

NATIONAL SPORTING CODE 2022

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

Contents

	<u>Page</u>
I Executive and Legislative Jurisdiction	2
II Disciplinary and Judicial Jurisdiction	3
III CSN Administration	3
IV Specialized Commissions	3
Approved Stewards of the Meeting for the Year 2022	6

Statutes

I Structures of the Lebanese Motor Sport	7
II Management of International and National Motor Sports	7
III The Disciplinary and Judicial Jurisdiction	10
IV Modification of the Internal Order Status	11

Internal Regulations

Chapter I General Principles	13
Chapter II The ASN Purposes and Activities	13
Chapter III Licences	14
Chapter IV Officials	29
Chapter V Motor Sports Events	31
Chapter VI The Disciplinary and Judicial Jurisdiction	34
Chapter VII Enforcement of the Code	46
Appendix I Table of the competition licences and corresponding fees.	47
 Appendix A Championships, Cups and Trophies of the Motor Sport	 49
 Appendix B National Regulations for the Medical Examination of The Drivers	 81
 Appendix C Vehicles Technical Classifications, Definitions and Specifications	 89

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:

The ASN Coordinator	Mr. Lahoud Imad
Mobility Consultant to the ASN	Mr. Salha Jacques
Technical Consultant to the ASN	Mr. Khederlarian Raffi

The Disciplinary and Judicial Representative	Me. El Khazen Khaled
---	----------------------

The Automobile and Road Safety commission	Mr. Chalala Mario
	Mr. Ghanem Elias
	Mr. Haddad Nassib
	Mr. Haddad Ramez
	Mr. Khattar Sleiman
	Mr. Rahme Fouad
	Mr. Salha Jacques
	Mr. Zoviguian Roger

The CSN Director	Mr. Khattar Sleiman
-------------------------	---------------------

Chief Motorsport Department	Mr. Kreiker Gaby
------------------------------------	------------------

The Executive Bureau of the CSN	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

The CSN Members	Mr. Attieh Raymond
	Mr. Ghanem Charbel
	Mr. Aslanian Hovsep
	Mr. Awad Robert
	Mr. Beaino Jalal
	Mr. Chaaya Younes
	Mr. Daou Camille
	Mr. Hachem Georges
	Mr. Hachem Khalil
	Ms. Hachem Neveen
	Mr. Harouny Nicolas
	Mr. Hatem Naaman
	Mr. Karam Patrick

The CSN Members (cont'd)

Ms. Labaki Lydia
Mr. Moukarzel Roy
Mr. Saad Marwan
Mr. Sakr George
Mr. Sfeir Samer
Mr. Tawtah Lian
Mr. Wannes Jean
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

Assistant to the Chief Motorsport Department

Secretary

Mr. Kreiker Gaby

Mr. El Hayek Michael

T.B.A.

Administration /

Equipment and Materials

Mr. Youssef Kousseifi

IV – SPECIALISED COMMISSIONS

Rules, Regulations & Rally

Coordinator

Mr. Aoun Fady

Deputy

Me. Jamous Ziad

Members

Mr. El Hitti Issam

Me. Frem Claire (*Legal Cons.*

Assigned by the ASN Coordinator)

Mr. Hayek Gabriel

Mr. Hindi Nicolas (*Secretary*)

Dr. Hokayem Guy

Mr. Khederlarian Raffi

Karting Commission

Coordinator

Mr. Zacca Said

Deputy

Mr. Sfeir Fady

Members:

Mr. Bassil Elie

Mr. Etyemezian Chant (*RPM Cir.*)

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

Mr. Sarkissian Ardem

Hill Climb Commission Cars and 4x4	Coordinator Deputy Members	Mr. Kreiker Gaby Mr. Tchopourian Serge Mr. El Hayek Marc Mr. Khederlarian Raffi Mr. Hatem Naaman Mr. Tawtah Lian
Rock Crawling Commission	Coordinator Deputy Members	Mr. Wannes Jean Mr. Khattar Sleiman Mr. El-Hachem Khalil Mr. El Hayek Marc Mr. Moukarzel Roy Mr. Zacca Said
Speed Test Commission	Coordinator Deputy Members	Mr. Nabil Komboz Mr. Zacca Said Mr. Aaramouni Jean Mr. Aslanian Hovsep Mr. El Hayek Marc
Drift Commission	Coordinator Deputy Members	Mr. El Hayek Marc Mr. Sleit Bachir Mr. Aslanian Hovsep Mr. Abi Rached Alexandre Mr. Zacca Said
Clubs, Circuits, Mobility	Coordinator Deputy Members	Mr. Salha Jacques Mr. Aoun Fady Mrs. Chehab Tanya Mr. El Hitti Issam
Volunteers & Officials Commission	Coordinator Deputy Members	Mr. El Hitti Issam Mr. Hayek Gabriel Mr. Aoun Fady Mr. Tawtah Lian
Technical Control Commission	Coordinator Deputy Members	Mr. Khederlarian Raffi Mr. Aslanian Hovsep Mr. Hashem Michel Mr. Tchopourian Serge
Safety Commission	Coordinator Deputy Members	Mr. Hayek Gabriel Mr. Hindy Nicolas Mr. Sleit Bachir Mr. Awad Robert Mr. Kamar Michel Mr. Sfeir Roger

Safety Commission (<i>cont'd</i>)		Mr. Tchopourian Serge Mr. Zacca Said
Marshals / Timekeepers Commission	Coordinator Deputy Members	Mr. Kamar Michel Mr. Hachem Georges Mr. El Hayek Marc Mr. Harouny Nicolas Mr. Tawtah Lian Mr. Saadeh Christian
Results Commission	Coordinator Deputy Members	Mr. Tawtah Lian Mr. Aramouni Jean (Speed Test, Hill Climb, 4x4) Mr. Hindi George (Karting)
Medical Commission	Coordinator Members	Dr. Hokayem Guy Dr. Abou Antoun Walid Dr. Abboud Joyce Dr. Khoury Fady (<i>affiliated</i>) Dr. Rizk Anis (<i>affiliated</i>)
Equipments and Materials Commission	Coordinator Deputy Members	Mr. Khattar Sleiman Mr. Tchopourian Serge Mr. Khederlarian Raffi Mr. Komboz Nabil Mr. Youssef Kosseifi
Media Commission	Coordinator Deputy Members	Mr. Beaino Jalal Mr. Hanna Dany Mr. Aoun Fady (<i>Liason Officer</i>) Mr. Dargham Charbel
Digital Motor Sport Working Group		Mr. Karam Patrick Mr. Zacca Said Mr. Hindi Nicolas
Drag Race Working Group	Coordinator Members	Mr. Kreiker Gaby Mr. El Hayek Marc Mr. Hashem Michel Mr. Rahhal George Mr. Wannes Jean

APPROVED STEWARDS OF THE EVENTS FOR THE YEAR 2022

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 2022 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 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 1st 2022.**

This page has been left blank intentionally.

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 1st 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.
6. Establish the National Sporting Calendar.

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~~ **Liras**, given that the year ends up on the December 31st. 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

1. Entrant Licence

“Entrant” means any moral person who or which is being responsible for one competing vehicle or more and 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 **4'500'000.- L.L.; say only Four Million Five Hundred Thousand Lebanese Liras**.

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

2. Competition Driving Licence

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

Competition driving licences are divided into two categories:

- a) **National Competition Licences**
- b) **International Competitions Licences**

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 31st 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 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 hospitalisation medical insurance is obligatory to get the license.

For ANY International licence the applicant must hold a National licence.

2.1 Competitions counting towards licence qualification

Only individual competitions, considered as such by the sporting regulations of the competition and as defined in the International Sporting Code, Art. 20, shall be considered as a competition counting towards licence qualification.

Only National competitions appearing on the calendar of the ASN concerned, and/or International competitions appearing on the FIA International Sporting Calendar shall be considered.

For a licence qualification competition to be considered achieved, the driver must actively enter the competition and be classified in the Official Final Classification of the competition (list of results) (Heats are not eligible).

2.2 Definitions and requirements

- **Circuit**

Refers to competitions or cars on circuits (*according to the 2022 FIA International Sporting Code, Appendix O, Article 2*): Karting, Single-Seaters, Prototypes, GT, Touring Cars, Autocross, Rallycross, Historic Circuit, Trucks and Drifting.

- **Roads**

Refers to competitions or cars on closed or open roads (Rally, Cross-Country, Hill Climb and Historic Rally).

- **World Accident Data Base Declaration of Consent (WADB)**

When applying for an International Driver's Licence, applicants must indicate if they Accept or Do Not Accept the WADB Declaration of Consent (for the processing of personal data in the WADB).

2.3 National Competitions Licences

2.3.1 National Grade "G"

Required for and limited to Karting OK- Junior, Autocross Junior and XC-Junior, or equivalent national categories. **Grade G licence is Not valid for any road competition.**

National Grade G licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

Age criteria:**Minimum age permitted:****Seven years old (7yo).**

The applicant must reach his 12th birthday during the calendar year in which the Licence is issued. This licence allows the participation of persons not normally holding competition Licences in certain special purpose competitions. It is reserved for karts of less than 15 HP.

Minors in this category must have their parents' and/or guardians' signature approving the conditions of their licences, entry forms as well as the indemnities.

Licence fees to be paid:

- | | |
|-------------------|--|
| a) < 15 years old | 1'000'000.- L.L.; say only One Million Lebanese Liras. |
| b) > 15 years old | 1'500'000.- L.L.; say only One Million Five Hundred Thousand Lebanese Liras. |

2.3.2 National Grade “TD-C”**a) Circuits**

- Required for all circuit cars with a weight/power ratio greater than 3 kg/hp.
- Single-Seaters, GT, Touring Cars, Autocross (except Autocross Super Buggy), Rallycross (except Super Cars), Trucks (except FIA Trucks) and Drifting, or equivalent categories
- Historic cars racing in circuit events.

b) Roads

Not valid for any road competition.

National Grade D-C licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

Age criteria:**Minimum age permitted:****Thirteen years old (13yo).**

Competitors between 13 years old (reaching their 13th birthday during the calendar year) and 18 years of age (reaching their 18th birthday during the calendar year) 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.

Licence fees to be paid:

1'500'000.- L.L.; say only One Million Five Hundred Thousand Lebanese Liras.

2.3.3 National Grade “TD-R”**a) Circuits**

- Not valid for any circuit competition.

b) Roads

- Required for all road cars with a weight/power ratio greater than 5 kg/hp
- Sporting Rally cars (Rally3, Rally4, Rally5), Cross-Country cars (except T1), or equivalent categories.
- Hill Climb cars, except for cars in Groups CN, D and E2 of Category II as defined in Article 251.1.1 of the FIA Appendix J (W/P ratio not applicable).
- Any historic rally car as defined and admitted by Appendix K (W/P ratio not applicable).

National Grade D-R licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

Age criteria:

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

Licence fees to be paid: 1'500'000.- L.L.; say only One Million Five Hundred Thousand Lebanese Liras.

2.3.4 National Grade “TC-C”

a) Circuits

- Required for all circuit cars with a weight/power ratio of between 2 and 3 kg/hp
- Single-Seater, Prototype, GT, Touring Car, FIA Autocross Super Buggy, FIA Rallycross Super Car and FIA Truck Championships, or equivalent categories.
- Historic Formula One cars (Period G onwards), Formula Two cars (Period H onwards), Indy Cars (Period G onwards), Formula 5000 and Formula A cars (all), Group C cars (all), CanAm cars (all), and Sports Prototypes over 2 litres (Period G onwards) regardless of weight/power ratio.

b) Roads

Not valid for any road competition.

National Grade C-C licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

Age criteria:

Minimum age permitted: Sixteen years old (16yo).

Competitors that are younger than 18 years old 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.

Licence fees to be paid: 1'500'000.- L.L.; say only One Million Five Hundred Thousand Lebanese Liras.

2.3.5 National Grade “TC-R”

a) Circuits

Not valid for any circuit competition.

b) Roads

- Required for all roads cars with a Weight/Power ratio between 3 and 5 kg/hp.
- Sporting Rally cars (Rally1, Rally2 and RGT), Cross-Country (T1) cars, or equivalent categories
- Hill Climb cars in Groups CN, D and E2 of Category II as defined in Article 251.1.1 of FIA Appendix J (W/P ratio not applicable)

National Grade C-R licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

Age criteria:

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

Licence fees to be paid: 1'500'000.- L.L.; say only One Million Five Hundred Thousand Lebanese Liras.

2.3.6 National Grade “TB”

c) Circuits

Required for all cars with a Weight/Power ratio of between 1 and 2 kg/hp.
Events listed on the FIA international calendar.

d) Roads

Not valid for any road competition.

National Grade B licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

Age criteria:

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

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.3.7 National Grade “TA”

a) Circuits

Required for all cars with a weight/power ratio less than or equal to 1 kg/hp.
Events listed on the FIA international calendar.

b) Roads

Not valid for any road competition.

National Grade A licence is applicable for both, the competitor and the driver. It authorises its holder to participate in national events ONLY.

Age criteria:

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

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.3.7 Grade “e-Licence”: Digital Motorsport

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

“e-Licence” authorises its holder to participate in national Digital Motorsport events ONLY.

Minimum age permitted: Seven years old (7yo).

Licence fees to be paid: 1'000'000.- L.L.; say only One Million Lebanese Liras.

2.3.8 Grade “Drag”

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

“Drag” Licence authorises its holder to participate in national Drag Race events ONLY.

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

Licence fees to be paid: 750'000.- L.L.; say only Seven Hundred Fifty Thousand Lebanese Liras.

2.3.9 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:	750'000.- L.L.; say only Seven Hundred Fifty Thousand Lebanese Liras.

2.3.10 Special conditions:

- a) Licences for participants with disabilities will be issued in accordance with Article 18, Chapter I, Appendix L of the 2022 FIA International Sporting Code.
- b) Single event licences, not applicable for rallies, will be granted for a fee that is equal to 30% of the annual fee per each event.

2.4 International Competitions Licences

2.4.1 International Grade “G” (ITG)

- a) Circuits
Required for and limited to Karting OK- Junior (*non gearbox class only; old Grade C-Junior*), Autocross Junior and XC-Junior, or equivalent categories.
- b) Roads
Not valid for any road competition.

International Grade G licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Qualification criteria:

- Applicants must hold a National Grade G licence.
- Drivers applying for an International Grade G (ITG) licence for the first time must have undergone FIA e-learning safety training.
- undergo a medical aptitude exam performed by the ASN-authorized doctor during which the height and weight of the Driver must be recorded.
- A Driver's weight (including the Driver's equipment) must be a minimum of 35 kg at all times during a competition.
- 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.

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.1.a Karting:

- In compliance with the 2022 CIK-FIA Sporting Regulations, Grade G (ITG) licences are reserved, for Junior categories, for Drivers between 12 years old (reaching their 12th birthday during the calendar year) and 14 years of age (reaching their 14th birthday during the calendar year).
- In order to qualify, applicants must first serve a period of probation with a National Karting Licence and must also be observed to compete satisfactorily in at least 5 ASN-sanctioned karting races within the two years prior to application; (recommendation: the successful completion of a theoretical and practical test conducted on a karting).

2.4.1.b Autocross Junior and XC-Junior, or equivalent categories

- In compliance with Appendix L, Chapter I of the 2022 FIA International Code, Appendix, Grade G (ITG) licences are reserved for drivers aged between 11

(reaching their 11th birthday before 1 January of the year of participation) and 14 (reaching their 14th birthday during the calendar year of participation).

- The driver must be observed to compete to the satisfaction of the licencing ASN in at least five ASN-sanctioned competitions, as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code.

2.4.2 International Grade “F” (ITF)

a) Circuits

Required for and limited to Karting OK- Senior (*non gearbox class only; old Grade C-Restricted*), Autocross Junior and XC-Junior, or equivalent categories.

b) Roads

Not valid for any road competition.

International Grade F licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Qualification criteria:

- Applicants must hold an International Grade G (ITG) or a National Grade G licence.
- Drivers applying for an International Grade F (ITF) licence for the first time must have undergone FIA e-learning safety training.
- undergo a medical aptitude exam performed by the ASN-authorized doctor during which the height and weight of the Driver must be recorded.
- A Driver's weight (including the Driver's equipment) must be a minimum of 40 kg at all times during a competition.
- 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.

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.2.a Karting:

- In compliance with the 2022 CIK-FIA Sporting Regulations, Grade F (ITF) licences are reserved, for Senior categories (only non-gearbox categories), for Drivers between 14 years old (reaching their 14th birthday during the calendar year) and 15 years of age (reaching their 15th birthday during the calendar year).
- In order to qualify, applicants must first serve a period of probation with an International Karting Licence and must also be observed to compete satisfactorily in at least 5 ASN-sanctioned karting races in the Junior category within the two years prior to application; (recommendation: the successful completion of a theoretical and practical test conducted on a karting track with a Senior Kart (non-gearbox category), approved by the parent ASN).

2.4.2.b Autocross Junior and XC-Junior, or equivalent categories

- In compliance with Appendix L, Chapter I of the 2022 FIA International Code, Appendix, Grade F (ITF) licences are reserved for drivers aged between 13 (reaching their 13th birthday before 1 January of the year of participation) and 15 (reaching their 15th birthday during the calendar year of participation).

- The driver must be observed to compete to the satisfaction of the licencing ASN in at least five ASN-sanctioned competitions, as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code.

2.4.3 International Grade “E” (ITE)

a) Circuits

- Minimum licence grade for Senior gearbox and non gearbox classes including Superkart (*old Grade C-Senior*).
- Autocross Junior, XC-Senior, or equivalent categories, regardless of weight/power ratio.
- Rallycross cars with a weight/power ratio greater than 5 kg/hp.

b) Roads

Not valid for any road competition.

International Grade E licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Qualification criteria:

- Applicants must hold an International Grade G (ITG), Grade F (ITF) or a National Grade G licence.
- Drivers applying for an International Grade E (ITE) licence for the first time must have undergone FIA e-learning safety training.
- undergo a medical aptitude exam performed by the ASN-authorized doctor during which the height and weight of the Driver must be recorded.
- Competitors **that are younger than 18 years old** 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.

Licence fees to be paid: **3'000'000.- L.L.; say only Three Million Lebanese Liras.**

2.4.3.a Karting:

- In compliance with the 2022 CIK-FIA Sporting Regulations, Grade F (ITE) licences are reserved for,
 - i. Senior (**gearbox and non-gearbox**) categories, for Drivers reaching their 15th birthday during the calendar year in which the Licence is issued.
 - ii. Superkart Drivers licence, the applicant must be 18 years old or older.
- In order to qualify, applicants must either:
 - i. first serve a period of probation with a national karting Licence and must also be observed to compete satisfactorily in at least 5 ASN-sanctioned karting races within the two years prior to application (recommendation: the successful completion of a theoretical and practical test conducted on a karting track with a Senior Kart, approved by the parent ASN); or
 - ii. first serve a period of probation with an International Grade «G» or «F» Karting Licence and must also be observed to compete satisfactorily in at least 5 national and/or international Competitions during the 24 months prior to his application.

2.4.3.b Autocross Junior, XC-Senior, or equivalent categories, and Rallycross cars with a weight/power ratio greater than 5 kg/hp.

- In compliance with Appendix L, Chapter I of the 2022 FIA International Code, Appendix, Grade E (ITE) licences are reserved for drivers aged 14 (reaching their 14th birthday before 1 January of the year of participation).

- The driver must be observed to compete to the satisfaction of the licencing ASN in at least five ASN-sanctioned competitions, as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code.
- Driver's weight (including Driver's equipment) must be a minimum of 40 kg at all times during a competition.

2.4.4 International Grade "D" (ITD-C)

a) Circuits

- Required for all circuit cars with a weight/power ratio greater than 3 kg/hp.
- Single-Seaters, GT, Touring Cars, Autocross (except Autocross Super Buggy), Rallycross (except Super Cars), Trucks (except FIA Trucks) and Drifting, or equivalent categories.
- Historic cars racing in circuit events (except those mentioned in Article 8.1a).

b) Roads

Not valid for any road competition.

International Grade D (ITD-C) licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Age criteria:

Drivers must have at least 16 years old (the date of the birthday being binding). Competitors that are younger than 18 years old 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.

Qualification criteria:

- Applicants must hold an International Grade E (ITE) licence or a National Grade "D-C" licence.
- The driver must be observed to compete to the satisfaction of the licencing ASN in at least five ASN-sanctioned competitions, as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code.
- Drivers applying for an International Grade D (ITD-C) licence for the first time must have undergone FIA e-learning safety training.

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.5 International Grade "D" (ITD-R)

a) Circuits

Not valid for any circuit competition.

b) Roads

- Required for all road cars with a weight/power ratio greater than 5 kg/hp
- Sporting Rally cars (Rally3, Rally4, Rally5), Cross-Country cars (except T1), or equivalent categories.
- Hill Climb cars, except for cars in Groups CN, D and E2 of Category II as defined in Article 251.1.1 of the FIA Appendix J (W/P ratio not applicable).
- Any historic rally car as defined and admitted by Appendix K (W/P ratio not applicable).

International Grade D (ITD-R) licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Age criteria:

Drivers must have at least 16 years old (the date of the birthday being binding). Competitors that are younger than 18 years old 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.

Qualification criteria:

- Applicants must hold an International Grade E (ITE) licence or a National Grade “D-R” licence.
- The driver must be observed to compete to the satisfaction of the licencing ASN in at least five ASN-sanctioned competitions, as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code.
- Drivers applying for an International Grade D (ITD-R) licence for the first time must have undergone FIA e-learning safety training for Roads.

Licence fees to be paid: 3'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.6 International Grade “C” (ITC-C)

a) Circuits

- Required for all circuit cars with a weight/power ratio of between 2 and 3 kg/hp.
- Single-Seater, Prototype, GT, Touring Car, FIA Autocross Super Buggy, FIA Rallycross Super Car and FIA Truck Championships, or equivalent categories.
- Historic Formula One cars (Period G onwards), Formula Two cars (Period H onwards), Indy Cars (Period G onwards), Formula 5000 and Formula A cars (all), Group C cars (all), CanAm cars (all), and Sports Prototypes over 2 litres (Period G onwards) regardless of weight/power ratio.

b) Roads

Not valid for any road competition.

International Grade C (ITC-C) licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Age criteria:

Drivers must have at least 16 years old (the date of the birthday being binding). Competitors that are younger than 18 years old 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.

Qualification criteria:

- Applicants must hold an International Grade E (ITE), International Grade D (ITD-C) licence or a National Grade “C-C” licence.
- The driver must be observed to compete to the satisfaction of the licencing ASN, in competitions as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code, within the two years prior to application:

- a.1) with an ITD-C licence, in at least five ASN-sanctioned circuit competitions, or
- a.2) with an ITE licence, in at least ten ASN sanctioned circuit competitions, or
- a.3) with a National Grade “C-C” licence, in at least ten ASN-sanctioned competitions, (minimum of five circuit competitions).
- b) Competitions in Karting, Single-Seaters, GT, Touring Cars, Autocross, Rallycross, Historic circuit and Trucks, or equivalent (except Drifting).
- c) Any competitions in other disciplines cannot be considered.
- Drivers applying for an International Grade C (ITC-C) licence for the first time must have undergone FIA e-learning safety training.

Licence fees to be paid: 5'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.7 International Grade “C” (ITC-R)

- a) Circuits
Not valid for any road competition
- b) Roads
 - Required for all roads cars with a Weight/Power ratio between 3 and 5 kg/hp.
 - Sporting Rally cars (Rally1, Rally2 and RGT), Cross-Country (T1) cars, or equivalent categories
 - Hill Climb cars in Groups CN, D and E2 of Category II as defined in Article 251.1.1 of FIA Appendix J (W/P ratio not applicable)

International Grade C (ITC-R) licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Age criteria:

Drivers must have at least 16 years old (the date of the birthday being binding).

Competitors that are younger than 18 years old 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.

Qualification criteria:

- Applicants must hold an International Grade D (ITD-R), or a National Grade “C-R” licence.
- The driver must be observed to compete to the satisfaction of the licencing ASN, in competitions as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code, within the two years prior to application:
 - a.1) with an ITD-R licence, in at least five ASN-sanctioned road competitions, or
 - a.2) with a National Grade “C-R” licence, in at least ten ASN-sanctioned competitions (minimum of five road competitions)
 - b) Competitions in sporting Rally, Cross-Country or Hill Climb, or equivalent.
 - c) Any competitions in other disciplines cannot be considered.
- Drivers applying for an International Grade C (ITC-C) licence for the first time must have undergone FIA e-learning safety training.

Licence fees to be paid: 5'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.8 International Grade “B” (ITB)

a) Circuits

- Required for all cars with a weight/power ratio of between 1 and 2 kg/hp.
- Single-Seaters, Prototypes, GT and Touring Cars, or equivalent categories.

b) Roads

Not valid for any road competition.

International Grade B (ITB) licence is applicable for both, the competitor and the driver. It authorises its holder to participate in international events.

Age criteria:

Drivers must have at least 16 years old (the date of the birthday being binding). Competitors that are younger than 18 years old 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.

Qualification criteria:

- **Applicants must hold an International Grade C (ITC-C) licence.**
- The driver must be observed to compete to the satisfaction of the licencing ASN, in competitions as specified in Article 1.9, Chapter I, Appendix L of the 2022 FIA International Sporting Code, within the two years prior to application. Should the two-year period include 2020 or 2021, then the three years prior to application should be considered instead.
- Competitions for Single-Seaters, Prototypes, GT or Touring Cars, where the minimum licence required is an International Grade C (ITC-C).
- Any competitions in other disciplines cannot be considered.

Renewal or expiry

In accordance with Article 10.4, Chapter I Appendix L of the 2022 FIA International Sporting Code.

Licence fees to be paid: 5'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.9 International Grade “A” (ITA)

c) Circuits

- Required for all cars with a weight/power ratio less than or equal to 1 kg/hp.
- Single-Seaters, Prototypes or equivalent categories.

d) Roads

Not valid for any road competition.

International Grade A (ITA) licence is applicable the driver **ONLY**. It authorises its holder to participate in international events.

Age criteria:

The driver must be at least 17 years old (the date of the birthday being binding) and satisfy the qualification criteria prescribed in Articles 11.3 and 11.4 of Chapter I, Appendix L of the 2022 FIA International Sporting Code.

Competitors that are younger than 18 years old 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.

Qualification criteria:

- **Applicants must be the holder of a current International Grade B (ITB) licence.**
- The driver must have completed six events in Grade C Championships.

Supplementary conditions

In accordance with Article 11.4, Chapter I, Appendix L of the 2022 FIA International Sporting Code.

Driver Training

In accordance with Article 11.5, Chapter I, Appendix L of the 2022 FIA International Sporting Code.

Renewal or expiry

In accordance with Article 11.6, Chapter I, Appendix L of the 2022 FIA International Sporting Code.

Licence fees to be paid: 5'000'000.- L.L.; say only Three Million Lebanese Liras.

2.4.10 Other various International Competitions Licences are subject to be issued in accordance with their respective terms and conditions set forth in Chapter I, Appendix L of the 2022 FIA International Sporting Code. Their respective fees will be subject to valuation by the ASN Coordinator in due time.

2.4.11 Table of competition licences grades and its corresponding fees is found hereafter in Appendix I.

2.5 National and International Licences fees are subject to alteration without prior notice.

3. Licence Issue

1. An application for any type of FIA and/or FIA-CIK Kart Competitions Licences 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~~ **Any** 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.

b) 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-authorised 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 Chief Safety Officer (compulsory for each event).
- l) Chief Medical Officer (compulsory for each event).
- 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 is nominated to conduct.
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 and/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 – TIMEKEEPERS, TRACK OR ROAD AND FLAG MARSHALS

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
3. The duties of track or road and flag marshals shall be in accordance with Article 11.15 of the International Sporting Code.
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. The duties of scrutineers shall be in accordance with Article 11.14 of the International Sporting Code.
2. Scrutineering of the vehicles by the Technical Control Commission is obligatory for all events.
3. 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.

4. 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 a statement that the Event is to be held under the Code and the existing national rules, Article 3.5.3 of International Sporting Code.
 - 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~~ **Liras** by each Formula 1 event.
 - Three Hundred Thousand U.S. Dollars (300'000.-U.S. \$) or their equivalence in Lebanese ~~Pounds~~ **Liras** by each Formula "E" event.
 - Five Thousand U.S. Dollars (5'000.-US Dollars) or their equivalence in Lebanese ~~Pounds~~ **Liras** 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~~ **Liras** by each Karting event.
 - Five Thousand U.S. Dollars (5'000.-US Dollars) or their equivalence in Lebanese ~~Pounds~~ **Liras** by each Speed Test event.
 - Five Thousand U.S. Dollars (5'000.-US Dollars) or their equivalence in Lebanese ~~Pounds~~ **Liras** 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 1st and December 31st.

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~~ **Liras**.

Article 9

The registration demands for the National Sporting Calendar will have to be presented at the ASN Secretariat before the November 30th 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 penalised by an additional Five Hundred U.S. Dollars (500.- U.S. \$) or their equivalence in Lebanese ~~Pounds~~ **Liras**

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 an ASN member, a CSN member, or an Official has either a mandate for a judicial jurisdiction 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 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 FIA International Sporting Code, Appendix A, Article 4 (*published on 31.03.21*).
 - The test(s) will be carried out in compliance with the FIA International Sporting Code, Appendix A, Article 5 (*published on 31.03.21*).
12. Alcohol Testing:

In compliance with Appendix C Article 1 of the 2022 International Sporting Code, it is forbidden to participate in Motor Sports events under the influence of alcohol. The test(s) will be carried out in compliance with Article C of the Code.
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 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) **Warning**
- b) Reprimand (blame).
- c) A pecuniary fine.

- d) Disqualification.
- e) Temporary Suspension of the OFFICIAL Sporting Licence.
- f) 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~~ **Liras**.
 - 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 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 12.21 and 14.4 of the 2022 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.
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 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 to 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.

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~~ **Liras**, 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 2022 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~~ **Liras**. 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. Loose his classification in the concerned event.
 - iii. Loose 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. Nevertheless, 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.
- 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 15.6 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 2022 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.

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 15.4).

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 2022 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 1st 2022.**

APPENDIX I

2022 Drivers' Licences Grades and Corresponding Fees

App. L / Ch. 1 Article	Grade	Group	FIA Required for	Annual Fees	Grade	ATCL Equivalence Required for	Annual Fees
Article 3	ITG	Circuit	Karting Junior (<i>old C-Junior</i>) Autocross - XC Junior	L.L. 3,000,000	G	Same as FIA	L.L. 1,000,000
Article 4	ITF	Circuit	Karting Senior Restricted (<i>old C-Restricted</i>) Autocross - XC Junior	L.L. 3,000,000	G	Same as FIA	L.L. 1,500,000
Article 5	ITE	Circuit	Karting Senior (<i>old C-Senior</i>) Autocross - XC Senior Rallycross Junior	L.L. 3,000,000	G	Same as FIA	L.L. 1,500,000
Article 6	ITD - C	Circuit	Single Seaters Prototypes GT's Touring Cars Trucks 2 Drifting D1 Autocross (except Super Buggy) Rallycross (except Supercar) Historic except for: HF1/Indy (G), HF2 (H), HF5000, HFA, HGC, CanAm Rally (Rally3, Rally4, Rally5) Cross Country (except T1) Hill Climb (except CN/D, E2 CATII) Historic speed Rally Historic Hill Climb	L.L. 3,000,000	TD - C	Same as FIA	L.L. 1,500,000
Article 7	ITD - R	Roads		L.L. 3,000,000	TD - R	Same as FIA	L.L. 1,500,000
Article 8	ITC - C	Circuit	Single Seaters Prototypes GT's Touring Cars Trucks 1 Autocross Super Buggy Rallycross Supercar Historic for: HF1/Indy (G), HF2 (H), HF5000, HFA, HGC, CanAm Rally (Rally1, Rally2, RGT) Cross Country (T1) Hill Climb (CN/D, E2 CATII)	L.L. 5,000,000	TC - C	Same as FIA	L.L. 5,000,000
Article 9	ITC - R	Roads		L.L. 5,000,000	TC - R	Same as FIA	L.L. 1,500,000
Article 10	ITB	Circuit	Single seaters Prototypes GT's Touring Cars	L.L. 5,000,000	TB	Same as FIA	L.L. 3,000,000
Article 11	ITA	Circuit	Single seaters Prototypes	L.L. 5,000,000	TA	Same as FIA	L.L. 3,000,000
					Drag S	Drag Racing	L.L. 750,000
					e-Licence	Speed Test	L.L. 750,000
						Digital Motorsport	L.L. 1,000,000

* REMARK: National and International Licences fees are subject to alteration without prior notice.

This page has been left blank intentionally.

APPENDIX A

CHAPTER I - GENERAL

Article 1

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 2

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 3

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 4

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, **ASN, and national homologated cars** in accordance with Article ~~9~~ **11** hereafter will score points by participating in the Lebanese Hill Climb Championship, as per the following:
 - a) FIA homologated, **ASN, and national homologated cars** shall have their own classification. Scored points will be awarded in accordance with the scale ~~here before in Art 2.4 above~~ **11.d hereafter**.
 - 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.
- 5) 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 Rally2 Rally Drivers

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

Article 4: The Lebanese Cup for Class RC2/N4 Rally Drivers

- 4) This cup will be given to the 1st driver in the general classification running on a RC2/N4 Class car.
- 5) The classification will be the result of adding all the points obtained during the current year, driving a RC2/N4 Class car.
- 6) 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 5: The Lebanese Cup for Class RC3 Rally Drivers

- 1) This Cup will be given to the 1st 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 6: 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 7: The Lebanese Cup for Class RC5 Rally Drivers

- 1) This Cup will be given to the 1st 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.
- 3) Minimum cars number to start each event is not a condition required to score points in the RC5 Class entered by a competitor

Article 8: The Lebanese National Cup for Class SN Rally Drivers

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

Article 9: The Lebanese National Cup for Class SA Rally Drivers

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

Article 10: The Lebanese Cup for Junior Rally Drivers/Co-Drivers.

- 1) This cup will be given to the 1st driver/Co-Driver in the general classification having his/her 26th 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 11: 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 12: Eligible Vehicles

- 1) The eligible vehicles to participate in rallies are as follows:
 - a) 1st Category: All vehicles classes in conformity with Article 12.1 of the FIA Regional Rallies Championships Sporting Regulations, excluding RGT class cars. The concerned cars must be in conformity with Appendix J of the FIA International Sporting Code for the current year.
An FIA technical passport is mandatory for S2000-Rally and Rally2 cars.
 - b) 2nd 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 Homologated Cars, according to Article 12.3.6 of the 2022 FIA Regional Rallies Championship Sporting Regulations whose homologations have expired between **nine** and **twenty** years before the beginning of the current year are permitted to participate in the rallies of the Lebanese Rally Championship as well as the MERC. The drivers and co-drivers of such cars **DO SCORE** points in both Championships.**
 - d) ~~ASN~~ **National Homologated Cars, according to Article 12.3.6 of the 2022 FIA Regional Rallies Championship Sporting Regulations, with some exceptions (refer to Appendix C of the National Sporting Code) whose homologations have expired between **nine** and **twenty** 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 **Lebanese Rally** Championship **ONLY**.**

The above categories are described in Appendix C, Article 1 of the ~~2021~~ 2022 National Sporting Code

Article 13: 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 st	30	Points	11 th	10	Points
2 nd	27	Points	12 th	9	Points
3 rd	25	Points	13 th	8	Points
4 th	23	Points	14 th	7	Points
5 th	21	Points	15 th	6	Points
6 th	19	Points	16 th	5	Points

7 th	17	Points	17 th	4	Points
8 th	15	Points	18 th	3	Points
9 th	13	Points	19 th	2	Points
10 th	11	Points	20 th	1	Point

For class classification:

1 st	5	points	4 th	2	Points
2 nd	4	points	5 th	1	Point
3 rd	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 2.4.b ~~here before~~)

Article 14: Trophies of the Lebanese Rally Championship for Drivers and Co-Drivers

- Trophy of the Lebanese Rally Drivers Champion.
- Trophy of the 2nd place in the Lebanese Rally Championship for Drivers.
- Trophy of the 3rd place in the Lebanese Rally Championship for Drivers.
- Trophy of the Lebanese Rally Co-Drivers Champion.
- Trophy of the 2nd place in the Lebanese Rally Championship for Co-Drivers.
- Trophy of the 3rd place in the Lebanese Rally Championship for Co-Drivers.
- Trophy of the 1st Lebanese Rally Driver in Class Rally2 category
- Trophy of the 1st Lebanese Rally Driver in Class RC2/~~N4~~ NR4 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 R3/R3T category
- Trophy of the 1st Lebanese Rally Driver in Class Group A
- Trophy of the 1st Lebanese Rally Driver in Class RC5 category.
- Trophy of the 1st Lebanese Rally Driver in Class SN category
- Trophy of the 1st Lebanese Rally Driver in Class SA category
- The Lebanese Cup for Junior Rally Drivers
- The Lebanese Cup for Junior Rally Co-Drivers.
- Trophy of the 1st 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.
- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.
- 4) 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.
- 5) Trophies for hill climbs will be granted in accordance with the new PF Groups (~~Six~~ **Five** Groups).
- 6) For scoring points from hill climbs to Rally Championship ranking, the concerned vehicle should be in Full Rally configuration as well as registered on the PF website <http://www.fiaperformancefactor.com/>.

Article 2: The Lebanese Hill Climb **Cup for Group 2 PF Vehicles.**

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Group 2 PF cars. 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 2 PF car.

Article 3: The Lebanese Hill Climb **Cup for Group 3 PF Vehicles.**

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Group 3 PF 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 a Group 3 PF.

Article 4: The Lebanese Hill Climb Cup for Group 4 PF Vehicles.

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Group 4 PF cars. 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 4 PF car.

Article 5: The Lebanese Hill Climb Cup for Group 5 PF Vehicles.

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Group 5 PF 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 a Group 5 PF car.

Article 6: The Lebanese Hill Climb Cup for Group 6 PF Vehicles.

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Group 6 PF 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 a Group 6 PF car.

Article 7: The Lebanese Hill Climb Cup for Cross Cars.

- 1) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification running on Cross Car category vehicles.
- 2) These cars shall have their own classification and will not appear on any results of the Championship.
- 3) For this Cup, minimum cars number to start each event is not a condition required to score points by any competitor.

Article 8: 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 26th 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 9: The Lebanese Ladies Cup for Hill Climb Drivers.

- 5) A Ladies Cup will be given to the first female driver adding up the greatest number of points in the Lebanese Hill Climb Championship.
- 6) 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.

Article 10: Eligible Vehicles

All vehicles in conformity with the Appendix 6 and 7 of the FIA Hill Climb Championship are eligible to participate.

Refer to Appendix C of The National Sporting Code article 2 Hill Climbs.

~~WRC as well as all vehicles classes in conformity with Article 12.1 of the 2021 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 in compliance with the 2021 National Sporting Code, Appendix C, Article 1.b, and cars with PF ID's may take part in the Hill climbs. The above categories are described in Appendix C, Articles 1 and 2 of the 2021 National Sporting Code.~~

Article 11: 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 st	30	25	points	11 th	10	points
2 nd	27	23	points	12 th	9	points
3 rd	25	21	points	13 th	8	points
4 th	23	19	points	14 th	7	points
5 th	21	17	points	15 th	6	points
6 th	19	15	points	16 th	5	points
7 th	17	14	points	17 th	4	points
8 th	15	13	points	18 th	3	points
9 th	13	12	points	19 th	2	points
10 th	11	11	points	20 th	1	point

For class classification:

1 st	5	points	4 th	2	points
2 nd	4	points	5 th	1	point
3 rd	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 12: Trophies of the Lebanese Hill Climb Championship

- Trophy of the Lebanese Hill Climb Champion.
- Trophy of the 2nd place in the Lebanese Hill Climb Championship.
- Trophy of the 3rd place in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in Group 2 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 2nd place driver in Group 2 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 3rd place driver in Group 2 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in Group 3 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 2nd place driver in Group 3 PF Vehicles in the Lebanese Hill Climb Championship.

- Trophy of the 3rd place driver in Group 3 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in Group 4 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 2nd place driver in Group 4 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 3rd place driver in Group 4 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in Group 5 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 2nd place driver in Group 5 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 3rd place driver in Group 5 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in Group 6 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 2nd place driver in Group 6 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 3rd place driver in Group 6 PF Vehicles in the Lebanese Hill Climb Championship.
- Trophy of the 1st place driver in The Lebanese Hill Climb for Cross Car Category.
- Trophy of the 2nd place driver in The Lebanese Hill Climb for Cross Car Category.
- Trophy of the 3rd place driver in The Lebanese Hill Climb for Cross Car Category.
- The Lebanese Hill Climb Cup for Junior Drivers.
- Trophy of the 1st lady driver in the Lebanese Hill Climb Championship (Ladies Cup).

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 12.1 of the 2021 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 2021 National Sporting Code), and Group SM as described in Appendix C, Article 2, of the 2021 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 1st driver in the general classification running on a car that complies with the classes described in Article 12.1 of the 2021 FIA Regional Rallies Championships Sporting Regulations excluding RGT class cars (Refer to Appendix C, Article 1.1.a of the 2021 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 2021 National Sporting Code).~~
- ~~3) The classification will be the result of adding all the points obtained during the current year, driving a homologated car.~~

Article 2: The Lebanese Speed Test Championship for Drivers - Racing Cars/Series.

All vehicles in conformity with the Appendix 6 and 7 of the FIA Hill Climb Championship are eligible to participate.

Refer to Appendix C of The National Sporting Code article 2 Hill Climbs

A Cup will be given to the first three of each PF group.

The driver having obtained the highest points total at the end of the season will be declared as The Lebanese Speed Test Champion for PRO Series.

~~**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 3: The Lebanese Speed Test Championship for Drivers - Street 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 ~~2021~~ 2022 National Sporting Code) may take part in the Lebanese Speed Test Championship for Street 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 Street Series.
- 3) Minimum cars number to start each event is not a condition required to score points by a competitor.

- 4) 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 – **Street Series**.
- 5) **Group L1: Up to and including 1400cc.**
Group L2: Over 1400cc up to and including 1600 cc.
Group L3: Over 1600cc up to and including 2000cc.

Article 4: The Lebanese Speed Test Championship for Drivers - L4 2WD cars.

- 1) Only Group L4 2WD may take part in the Lebanese Speed Test Championship for Drivers L4 2WD (*Refer to Appendix C of the 2022 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 Drivers - L4 2WD.
- 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 Drivers L4 2WD.

Article 5: The Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L5 4WD cars.

- 1) Only Group L5 4WD cars may take part in the Lebanese Speed Test Championship for ~~Super Series Drivers L4~~ L5 4WD (*Refer to Appendix C of the ~~2021~~ 2022 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 L4~~ L5 4WD.
- 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 ~~L4~~ L5 4WD.

Article 6: The Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L6 Modified cars.

- 1) Only Group ~~L5~~ L6 Modified ~~4WD~~ cars may take part in the Lebanese Speed Test Championship for ~~Super Series Drivers L4~~ L6 Modified cars (*Refer to Appendix C of the ~~2021~~ 2022 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 L4~~ L6 Modified cars ~~super 4WD~~.
- 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 L4~~ L6 Modified cars ~~4WD~~.

~~**Article 7: The Lebanese Speed Test Championship for Drivers – Super Series L4 2WD cars.**~~

- ~~1) Only Group L4 2WD may take part in the Lebanese Speed Test Championship for Super Series Drivers L4 2WD (Refer to Appendix C of the 2021 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 L4 2WD.~~
- ~~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 L4 2WD.~~

~~**Article 8**~~ **Article 7: The Lebanese Speed Test Championship for Drivers – Super Series L5 4WD Super & Muscle cars L7.**

- 1) Only Group ~~L5 4WD~~ **L7** (Over 3.5 Litres) cars may take part in the Lebanese Speed Test Championship for Super **& Muscle cars** ~~Series Drivers L5 4WD~~ **L7** (Refer to Appendix C of the 2022 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 **& Muscle cars** ~~Series Drivers L7~~.
- 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 **& Muscle cars** Drivers **L7** ~~L5 4WD~~.

~~**Article 9: The Lebanese Speed Test Champion for Drivers – Super Series L5 2WD cars.**~~

- ~~1) Only Group L5 2WD (Over 3.5 Litres) may take part in the Lebanese Speed Test Championship for Super Series Drivers L5 2WD (Refer to Appendix C of the 2021 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 L5 2WD.~~
- ~~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 L5 2WD.~~

~~**Article 10**~~ **9: The Lebanese Speed Test Trophy(ies) for Ladies Drivers - Pro Series, Amateur Street Series, Super & Muscle cars L7 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 1st, 2nd and 3rd 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 14: 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 st	30	points	11 th	10	points
2 nd	27	points	12 th	9	points
3 rd	25	points	13 th	8	points
4 th	23	points	14 th	7	points
5 th	21	points	15 th	6	points
6 th	19	points	16 th	5	points
7 th	17	points	17 th	4	points
8 th	15	points	18 th	3	points
9 th	13	points	19 th	2	points
10 th	11	points	20 th	1	point

For class classification:

1 st	5	points	4 th	2	points
2 nd	4	points	5 th	1	point
3 rd	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 – Racing Cars Pro Series

- ~~Trophy of the Lebanese Speed Test Champion for Drivers – Pro Series.~~
- ~~Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Pro Series.~~
- ~~Trophy of the 3rd 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 1st 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 1st 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 1st place in the Lebanese Speed Test Championship for Rear Wheel Drive category – Pro Series.~~

- Trophy of the 1st place driver in Group 2 PF Vehicles in the Speed Test Championship.
- Trophy of the 2nd place driver in Group 2 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 3rd place driver in Group 2 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 1st place driver in Group 3 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 2nd place driver in Group 3 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 3rd place driver in Group 3 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 1st place driver in Group 4 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 2nd place driver in Group 4 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 3rd place driver in Group 4 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 1st place driver in Group 5 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 2nd place driver in Group 5 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 3rd place driver in Group 5 PF Vehicles in the Lebanese Speed Test Championship.
- Trophy of the 1st place driver in Group 6 PF Vehicles in the Lebanese Speed Test Championship.

- Trophy of the 2nd place driver in Group 6 PF Vehicles in the Lebanese Speed Test Championship
 - Trophy of the 3rd place driver in Group 6 PF Vehicles in the Lebanese Speed Test Championship
- e) **The Lebanese Speed Test Championship for Drivers – Street Series L1:**
- Trophy of the Lebanese Speed Test Champion for Drivers – Street Series L1.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Street Series L1.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – Street Series L1.
- f) **The Lebanese Speed Test Championship for Drivers – Street Series L2:**
- Trophy of the Lebanese Speed Test Champion for Drivers – Street Series L2.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Street Series L2.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – Street Series L2.
- g) **The Lebanese Speed Test Championship for Drivers – Street Series L3:**
- Trophy of the Lebanese Speed Test Champion for Drivers – Street Series L3.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Street Series L3.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – Street Series L3.
- h) **The Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L4 2WD cars.**
- Trophy of the Lebanese Speed Test Champion for Drivers – ~~Super Series~~ L4 2WD cars.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L4 2WD cars.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L4 2WD cars.
- i) **The Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L4 L5 4WD cars.**
- Trophy of the Lebanese Speed Test Champion for Drivers L5 4WD cars.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers L5 4WD cars.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – ~~Super Series~~ L5 4WD cars.

- j) **The Lebanese Speed Test Championship for Drivers - L6 Modified cars:**
- Trophy of the Lebanese Speed Test Champion for Drivers - L6 Modified cars.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers - L6 Modified cars.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers - L6 Modified cars.
- k) **The Lebanese Speed Test Championship for Drivers – ~~Super Series L5 4WD cars~~ L7 Super & Muscle cars :**
- Trophy of the Lebanese Speed Test Champion for Drivers – ~~Super Series L5 4WD cars~~ L7 Super & Muscle cars.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – ~~Super Series L5 4WD cars~~ L7 Super & Muscle cars.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – ~~Super Series L5 4WD cars~~ L7 Super & Muscle cars.
- ~~l) **The Lebanese Speed Test Championship for Drivers – Super Series L5 2WD cars.**~~
- ~~• Trophy of the Lebanese Speed Test Champion for Drivers – Super Series L5 2WD cars.~~
 - ~~• Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Super Series L5 2WD cars.~~
 - ~~• Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – Super Series L5 2WD cars.~~
- l) **The Lebanese Speed Test Trophy for Ladies Drivers – Pro Series.**
Trophy of the 1st lady driver in the Lebanese Speed Test Championship - Pro Series.
- m) **The Lebanese Speed Test Trophy for Ladies Drivers – Street Series L1, L2, L3, L4, L5, L6, L7.**
Trophy of the 1st lady driver in the Lebanese Speed Test Championship -. ~~Street Series~~ in each of the mentioned categories above.
- ~~a. **The Lebanese Speed Test Trophy for Ladies Drivers – Super Series.**~~
~~Trophy of the 1st lady driver in the Lebanese Speed Test Championship – Super Series.~~
- n) **The “X” Club Trophy of the Lebanese Speed Test**
- Trophy of the Lebanese Speed Test Champion for Drivers – “X” Club.
 - Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – “X” Club.
 - Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – “X” Club.
- o) **The Lebanese Speed Test Cup Trophy for Cross Cars**
- Trophy of the Lebanese Speed Test Cup for Cross Cars for Drivers.
 - Trophy of the 2nd place in the Lebanese Speed Test Cup for Cross Cars for Drivers.
 - Trophy of the 3rd place in the Lebanese Speed Test Cup for Cross Cars for Drivers.

p) The Classic Cars Trophy of the Lebanese Speed Test

- Trophy of the Lebanese Speed Test Champion for Drivers – Classic Cars.
- Trophy of the 2nd place in the Lebanese Speed Test Championship for Drivers – Classic Cars.
- Trophy of the 3rd place in the Lebanese Speed Test Championship for Drivers – Classic Cars.

q) The Lebanese Speed Test Trophy for Ladies Drivers – Classic Cars.

Trophy of the 1st 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 1st 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 1st 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 1st lady driver in the general classification running on a pro car.

Article 9: Eligible Vehicles

The above categories are described in 2022 Lebanese Drift Championship Technical regulations

Article 10: 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:
In accordance with the 2022 Lebanese Drift Championship General Regulations.
- 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 11: Trophies of the Lebanese ~~Speed-Test~~ Drift Championship.

a) The Lebanese Drift Championship for Drivers – Pro

- Trophy of the Lebanese Drift Champion for Drivers – Pro.
- Trophy of the 2nd place in the Lebanese Drift Championship for Drivers – Pro.
- Trophy of the 3rd place in the Lebanese Drift Championship for Drivers – Pro.
- The 2022 Trophy of the 1st 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 2nd place in the Lebanese Drift Championship for Drivers – Street.
- Trophy of the 3rd place in the Lebanese Drift Championship for Drivers – Street.
- The 2022 Trophy of the 1st 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 2nd place in the Lebanese Drift Championship for Drivers – Street Modified.
 - Trophy of the 3rd place in the Lebanese Drift Championship for Drivers – Street Modified.
 - The 2022 Trophy of the 1st 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 2nd place in the Lebanese Drift Championship for Drivers – Club.
 - Trophy of the 3rd 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 1st, 2nd and 3rd 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 1st 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 1st, 2nd and 3rd 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 1st, 2nd and 3rd 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 1st 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) 1st Category: Group T1 Modified Cross-Country Cars
 - b) 2nd Category: Group T2 Series Cross-Country Cars
 - c) 3rd Category: T3
 - d) 4th Category: Rally Cars
 - e) 5th Category: Rock Crawling
- 2) The vehicles in the abovementioned categories, except for the 5th 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 12.1 of the 2022 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 st	30	points	11 th	10	points
2 nd	27	points	12 th	9	points
3 rd	25	points	13 th	8	points
4 th	23	points	14 th	7	points
5 th	21	points	15 th	6	points
6 th	19	points	16 th	5	points
7 th	17	points	17 th	4	points
8 th	15	points	18 th	3	points
9 th	13	points	19 th	2	points
10 th	11	points	20 th	1	point

For class classification:

1 st	5	points	4 th	2	points
2 nd	4	points	5 th	1	point
3 rd	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 2nd place in the Lebanese 4x4 Championship for Drivers.
- Trophy of the 3rd place in the Lebanese 4x4 Championship for Drivers.
- Trophy of the Lebanese 4x4 Co-Drivers Champion.
- Trophy of the 2nd place in the Lebanese 4x4 Championship for Co-Drivers.
- Trophy of the 3rd place in the Lebanese 4x4 Championship for Co-Drivers.
- Trophy of the 1st 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 2nd place in the Lebanese 4x4 Championship for Drivers T2 Category.
- Trophy of the 3rd place in the Lebanese 4x4 Championship for Drivers T2 Category.
- Trophy of the Lebanese 4x4 Co-Drivers Champion T2 Category.
- Trophy of the 2nd place in the Lebanese 4x4 Championship for Co-Drivers T2 Category.

- Trophy of the 3rd 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 2nd place in the Lebanese T3 Championship for Drivers/Co-Drivers.
 - Trophy of the 3rd 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 2nd place in the Lebanese 4x4 “Rock Crawling” Championship for Drivers.
 - Trophy of the 3rd 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 2nd place in the Lebanese 4x4 “Rock Crawling” Ladies Cup.
 - Trophy of the 3rd 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 14th birthday during the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 Max Class

- 1) To participate in any event of the Lebanese Karting Championship in the RMC Junior class, the driver must have his/her 12th birthday during the

current year. He/she must have his/her 15th ~~16th~~ birthday after the end of the current year.

- 2) Trophies will be given to the 1st, 2nd and 3rd 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 Max Class

- 1) To participate in any event of the Lebanese Karting Championship in the RMC Mini class, the driver must have his/her 10th birthday during the current year. He/she must have his/her 14th birthday after the end of the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 Max Class

- 1) To participate in any event of the Lebanese Karting Championship in the RMC Micro class, the driver must have his/her 8th birthday during the current year. He/she must have his/her 12th birthday after the end of the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 15th birthday during the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 32nd birthday during the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 15th birthday during the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification and 1st 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 35th birthday during the current year.
- 2) Trophies will be given to the 1st 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 12th birthday during the current year. He/she must have his/her 15th birthday after the end of the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd drivers in the general classification and 1st 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 15th birthday during the current year.
- 2) Trophies will be given to the 1st, 2nd and 3rd 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 40th birthday during the current year.
- 2) A Trophy will be given to the 1st 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 st	15	points		7 th	5	points
2 nd	12	points		8 th	4	points
3 rd	10	points		9 th	3	points
4 th	8	points		10 th	2	points
5 th	7	points		11 th	1	point
6 th	6	points				
 - b) Final

1 st	30	points		9 th	7	points
2 nd	24	points		10 th	6	points
3 rd	20	points		11 th	5	points
4 th	17	points		12 th	4	points
5 th	14	points		13 th	3	points
6 th	12	points		14 th	2	points
7 th	10	points		15 th	1	point
8 th	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 2nd place in the Lebanese Karting Championship for ROTAX Max Class.
- Trophy of the 3rd place in the Lebanese Karting Championship for ROTAX Max Class.

b) The Lebanese Karting Championship for ROTAX Junior Max Class

- Trophy of the Lebanese Karting Champion for ROTAX Junior Max Class.
- Trophy of the 2nd place in the Lebanese Karting Championship for ROTAX Junior Max Class.
- Trophy of the 3rd place in the Lebanese Karting Championship for ROTAX Junior Max Class.

c) The Lebanese Karting Championship for ROTAX Mini Max Class

- Trophy of the Lebanese Karting Champion for ROTAX Mini Max Class.
- Trophy of the 2nd place in the Lebanese Karting Championship for ROTAX Mini Max Class.
- Trophy of the 3rd place in the Lebanese Karting Championship for ROTAX Mini Max Class.

- d) The Lebanese Karting Championship for ROTAX Micro Max Class**
 - Trophy of the Lebanese Karting Champion for ROTAX Micro Max Class.
 - Trophy of the 2nd place in the Lebanese Karting Championship for ROTAX Micro Max Class.
 - Trophy of the 3rd place in the Lebanese Karting Championship for ROTAX Micro Max Class.
- e) The Lebanese Karting Championship for ROTAX DD2 Class**
 - Trophy of the Lebanese Karting Champion for ROTAX DD2 Class.
 - Trophy of the 2nd place in the Lebanese Karting Championship for ROTAX DD2 Class.
 - Trophy of the 3rd 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 2nd place in the Lebanese Karting Championship for ROTAX DD2 Master Class.
 - Trophy of the 3rd 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 2nd place in the Lebanese Karting Championship for IAME X30 Senior Class.
 - Trophy of the 3rd 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 Championship for IAME X30 Master Class**
 - Trophy of the Lebanese Karting Championship for IAME X30 Master Class.
 - Trophy of the 2nd place in the Lebanese Karting Championship for IAME X30 Master Class.
 - Trophy of the 3rd place in the Lebanese Karting Championship 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 2nd place in the Lebanese Karting Championship for IAME X30 Junior Class.
 - Trophy of the 3rd 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 2nd place in the Lebanese Karting Championship for IAME X30 Shifter Class.
- Trophy of the 3rd 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 2022 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 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, Chapter I, Article 2.

Article 2

In compliance with Article 2.3.6.a.i of the 2022 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 the 2022 National Sporting Code, 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

Dead Heat

The following will apply:

1. IN A CHAMPIONSHIP

For drawing up the final and/or provisional classification of a Championship, the rule for deciding between drivers (and co-drivers) who have scored exactly the same points total shall be:

- According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship racing events.
- In the event of a further tie, the CSN will decide the winner and decide between any other tying drivers (and co-drivers), on the basis of whatever other considerations it thinks appropriate.

2. IN AN EVENT

- **Rallies and 4x4:**

In the event of a dead heat in a rallies and 4x4 events, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

- **Hill Climbs, Speed Tests, Drifting:**

In the event of a dead heat in any racing event of the above, the competitor who sets the best time on the first heat, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. heats shall be taken into consideration

Article 8

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 9

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

Article 10

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 11

The Lebanese motorsport year starts on January 15th and ends on December 15th 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 12

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 13

These Sporting Regulations supersede and replace all editions previously published and come into force on **January 1st 2022.**

APPENDIX I

2022 PROVISIONAL NATIONAL SPORTING CALENDAR

**TO BE UPDATED ON THE www.atclmotorsports.com AS WELL AS ON
RELATED SOCIAL MEDIA APPLICATIONS.**

This page has been left blank intentionally.

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 issuing 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 1st 2022**

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 12.1 of the 2022 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 **International events for S2000-Rally and Rally2** Cars.
- 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 1st ~~2013~~ 2014 up to Dec 31st ~~2020~~ 2021*.
- ii. ASN **Homologated and National Homologated** ~~Approved~~ Cars, according to Article 12.3.6 of the 2021 FIA Regional Rallies Championship Sporting Regulations whose homologations have expired between nine and ~~twelve~~ **twenty** years before the beginning of the current year, *i.e. Jan 1st ~~2009~~ 1993 up to Dec 31st ~~2012~~ 2013*.
- iii. It is **MANDATORY** for these vehicles within this category:
 - be in conformity with their expired homologation forms.
 - an ASN technical passport is mandatory.

2- Hill-Climbs:

2.1 Before registering to a hill climb event, the **Competitors must register the entered car** on the PF site of the FIA **www.fiaperformancefactor.com**, fill a technical sheet and obtain a PF - ID. Appendix 7 and 6 to the FIA Hill Climb Championship should be applied in their integrity.

Eligible PF Groups:

- PF 15 to 39 Performance Group 1
- PF 40 to 79 Performance Group 2
- PF 80 to 119 Performance Group 3
- PF 120 to 159 Performance Group 4
- PF 160 to 239 Performance Group 5
- PF over 240 Performance Group 6

Notwithstanding Appendix 7, it is mandatory to:

- a) increase the minimum weight for each group listed in Article 2.11 by 50kgs
- b) fit a **restrictor with a maximum of 45mm internal diameter** on supercharged cars, in accordance with the descriptions set in Appendix J, Article 254, drawing 254.4.

c) Locally fabricated ROPS (Roll Over Protection Structures; *i.e.*: *rollcages*) are **PROHIBITED**.

d) **Fuel and Combustible:**

- 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.

e) **Tyres:** Tyres are free

2.2 Cross Cars: Only FIA homologated cross cars are accepted to run for the Championship in accordance with Appendix J, Article 279B.

3- Speed Test:

3.1 Pro Group vehicles classes described in Appendix C of the ASN National Sporting Code for the year ~~2021~~ 2022, Article 2.1 Hill-Climbs; here above:

~~3.2 Group I for Amateur Series as well as Super Series, Super cars, Muscle cars & Classic cars must be in conformity with Appendix C of the ASN National Sporting Code for the year 2021.~~

3.2 Cross Cars: Only FIA homologated cross cars are accepted to run for the Championship in accordance with Appendix J, Article 279B.

4- Cross Country:

- | | | |
|------------------------------|--------------------------|-----------------------------|
| 1) 1 st Category: | Group T1 | Modified Cross-Country Cars |
| 2) 2 nd Category: | Group T2 | Series Cross-Country Cars |
| 3) 3 rd Category: | T3 | |
| 4) 4 th Category: | Rally Cars T4 | |
| 5) 5 th 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).

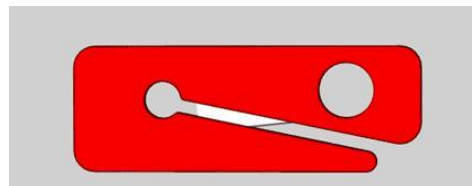
The homologation of a model can only be valid in one group, such as, Production Cars (Group N)/Touring Cars (Group A)/Series Cross-Country Cars (Group **T2**).

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

Important Guidelines for the Year 2022

- 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 (Technical List N°27) or FIA 8856-2018 standard (Technical List No 74).
- **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:
 - S2000-Rally cars in compliance with Art. 255A of 2013 Appendix J.
 - Group Rally2 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® 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)**

Only Helmets that are in compliance with FI Technical List 25 are APPROVED. However, helmets with expired homologations can still be used in Speed Test events ONLY upon the sole discretion and approval of the scrutineers.

- **Eligible Tyres for Rallies ~~2021~~ 2022**

For ~~all rally events~~ the Rally of Lebanon:

The list of homologated tyres MANDATORY to be used is available on the FIA website, under the Regulations section: ~~2021~~ **2022** List of eligible asphalt tyres for FIA Rallies, under the following link:

<https://www.fia.com/regulation/category/117>

For cars engaged in the Local Rally of Lebanon under National Homologated cars the eligible tyres are the same as the eligible tyres for National rallies 2022 here below:

Eligible Tyres for National Rallies ~~2021~~ 2022 ONLY:

FIA homologated tyres are recommended to be used; however, the following are permitted:

- a) Moulded FIA approved tyres from the current homologation List of asphalt eligible tyres are accepted. Older homologation moulded tyres will be permitted.

- b) Tyres commercially and readily available marked “DOT”, “E” or “e” for street use and NOT for Racing / Competition / Track Use, etc..., are permitted. Slick tyres are NOT permitted. Any type of tyre **SHOULD** be submitted for final approval, latest **TWO WEEKS BEFORE** the event, to the organizing committee of the event. Acceptance of the said tyres is conditioned by the committee’s final approval.
- c) For all the above-mentioned tyres, Hand cutting or modification of the thread pattern is NOT permitted.
- d) The organizers have the right to reject any tyre without having to give a reason.

- **Eligible Fuel for Rallies**

For the 2022 Lebanese Rally Championship, including the Rally of Lebanon, a single fuel to the specifications prescribed in Art. 252.9 of Appendix J is supplied by the organisers and must be used by all competitors.

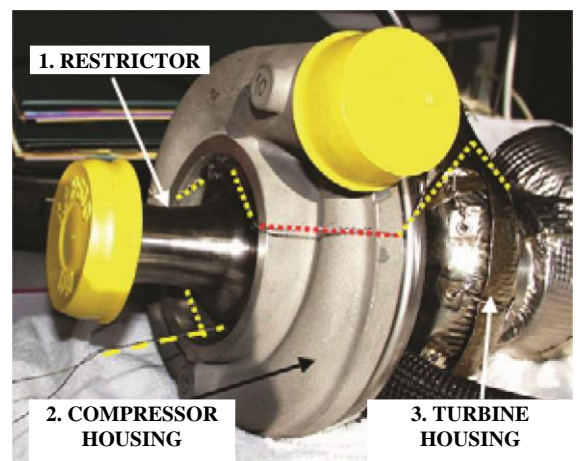
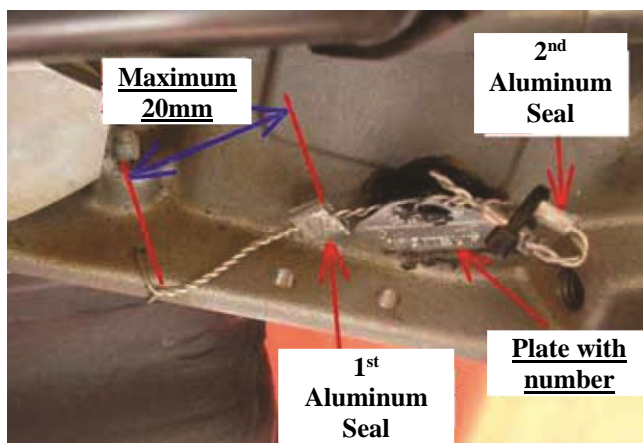
Two types of petrol are available:

- a) ETS Racing Fuel.
- b) CORAL 95 octane.

Prices will be included in each event supplementary regulations.

- **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 turbo compressors: 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 VR4 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 colours.

- 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:

Description	Appendix J	FIA Standard	Technical list
Safety harnesses	Art. 253-6	8853/98 & 8853-2016	24/57
Fire Extinguishers	Art 253-7		16 or 52 Extinguishers must not be more than 2 years after either the date of filling or the last check or corresponding expiry date.
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 & colourless 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 National Homologated vehicles</u> <u>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:

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

VERY IMPORTANT:

SNELL 2005 helmets are NOT APPROVED anymore

Overall under garments	Chap III, Art. 2	8856-2000	27
Socks balaclava boots		8856-2018	74
Frontal Head Restraint System	Chap III, Art. 3	8858-2002 and 8858-2010	29

Head Restraint System (Hans® 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 SPEED TEST CARS

General regulations for Racing Cars Series:

- 1) For the Pro Series all the rules and regulations applicable for The Hill Climbs applies.
- 2) Tyres are Free

General regulations for all Street Cars Group L:

Engine capacities for L group cars:

1. L1: Up to including 1400cc.
2. L2: over 1400cc & up to including 1600cc.
3. L3: over 1600cc & up to including 2000cc. (It includes supercharged cars with 1.4/1.6 engines fitted by the manufacturer i.e. Citroen DS3, Clio 4 sport, Peugeot 208 RC etc.
4. L4: over 2000cc & up to including 3500cc. 2WD.
5. L5: over 2000cc & up to including 3500cc. 4WD.
6. L6: over 2000cc & up to including 4500cc.
7. L7: open & up to 8000cc.
8. Classic cars.

General Conditions & Restrictions for L groups & Classic Cars (for L6 group some modifications are accepted in accordance with article 6)

All production vehicles normally commercialized & registered in conformity with the local traffic regulations with a valid "Mecanique" control & complying with following conditions:

- Cars should be in excellent overall condition.
- Only engines from the same vehicle manufacturer are allowed, without any modification to the body shell or firewall.
- After market superchargers cannot be fitted except for L6 cars.
- The original throttle body(ies) or carburettor(s) should be retained. An increase in number modifications are not allowed.
- The original gearbox (Transmission) should be retained.
- A laminated front windscreen is mandatory.
- A dual braking system is mandatory.
- A minimum 3 points safety belt in perfect operating condition is mandatory. FIA homologated harnesses will be accepted if properly fitted.
- Crash helmets, homologated.
- The removing replacing or modifying of parts to decrease WEIGHT is not permitted.
- External aftermarket accessories will be accepted upon approval of the scrutineers.
- The external internal & general aspect of the vehicle should be preserved.
- The wheels are free as long as they fit & do not exceed the limits of the bodywork.
- Free flow air filters are accepted.
- If fitted properly, hydraulic hand brakes are accepted.
- All anti lag systems (bang bang) are prohibited.
- The original ECU (Engine control unit) should be retained.

- Shock absorbers with external oil reservoirs are not accepted.
- Suspension components & their anchorage points should be retained. After market bushes similar to the original bushes can be fitted. (e.g. Polyurethane bushes)
- The original braking system should be retained.
- All cars must be equipped with at least one towing eye preferably on the front of the vehicle.
- Drums cannot be replaced by discs & vice versa.
- The exhaust system: The noise level must not exceed 103 dB(A) at 3500 rpm.
- Convertible cars: are not eligible with the exception of “Targa” type convertibles, cars with a roll bar from the factory or convertibles fitted with OEM hard top.
- All SUVs (4X4) trucks, pickups, Quads, motorcycles etc. are not eligible.
- As a general rule, all cars prepared for and/or race are not allowed to compete in the L category.
- The nominal capacity of supercharged engines will be multiplied by 1.7.
For Classic cars it will multiplied by 1.4.

Art 1: Group L1: Up to including 1400cc.

The above general conditions & restrictions apply to this group.

Art 2: Group L2: over 1400cc & up to including 1600cc.

The above general conditions & restrictions apply to this group.

Art 3: Group L3: over 1600cc & up to including 2000cc.

It includes supercharged cars with 1.4/1.6 engines fitted by the manufacturer i.e. Citroen DS3, Clio 4 sport, Peugeot 208 RC etc.

The above general conditions & restrictions apply to this group.

Art 4: Group L4: 2WD vehicles.

Engine capacity: over 2000cc & up to including 3500cc.

The above general conditions & restrictions apply to this group.

Stroker engines are not allowed.

Art 5: Group L5: 4WD vehicles.

Engine capacity: over 2000cc & up to including 3500cc.

The above general conditions & restrictions apply to this group.

Stroker engines are not allowed.

Art 6: Group L6 Modified cars: 2WD & 4WD.

Engine capacity: over 2000cc & up to including 4500cc.

The above general conditions & restrictions apply to this group.

The following modifications are accepted:

Aftermarket superchargers & ECUs.

Anti Lag (Bang Bang).

Shock absorbers with external oil reservoirs.

Modified or aftermarket exhaust systems.

Braking system is free.

Stroker engines.

Tyres are free.

Art 7: Group L7: Super & Muscle Cars.

The conditions & restrictions mentioned above apply to this group.

Art 8: Group CC (Classic Cars):

The nominal capacity of super charged engines will be multiplied by 1.4.

The conditions & restrictions mentioned above apply to this group.

Classic cars group vehicles are distributed as follows:

CC1: Up to & including 1600cc.

CC2: Over 1600cc. & up to including 2000cc.

CC3: Over 2000cc. & up to including 3000cc.

CC4: Over 3000cc.

Tyres regulation for speed test events:

Only tyres commercially & readily available on the market marked “DOT“, “E” or “e” & approved for road use are accepted. Slick & molded tyres are not permitted. Acceptance of tyres is conditioned by the scrutineers’ final approval. The organizers have the right to reject any tyre without having to give any Reason.

Fuel & Combustive:

- Commercially available petrol 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.

Group L

~~All production vehicles normally commercialised & 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, 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 motoreycles 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. From 2000cc & up to including 3500cc.~~

~~All cars must be equipped with at least one towing eye, preferably on the front of the vehicle. The following modifications are allowed:~~

 - ❖ ~~Group L4 Amateur:~~
 - ~~In addition to the condition and restrictions mentioned above, the L4 Amateur cars should retain their original exhaust system.~~
 - ~~Stroker engines are **NOT ALLOWED**.~~
 - ~~Original intercooler should be retained.~~
 - ~~Tyres should be covered by the bodywork at least on 1/2 of the width.~~
 - ❖ ~~Group L4 Pro. The following modifications are allowed:~~
 - ~~Aftermarket turbos and supercharges.~~
 - ~~ECU's.~~
 - ~~Shock absorbers with external oil reservoirs.~~
 - ~~Modified exhaust system.~~
 - ~~Brake discs and calipers are free.~~
 - ~~Noise level will be 108 dB(A) at 3500 rpm.~~
 - ~~Stroker engines are **ALLOWED**.~~
- ~~L5: Super and Muscle Cars Over 3500 cc. The following modifications are allowed:~~
 - ~~Aftermarket turbos and supercharges.~~
 - ~~ECU's.~~
 - ~~Shock absorbers with external oil reservoirs.~~
 - ~~Modified exhaust system.~~
 - ~~Brake discs and calipers are free.~~
 - ~~Noise level will be 108 dB(A) at 3500 rpm.~~

~~For L4 and L5: For Turbo charged cars, the nominal capacity will be multiplied by 1.7.~~

Group C (Classic Cars)

All production vehicles normally commercialised 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 1400cc.~~
- ~~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 tyres commercially and readily available marked “DOT”, “E” or “e” are accepted. Slick and "molded" tyres are NOT permitted. Any type of tyre SHOULD be submitted for final approval, latest TWO WEEKS BEFORE the event, to the organizing committee of the event. Acceptance of the said tyres 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 2021 Lebanese Hill Climb Championship are applied.

Published on 07/02/2022

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.~~

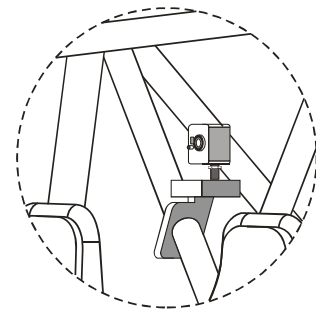
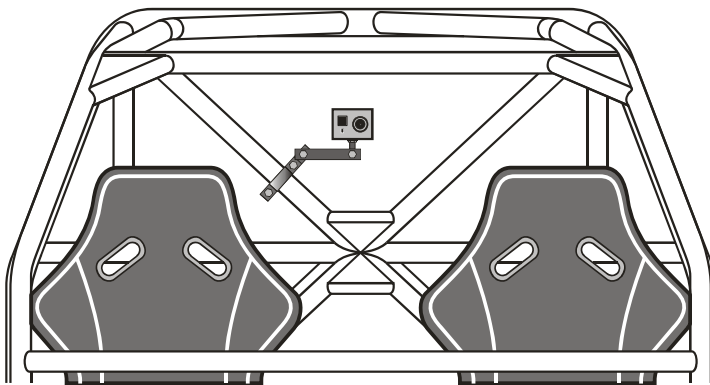
This present Appendix C supersedes and replaces all the previous issued editions and come into force on **January 1st 2021** **2022**.

APPENDIX I:

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

1- INTERIOR MOUNT

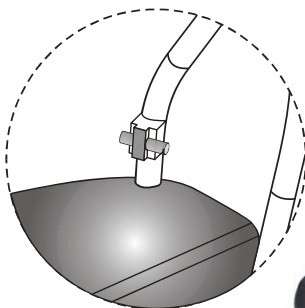
The mounting should be of a rigid type, placed in the centre behind the back of the seats.



Handlebar Mount

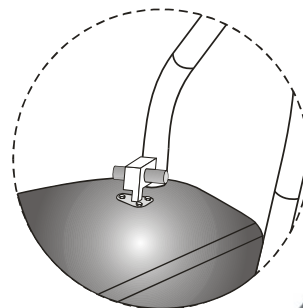


For pencil type cameras, they can be mounted on the front rollbar windscreen pillar, the control unit should be fixed on the floor pan behind the seats. (Similar to battery fixation)



On front Rollbar

OR



On dashboard



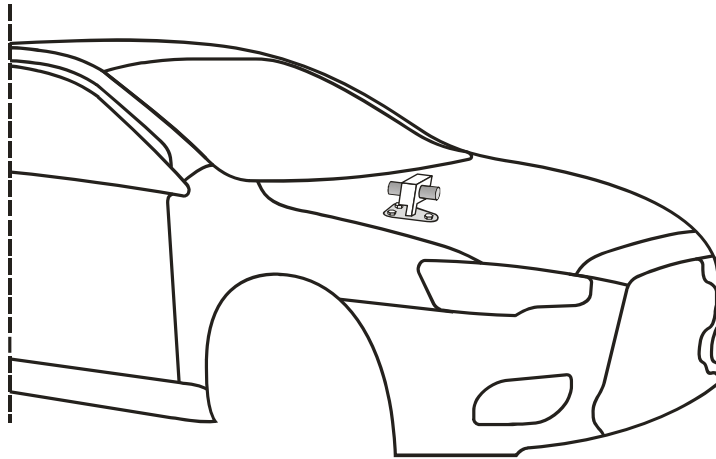
Published on 07/02/2022

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 cm² 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

