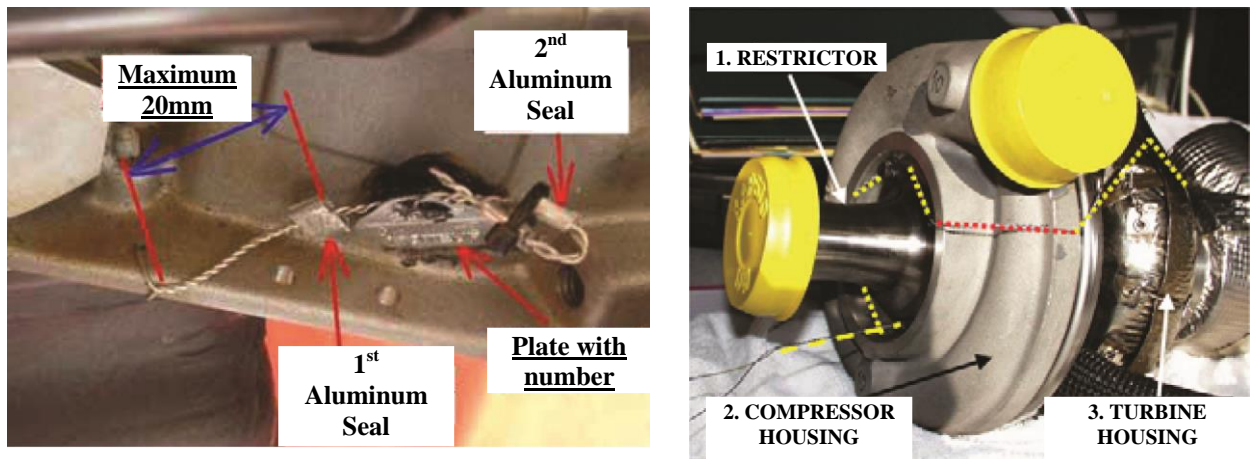
**For all rally events the list of homologated tyres MANDATORY to be used is available on the FIA website, under the Regulations section: 2019 List of eligible asphalt tyres for FIA Rallies, under the following link:**

<https://www.fia.com/regulation/category/117>
- **TURBOS.**
  - a) The restrictor for all Classes and Groups, with valid or expired homologations, should be in conformity with Appendix J of the International Sporting Code for the running year.

b) Turbo Sealing

Turbo must be ready to seal (wire + holes). The sealing will be done according to the here below.

- i. The maximum distance between fixed points (bolts and/or casting) and first aluminium seal should be 20mm.
- ii. Sealing of turbocompressors: All parts of the turbo must be sealed together / All the air necessary for feeding the engine must pass through the restrictor



CORRECT RESTRICTOR SEALING



WRONG RESTRICTOR SEALING

All spare parts and tools must be fixed either behind the driver's and/or co-driver's seats or underneath the driver's and/or co-driver's seats.

- NR4 and R4 cars with corrected cylinder capacity greater than 2-litres participating in hill-climbs in addition to rallies should be in conformity with the 2019 Appendix J, Article 254-7.
- TV RIGHTS – ON BOARD CAMERAS
  - a) In accordance with Chapter I, Article 4 of the Internal Regulations, “All filming and moving picture rights pertaining to any Lebanese Motor Sports Championship shall be vested in the ASN. Without the written agreement of the ASN, no

organisation, commercial company or brand may be associated with a Lebanese Motor Sport Championship, Trophy, Cup, Competition or Challenge. The same applies to all forms of moving pictures of a Lebanese Motor Sport Championship, Trophy, Cup or Challenge”.

- b) The mounting(s) and the presence of camera(s) in the driver/codriver’s compartment is authorised only between the vertical transverse plane through the rearmost point of the dashboard (in relation to the vehicle’s displacement direction) and the vertical transverse plane of the rearmost point of the driver/co-driver’s seats (in relation to the vehicle’s displacement direction).

Only mountings attached by screws, metal screw clamps, quick clamping collars and metallic inserts are permitted (no bonding, double-sided tape, adhesive material, suction devices, etc.). (*refer to Appendix I hereafter*).

It is forbidden to mount cameras on the outside of the car or for them to protrude beyond the bodywork.

All camera positions and mountings used must be shown and approved during scrutineering before the start of the competition.

• **PENALTIES:**

Any competitor presenting to scrutineering not fulfilling all the requirements will be fined according to the list hereafter.

Scale of penalties

1. 50.- U.S. \$ PER ITEM

- Empty fire extinguishers.
- Inappropriate battery terminal protection and / or fixation.
- Improper installation of fuel lines.
- Towing eyes with improper indicating colors.
- Lack of Driver or co-driver equipment. *i.e., Underwear, overalls, helmets, gloves (for driver) balaclava, socks, shoes as well as belt cutters and Head Restraint System (Hans® device).*

2. 100.- U.S. \$ PER ITEM

- Turbo seals, the vehicles presented to scrutinizing must be wired and ready according to technical requirements. Any breach of this rule will result in imposing the abovementioned fee.
- Late scrutineering.
- Re-Scrutineering.

3. REFUSAL TO START THE EVENT

- The absence of the vehicle AUTHENTIC homologation documents and its appendices (on FIA official paper).
- The absence of the rollcage AUTHENTIC certificate.

4. AT THE DISCRETION OF THE STEWARDS:

- All other missing items.
- Other conditions not fulfilled.



**SAFETY ITEMS:**

<b>Description</b>	<b>Appendix J</b>	<b>FIA Standard</b>	<b>Technical list</b>
Safety harnesses	Art. 253-6	8853/98 & 8853-2016	24/57
Fire Extinguishers	Art 253-7	Extinguishers must not be more than 2 years after either the date of filling or the last check or corresponding expiry date.	16 or 52
Roll-cage	Art. 253-8	Homologated or Certified by an ASN according to the FIA homologation regulations for safety cages. The original certificate must be presented to the event scrutineers.	
Protective padding	Art 253-8.4		23
Windows	Art 253-11	(Refer to Supplementary Regulations). Windshield must be of laminated glass. The use of transparent & colorless anti shatter films on side & rear windows is mandatory. Silver or tinted films are prohibited according to Lebanese traffic regulations.	
Fuel Tanks & Connections	Art 253-14	FT3-1999, FT3.5 or FT5-1999	14
	<u>Mandatory for FIA homologated, ASN Approved and, SM vehicles</u>	No bladder should be used more than 5 years after the date of manufacture.	
Seats	Art 253-16	8855-1999	12
		The limit of use is 5 years from the date of manufacturing as indicated on the mandatory label.	
		8862-2009	40
		The limit of use is 10 years from the date of manufacturing as indicated on the mandatory label.	

**DRIVERS' EQUIPMENT:**

<b>Description</b>	<b>Appendix L</b>	<b>FIA Standard</b>	<b>Technical list</b>
Helmets	Chap III, Art. 1	8858-2002 or 8858-2010	41
		8859	49
		8860-2004 or 8860-2010	33
		8860-2018	69

<b>Helmets (<i>cont.</i>)</b>		<b>8860-2018 ABP</b>	<b>69</b>
<b><u>VERY IMPORTANT:</u></b>		<b><u>SNELL 2005 helmets are NOT APPROVED anymore</u></b>	
<b>Overall under garments Socks balaclava boots</b>	<b>Chap III, Art. 2</b>	<b>8856-2000</b>	<b>27</b>
<b>Frontal Head Restraint System</b>	<b>Chap III, Art. 3</b>	<b>8858-2002 and 8858-2010</b>	<b>29</b>

**Head Restraint System (Hans<sup>®</sup> device) is MANDATORY for all Rallies and Hill-Climb in the National Sporting Calendar as well as all International and MERC events. (*Refer to appropriate article here-before.*)**

## TECHNICAL REGULATIONS FOR GROUP SM CARS

### **Article 1- Definition:**

All production cars, being homologated Touring, Grand Touring, etc,... and/or with expired homologations or cars comparable to Category I, refer to Appendix J Article 251-1-1 and 277 of the International Sporting Code, are eligible to compete in this group for hill-climb events only.

### **Article 2- General remarks:**

- All modifications are forbidden unless expressly authorized by the present regulation specific to this group.
- The cars in this group, for safety reasons, **must comply in its integrity with Appendix J 253 of the 2019 FIA International Sporting Code** and, the following articles of Appendix J of the International Sporting Code:
 

Battery / Electrical System	255-8.1 255-8.2 & 255-8.3
Openings for refuelling and caps:	259-6.2
Electric cables:	283-3.1
- In addition to Appendix J, Article 253-8,
  - i. All Group SM vehicles which are not and/or have not been homologated by the FIA should have their roll-cage structure according to the here above mentioned article and related drawings taking into consideration the first model year production of the vehicle similar to the “start of homologation date” of the FIA.
  - ii. For FIA current or expired homologated vehicles competing in Group SM, Article 253-8 is fully applicable.
  - iii. Locally built safety cages are **PROHIBITED**.
  - iv. In accordance with Appendix J, Article 253.8.1, inside the cockpit, the passage of the following elements between the side members of the bodyshell and the safety cage is forbidden:
    - Electric cables
    - Lines carrying fluids (except windscreen washer fluid)
    - Lines of the extinguishing system.
 Members may intrude into the occupant's space in passing through the dashboard and trims.
  - v. For twin-volume cars with a fuel tank installed in the luggage compartment, a fireproof and liquid-proof case must surround the fuel tank and its filler holes. For three-volume cars, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank. Nevertheless, it is recommended that this liquid-proof bulkhead be replaced by a liquid-proof case as for twin-volume cars.
  - vi. An efficient protective screen must be placed between the engine and the occupant's seat, in order to prevent the direct passage of flames in case of fire. Should this screen be formed by the rear seats, it is advisable to cover them with a flameproof coating.
- Any vehicle which is judged to be dangerous may be excluded from the event by the stewards.
- All modifications are forbidden unless expressly authorized by this regulation.

- The components of the car must retain their original function.

**Article 3:**

3.1- Weight:

Cars are subject to the following scale of minimum weight in relation to their cubic capacity:

a. Up to and including 1400cc	690 Kg.
b. Over 1400cc and up to and including 1600cc	770 Kg.
c. Over 1600cc and up to and including 2000cc	850 Kg.
d. Over 2000cc and up to and including 3000cc	980 Kg.
e. Over 3000cc and up to and including 3500cc	1100 Kg.
f. Over 3500cc and up to and including 4500cc	1300 Kg.

- The use of ballast is permitted to complete the weight of the car, in the conditions provided for under the article 252.2.2 appendix J. However, if the initial weight of a certain vehicle, given by the original manufacturer is lower than the one defined above, this weight should be considered as minimum. This exception is valid only if the original engine & gearbox are used.
- In case of supercharging, the nominal cylinder-capacity will be multiplied by 1.7 for petrol engines and by 1.5 for diesel engine, and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder-capacity thus increased were its real capacity.

3.2- Ground clearance:

No part of the car must touch the ground when all tyres on one side are deflated. The test shall be carried out on a flat surface under race conditions (occupants on board).

**Article 4- Modifications and general conditions:**

4.1 Engine:

Only engines from same vehicle manufacturer are allowed.

Maximum capacity allowed is 4500 cc

The engine and its internals are free, but the original location and mounting direction have to remain the same.

The mountings are free, provided that the angle and the position of the engine in its compartment are not modified. Supports may be welded to the engine and to the bodywork and their position is free.

4.2 Cylinder Head: Valves, number of valves and camshafts are free.

4.3 Supercharging:

Supercharging of any kind is prohibited unless the vehicle is/was originally equipped with such a device by the original manufacturer and/or his official tuner(s).

The original supercharging system should be maintained, *i.e. no twin turbo and/or superchargers are allowed unless originally fit.*

4.4 Limitations: All vehicles with supercharged engines must be fitted with a restrictor of maximum 38mm, (according to the drawing 254-4 of the appendix J). The external diameter of the restrictor at its narrowest point

must be less than 44mm and must be maintained over a distance of 5mm to each side.. For cars with twin turbo engines, each device should be fitted with a restrictor of maximum 24mm.

- 4.5 Ignition System: Free.
- 4.6 Fuel System: Fuel pumps carburetors, injectors and metering systems are free.
- 4.7 Air feed: Air filters, plenums as well as the boxes are free.
- 4.8 Lubrication: Radiator exchangers oil/water sump pump (dry sump) strainers lines are free without modifying the body.
- 4.9 Exhaust System: The system is free, but pipe outlets must be directed either rearwards or sideways, if the exhaust pipes are directed rearwards their outlets shall be situated between 100mm and 450mm. above ground level. If the exhaust pipes are directed sideways their outlets must be located to the rear of a vertical plane passing through the wheelbase center plane and may not be projected beyond the bodywork in anyway and opposite to the fuel tank filling cap and breather.
- 4.10 Cooling System: Free, **except for the coolant radiator which should remain in the original position.**
- 4.11 Oil Catch Tank: If a car has a lubrication system that includes an open type sump breather, this sump breather must vent into a catch tank as per the following
- |                 |                   |
|-----------------|-------------------|
| a. Up to 2000cc | 2 Liters capacity |
| b. Over 2000cc  | 3 liters capacity |
- 4.12 Transmission:
- The transmission mode cannot be changed. A front wheel drive car cannot become a rear wheel drive or four wheel drive and vice versa.
  - The gearbox is free but cannot be moved into a different position.
  - All cars must have a reverse gear.
  - The clutch system is free.
  - The differentials are free.
  - Axles’ ratio is free.
- 4.13 Suspension:
- All wheels must be suspended. Axles or wheels must not be connected directly to the chassis.
  - Springs and dampers are free.
  - The mounting points of the suspension to the body shell must remain unchanged. These points can be strengthened by adjunction of material.
  - The anti roll bar is free.
  - The original collapsible steering column should be kept.
  - The steering column adjusting system must be locked and must be operated only with tools.
- 4.14 Wheels and Tyres: Wheels are free in shape & size but cannot be modified (e.g. cutting making different mounting holes...) Tyres are free provided that they can be mounted on those wheels.
- 4.15 Handbrake: A mechanical or hydraulic properly operating handbrake is compulsory. The use of a “fly off” system is permitted, although a locking system is required.
- 4.16 Chassis / Bodywork:
- The chassis structure can be reinforced, provided the material takes the original shape. Reinforcement bars may be fitted or welded. However it is

- prohibited to modify the structure – i.e. cutting, trimming, grinding, etc...
  - under any circumstance.
- Body work openings, hood, trunk lid and rear doors can be replaced by similar elements having the same shape but in lighter materials however, it is a must to use metal reinforcement plates under the additional fasteners in order to prevent wrenching.
- The front two doors cannot be replaced and should be kept in their original status.
- Fenders in their form and material are free and should cover efficiently at least 1/3 of the tire on its complete width.
- The bodywork should cover all the mechanical components, only the exhaust and air intake piping may project.
- Any part having an aerodynamic effect must be rigidly secured to the body without any freedom of movement.
- All elements of the bodywork shall be completely and cleanly finished.
- Bumpers can only be removed if they are not part of the bodywork.
- No protruding parts may extend further than the bodywork.
- Windscreen: The windscreen should be of one piece and made of laminated glass (Triplex).
- If the original side and rear windows are used, they should be covered by a transparent safety film. The use of tinted or silver safety film is prohibited according the Lebanese traffic regulations. Refer to Appendix J Art 253-11 of the FIA.
- Side front windows can be replaced by transparent polycarbonate sheets of minimum 3mm thick, with an opening of minimum 300cm<sup>2</sup>.
- Rear quarter and rear windows can be replaced by transparent polycarbonate elements of at least 3mm thick.
- Polycarbonate sheets:
  - ✓ Approved material:  
Makrolon<sup>®</sup>, Zelux<sup>®</sup>, Plexiglas<sup>®</sup>, Lexan<sup>®</sup>, Tuffak<sup>®</sup>, Calibre<sup>®</sup> or equivalent.
  - ✓ The minimum impact requirement of notched Izod impact strength is 10ft-lb/in (ASTM D256) or 540J/m (ISO 180).
  - ✓ It is mandatory to provide the specifications datasheets of the used polycarbonate sheets to the technical commission (CSN), technical delegate and/or scrutineer upon request.

#### 4.17 Cockpit:

- **The bulkhead or firewall CANNOT be modified.**
- The front seat(s) can be moved backwards but not beyond the vertical plane of the original rear seat.
- The removing of the dashboard & trimmings is permitted.
- The removing of the driver door trim is permitted but must be replaced with a rigid unflamable protection panel.
- The removing of all other sound proofing trim materials and carpets is permitted.
- The removing of heating and A/C systems is permitted.
- Electrical equipment:

- Battery mounting in front of the driver and/or co-driver seat is PROHIBITED. Refer to Appendix J art 255-8 for proper battery installation
- The alternator is free.
- A starter must be capable of starting the engine at all times; it must be operated by the drivers while normally seated in the car.
- All cars must be fitted with two stop lights in addition to signal lights (indicators). They must be located symmetrically on either sides of the vehicle and must be mounted in a visible position.
- A properly operating windscreen wiping system is compulsory, with minimum one blade large enough to clear the vision.

**Article 5- Fuel and Combustive:**

- -Commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J, and aviation fuel AVGAS are only permitted as fuel.
- - Only air can be mixed with the fuel as an oxidant.
- - Fuel additives readily available on the market can be added to the fuel.

## TECHNICAL REGULATIONS FOR SPEED TEST CARS

### Group L

All production vehicles normally commercialized & registered in conformity with the local traffic regulations with a valid “Mécannique” control check & complying with the following:

- Cars should be in excellent condition.
- Only engines from same vehicle manufacturer are allowed, **without any modifications to the body shell or the firewall.**
- **After market superchargers cannot be fitted except L4 cars.**
- **Except for L4 cars, the original throttle body(ies) or carburetor(s) should be retained. An increase in number or modification(s) are NOT allowed.**
- **Original gearbox should be retained.**
- A minimum 3 points safety belt in good condition is **MANDATORY**. Homologated harnesses are acceptable if properly fitted.
- Laminated front windscreen is mandatory.
- Crash helmet, homologated to the current year.
- A dual braking system.
- External after market body accessories are acceptable upon the approval of the Scrutineers
- The external internal & general original aspect of the vehicle should be preserved & accepted by the Scrutineers.
- The removing or replacing of any part to decrease weight is **PROHIBITED**.
- The wheels can be replaced by after market ones, as long as they fit & do not exceed the limits of the body.
- Free flow air filters are permitted.
- Hydraulic handbrakes are accepted if fitted properly
- Anti lag systems *i.e., bang bang*, are **PROHIBITED**.
- The original Engine Control Unit (ECU) should be fitted. The use of after-market upgraded unites are **TOTALLY PROHIBITED**.
- Shock absorbers with external oil reservoirs are **TOTALLY PROHIBITED**.
- **All suspension components and their anchorage points should be retained. Suspension bushes can be replaced by SIMILAR aftermarket harder or polyurethane ones.**
- Brake discs and calipers should be as per **ORIGINALLY EQUIPPED**.
- **Drum brakes CANNOT be replaced by disc brakes and vice versa.**
- The noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines”.
- Convertible cars: Are not eligible, with the exception of “Targa” type convertibles & cars fitted with a roll bar from the factory.
- All SUVs (4X4) trucks, pick ups, Quads motorcycles etc. are not eligible
- As a general rule all cars prepared for rally and/or race events are not allowed to compete in this group.

Amateur group cars are distributed as follows:

- L1: Up to & including 1400 cc.
- L2: Over 1400 & up to including 1600cc.



- L3: Over 1600 & up to including 2000cc. This class includes cars with supercharged 1.4/1.6liters engines originally fitted by the brand manufacturer (i.e.: Peugeot 208RC, Renault Clio RS, etc...).
- L4: Over 2000cc. This class includes cars that are subsequently fitted with an aftermarket supercharge/turbo provide that all safety measures have been taken into consideration. The scrutineers have the right to reject any car up to their discretion without having to give any explanation.

For Turbo charged cars the nominal capacity will be multiplied by 1.7.

### Group C (Classic Cars)

All production vehicles normally commercialized whose production has ceased **at least 30 years ago**, and registered in conformity with the local traffic regulations with a valid “Mécanique” control check & complying with the following:

- Cars should be in excellent condition.
- Only engines from same vehicle manufacturer are allowed.
- A minimum 3 points safety belt in good condition is **MANDATORY**. Homologated harnesses are acceptable if properly fitted.
- Crash helmet, homologated to the current year.
- External after market body accessories are acceptable upon the approval of the Scrutineers
- The external internal & general original aspect of the vehicle should be preserved & accepted by the Scrutineers.
- The removing or replacing of any part to decrease weight is **PROHIBITED**.
- The wheels can be replaced by after market ones, as long as they fit & do not exceed the limits of the body.
- Free flow air filters are permitted.
- Hydraulic handbrakes are accepted if fitted properly
- Anti lag systems i.e., bang bang, are **PROHIBITED**.
- The original Engine Control Unit (ECU) should be fitted. The use of after-market upgraded unites are **TOTALLY PROHIBITED**.
- Shock absorbers with external oil reservoirs are **TOTALLY PROHIBITED**.
- Brake discs and calipers should be as per **ORIGINALLY EQUIPPED**.
- The noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines”.
- Convertible cars: Are not eligible, with the exception of “Targa” type convertibles & cars fitted with a roll bar from the factory.
- All SUVs (4X4) trucks, pick ups, Quads motorcycles etc. are not eligible
- As a general rule all cars prepared for rally and/or race events are not allowed to compete in this group.

Classic cars group vehicles are distributed as follows:

- C1: Up to & including 1400 cc.
- C2: Over 1400 & up to including 1600cc.
- C3: Over 1600 & up to including 2000cc.
- C4: Over 2000 & up to including 3000cc.
- C5: Over 3000cc.

For turbo charged cars, the nominated capacity will be multiplied by 1.4.

**Tyres for Amateur (all Classes) and Super Series categories, excluding Pro Series:**

Only tires commercially and readily available marked “DOT”, “E” or “e” are accepted. Slick and "molded" tires are NOT permitted. Any type of tire SHOULD be submitted for final approval, latest TWO WEEKS BEFORE the event, to the organizing committee of the event. Acceptance of the said tires is conditioned by the committee’s final approval.

**The organisers have the right to reject any tyre without having to give a reason. For Pro Series; the tyres regulations of the 2019 Lebanese Hill Climb Championship are applied.**

**Fuel and Combustive:**

- Commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J, and aviation fuel AVGAS are only permitted as fuel.
- Only air can be mixed with the fuel as an oxidant.
- Fuel additives readily available on the market can be added to the fuel.

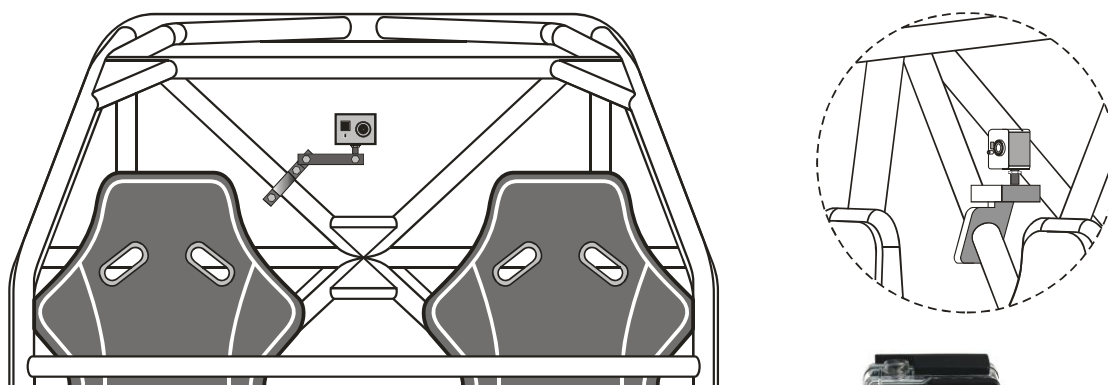
This present Appendix C supersedes and replaces all the previous issued editions and come into force on **January 1<sup>st</sup> 2019.**

## APPENDIX I:

### RECOMMENDED MOUNTING OF ON-BOARD CAMERAS INTERIOR / EXTERIOR

#### 1- INTERIOR MOUNT

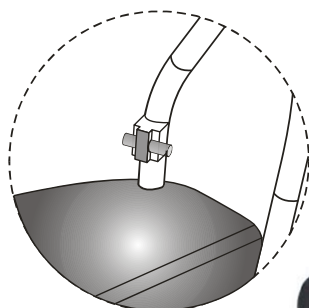
The mounting should be of a rigid type, placed in the centre behind the back of the seats.



**Handlebar Mount**

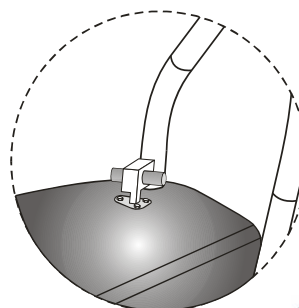


For pencil type cameras, they can be mounted on the front rollbar windscreen pillar, the control unit should be fixed on the floor pan behind the seats. (Similar to battery fixation)



On front Rollbar

**OR**



On dashboard

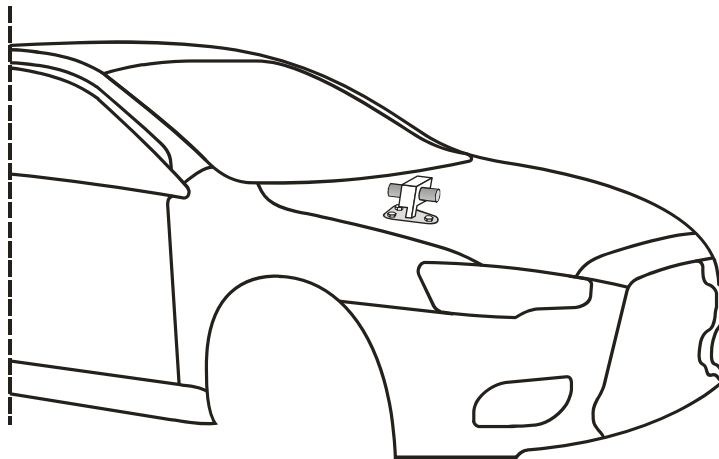


## **APPENDIX I: (cont.)**

### **2- EXTERIOR MOUNT**

A support bracket of 40mm. fixed by screws with a reinforcement plate of minimum 3mm thick and a surface of 120 cm<sup>2</sup> should be used

**IMPORTANT: The reinforcement plate should be placed from inside the body work in order to reinforce the support area.**



### **3- PROHIBITED MOUNTINGS**

