

ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

KARTING SPRINT & ENDURANCE

26th – 28th September 2025
Sri Lanka Karting Circuit



The CMSC is organizing the Asia Pacific Karting Sprint Cup (Sprint & Endurance) as part of the 2025 Asia Pacific Motorsport Championship, which will take place at the Sri Lanka Karting Circuit (Speedbay), Bandaragama, Sri Lanka, from 26th September 2025 to 28th September 2025.

The Asia Pacific Karting Sprint Cup will be awarded to the winning nation of the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition.

Entries will open on 1st of June and close on 10th of September.

1. REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

2. GENERAL UNDERTAKINGS

All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations») the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

Only the CMSC is entitled to grant waivers to these Sporting Regulations.

- The Sprint (2-Stroke) is run over one single Competition.
- The Endurance (4-Stroke) is run over one single Competition.
- The Competition will have the status of National Competition.

For any track activity, the circuit will be closed for all competition karts and Drivers from Monday of the week preceding the Karting Competition until Thursday of the week in which the Karting Competition takes place.

The Sprint Competition will comprise a final phase named «Final» in accordance with the number of participants in the Competition. The distance of the Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 25 km for the Cadet /Junior Category, and 30 km for the Senior Category. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track.

The Endurance Competition will comprise of 2 x 30-minute Sprint races and 1 x 2-hour Endurance race with the points from all 3 races determining the winning team.

3. PRINCIPLE AND RUNNING

3.1. NON-QUALIFYING PRACTICE

The Official Timetable provides details on number and duration of non-qualifying sessions for each category.

These sessions are reserved for those drivers having passed the sporting checks and scrutineering prior to entering the track.

The use of transponders is mandatory from the beginning of non-qualifying practice.

3.2. FORMAL WELCOME CEREMONY

In acknowledgement of all Nations, Teams and Drivers taking part in the Asia Pacific Motorsport Championship a formal Welcome Ceremony will take place on Friday 26th September 2025 at the Circuit. All APMC registered competitors and Officials are required to be in attendance.

3.3. DRIVER'S BRIEFING

Entrants and Drivers Briefings are meetings organised by the Race Director for all Entrants and Drivers entered in the event.

The presence of all drivers and drivers' representatives (as dictated by the signing on paperwork) is mandatory throughout the Briefings under pain of a sanction, including disqualification from the event. Attendance will be monitored and recorded.

4. COMMUNICATION

All official communication will be done through the mobile app "Sportity" which can be downloaded from Apple AppStore or Google PlayStore.



iOS:

<https://apps.apple.com/us/app/sportity/id1344934434>

Android:

<https://play.google.com/store/apps/details?id=com.sportity.app&hl=en&pli=1>

The aim of each Briefing is to remind Entrants and Drivers of points concerning safety and organisation, whether general or specific, and to provide clarification concerning the interpretation of the regulations.

Briefing timings are specified in the Official Timetable. Additional meetings may be organised if this is deemed necessary. Details will be posted on the official Notice Board.

5. CLASSIFICATIONS

Article 19 of the Specific Prescriptions.

6. ENTRANTS' APPLICATIONS

6.1. Applicants must hold valid Competition License and the necessary authorization / Start Permission Letter / Letter of No Objection (visas) issued by their ASNs affiliated to the FIA.

6.2. The Entrant must be the father, the mother or the legal guardian of the Driver, should the driver be under the legal age of 18.

6.3. Applications to participate in the Sprint must be submitted to the CMSC by the 10th September 2025 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses, Copy of the Passport and by the entry fees to the order of the CMSC. Successful applicants are automatically admitted to the Sprint Competition.

6.4. In case of more applications to participate than available seats (34 per category), complete dossiers with payment will be accepted as a priority.

6.5. No change of Entrant shall be allowed after the entry list has been made official.

6.6. All applications will be studied by the CMSC, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 5 days after the closing date for entries.

6.7. APPLICATIONS SHALL INCLUDE:

- a. Confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Competition, to respect them.
- b. The names, contact details, and picture of the Driver (passport format) as well as a copy of his license and passport.

The number of entries in the Sprint & Endurance will be limited to 36 per Category.

7. ELIGIBLE DRIVERS

7.1. For the Cadet Sprint Competition: Drivers who are at least 8 years old (or who reach their 8th birthday by the event) and 13 years old as a maximum on the date of the event.

7.2. For the Junior Sprint Competition: Drivers who are at least 12 years old (or who reach their 12th birthday by the event) and 15 years old as a maximum on the date of the event.

7.3. For the Senior Sprint Competition: Drivers who are at least 15 years old (or who reach their 15th birthday by the event). There is no maximum age.

7.4. For the Endurance Competition: Drivers who are at least 15 years old (or who reach their 15th birthday by the event). There is no maximum age. A maximum of 4 teams per ASN.

7.5. The drivers must provide a Letter of Release from the ASN they are representing and have been selected by the ASN of that country. – There is no limit to the number of drivers per ASN

7.6. Should the CMSC receive more candidatures than available seats, a reserve list will be established. Drivers who have presented a complete dossier and settled the entry fee as well as the deposit will be taken into consideration according to the order of receipt at the CMSC secretariat.

7.7 The mode of selection of Drivers by ASNs comes within the sole remit of the latter. ASNs have to communicate the name of their selected Driver(s) to the CMSC before the 10th September 2025.

7.8. Drivers holding a Grade G (for the Junior Class) & Grade F & E (for the Senior Class) National Karting License (issued by their ASN affiliated to the FIA, in compliance with Article 9.2.4).

8. ELIGIBLE KARTS AND EQUIPMENT

8.1. For the Cadet Sprint Competition: The Competition is reserved for Cadet karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:

IAME X30 Water Swift 60cc. All details of the Engine specifications and technical description as per Technical Regulations for the meeting.

8.2. For the Junior Sprint Competition: The Competition is reserved for Junior karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:

IAME X30. All details of the Engine specifications and technical description as per Technical Regulations for the meeting.

8.3. The kart unit comprising all the elements will be the responsibility of the entrant. The chassis elements can be set up only by using the basic mechanical settings.

8.4. For the Senior Sprint Competition: The Competition is reserved for Senior karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:

IAME X30. All details of the Engine specifications and technical description as per Technical Regulations for the meeting.

8.5. For the Endurance Competition: Identical chassis and engines are supplied by the organization and its partners to promote a level playing field throughout the APMC25. Only components provided by the organisation and available to all competitors can be used. Karts will be allocated on Friday morning using a random draw by CMSC.

8.6. The Kart comprising all the elements will be the responsibility of the entrant and any damage will be payable at cost. The chassis elements can be set up only by using the basic mechanical settings.

9. DRIVER EQUIPMENT

9.1. Candidates are free to use their personal equipment if the minimal requirements below are respected:

- A pair of gloves covering the hands completely.
- Fabric overalls must have a "Level 2" homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included.
- A pair of shoes, ideally covering the ankles.

9.2. Helmet

- All Cadet drivers MUST WEAR a proper neck brace.

9.3. For Drivers under 15 years old:

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

9.4. For Drivers over 15 years old:

- Snell Foundation K2015, K2020, SA2015, SA2020
- FIA 8859-2015, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A,
- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007).

9.5. Please note long hair must be contained entirely in the helmet.

9.6. Note: The use of karting body protection according to FIA Standard 8870-2018 will be mandatory for all drivers at this event.

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

- Number of chassis: 1
- Number of engines: 1
- Sets of «slick» tyres: 1 as prescribed for the Sprint

9.8. The kart must be presented in full configuration (assembled chassis + bodywork + extra components) with the engine.

9.9. As from the Free Practice, each Driver may have the following equipment:

- Number of chassis: 1 (the one marked at Scrutineering)
- Number of engines: 1 (the one marked at Scrutineering)
- Sets of «slick» 1 (maximum number of tyres) & 2 «wet weather» tyres.

10. MAXIMUM NUMBER OF SLICK & WET WEATHER TYRES

10.1. Reserved for use in Free Practice and Warm-ups:

- 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres

10.2. Reserved for use from Qualifying Practice until the Final:

- 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres

10.3. Distribution: Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned.

10.4. Stocking: Tyres will be stocked under the responsibility of the Entrant/Driver. As soon as tyres are under the responsibility of the Entrant/Driver, they will not be taken back by the tyre supplier.

10.5. Change: In case a «slick» tyre is punctured during Qualifying Practice & Qualifying Heats, a Driver will be allowed to use a spare tyre (one of the «slick» tyres used during Free Practice) and have it registered under the supervision of the Technical Delegate, following the approval of the Technical Delegate through a report made by the selected Single Tyre Supplier.

10.6. Any chassis for which damage is observed during a Competition must be reported by the driver to the Technical Delegate, who will be the only Official entitled to allow or refuse the replacement of the damaged chassis by a chassis that was not registered at Scrutineering.

10.7. On decision of the Stewards, the Scrutineers will be authorized at any time of the Competition to interchange Entrants' equipment (chassis, engine, carburetor, ignition, inlet silencer, axle, accessories) with another Entrant's equipment or with equivalent substitution equipment taken, by drawing lots, from the stock of the Supplier concerned.

10.8. The measuring device Mini RAE Lite of the company «RAE Systems Inc. (USA)» will be used in Qualifying Practice, Qualifying Heats, Super Heat and Final Phase to check that the tyres are in conformity with the regulations.

The VOC measurement of the tyres may not exceed 15 ppm (maximum limiting value) under any circumstances.

10.9. Note: Pollution of the tyres, e.g., by chain spray, must be avoided since this can result in the limiting value being exceeded. Should the check establish that one or more tyres are not in conformity with the regulations, the relevant Driver will not be allowed access to the "Start Servicing Park" and to the "Pre-Grid": consequently no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats, Super Heat and Final). Protests this procedure are not admitted. Protests and Appeals in this regard do not have a suspensive effect

11. FUEL & FUEL/OIL MIXTURE

11.1. Only the fuel of the selected Single Supplier is allowed to be used during the entirety of the Competition.

11.2. Fuel Distribution: The Competitor will be able to purchase Fuel Vouchers directly from the Fuel Supplier, and claim the fuel in the purchased quantity directly from the Single Supplier of Fuel, which will have a dedicated distribution point on the site of the Competition

12. GENERAL SAFETY

Article 2.14 of the General Prescriptions.

13. RUNNING OF THE COMPETITION

Each Competition will comprise Free Practice, Qualifying Practice, Qualifying Heats, and a final phase.

13.1. QUALIFYING PRACTICE

13.1.1. The length of this session will be stipulated in the event Timetable.

13.1.2. All competitors must leave the Pre-Grid at the time of the green flag and complete a minimum of ONE TIMED lap (excluding warm up and cool down laps). Once a driver enters the Pit Lane their session is deemed to be over.

13.1.3. The result of this session will determine the starting positions for the Heats in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the Organisers will revert to the second-best lap time set by each individual in order to determine priority, and so on.

13.1.4. Failure to participate in this session may result in disqualification from the remainder of the event. Drivers failing to complete the minimum specified distance may be referred to the Stewards.

13.2. QUALIFYING HEATS

13.2.1. Drivers will compete in 2 Qualifying Heats. The race duration (in laps) for each category will be specified in the event Timetable.

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

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

13.2.4. If a driver does not take the start in a Qualifying Heat, he/she will receive points equal to the number of points of the last qualified driver minus 1 point.

13.2.5. If a driver has been black flagged or disqualified, he/she will receive points equal to the number of points of the last qualified driver minus 5 points for the qualifying heat in question.

13.2.6. Any driver who has not covered all the laps scheduled, even if he/she has not finished the heat, will be classified according to the number of laps completed.

13.2.7. The aggregated results of the Qualifying Heats will determine starting positions for the Super – Heat. In the case of a tie, priority will be given to the driver with the greatest number of 1st places. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges.

13.3. POINTS TABLE FOR QUALIFYING HEATS

Position	Points	Position	Points
1	50	18	19
2	44	19	18
3	41	20	17
4	38	21	16
5	36	22	15
6	34	23	14
7	32	24	13
8	30	25	12
9	28	26	11
10	27	27	10
11	26	28	9
12	25	29	8
13	24	30	7
14	23	31	6
15	22	32	5
16	21	33	4
17	20	34	3

13.4. SUPER HEAT

13.4.1. The length of this race (laps) will be specified in the event Timetable.

13.4.2. The winner of the Super Heat is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

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

13.4.4. If a driver does not take the start in the Super Heat, he/she will receive points equal to the number of points of the last qualified driver minus 1 point.

13.4.5. If a driver has been black flagged or disqualified, he/she will receive points equal to the number of points of the last classified driver minus 5 points for the super-heat.

13.4.6. Any driver who has not covered all the laps scheduled, even if he/she has not finished the heat, will be classified according to the number of laps completed.

13.4.7. The aggregated results of the Qualifying Heats will determine starting positions for the Super - Heat. In the case of a tie, priority will be given to the driver with the greatest number of 1st places. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges.

13.4.8. The aggregated points of the Qualifying Heats and the Super-Heat will determine starting positions for the. In the case of a tie, priority will be given to the driver with the greatest number of 1st places. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges.

13.5. POINTS TABLE FOR SUPER HEAT

Position	Points	Position	Points
1	90	18	20
2	80	19	18
3	72	20	17
4	66	21	16
5	60	22	15
6	54	23	14
7	50	24	13
8	46	25	12
9	42	26	11
10	38	27	10
11	34	28	9
12	32	29	8
13	30	30	7
14	28	31	6
15	26	32	5
16	24	33	4
17	22	34	3

13.6. FINAL

13.6.1. The length of this race (laps) will be specified in the event Timetable.

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

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

14. STARTING GRIDS

Article 2.19 of the FIA Karting General Prescriptions.

15. STARTING PROCEDURE

15.1. Article 2.20 of the FIA Karting General Prescriptions.

15.2. Type of starts rolling starts for direct-drive karts with or without a clutch, as defined in Article 2.20 of the FIA Karting General Prescriptions.

15.3. The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact.

15.4. Any infringement of the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

16. SUSPENDING A RACE

Article 2.21 of the FIA Karting General Prescriptions.

17. RESUMING A RACE

Article 2.22 of the FIA Karting General Prescriptions.

18. FINISH

Article 2.23 of the FIA Karting General Prescriptions.

19. PARC FERMÉ

Article 2.13 of the FIA Karting General Prescriptions.

20. INCIDENTS

Article 2.24 of the FIA Karting General Prescriptions.

21. ENTRIES

21.1. Entry fees must be paid by the Entrant and the entry form completed on the Official CMSC Motorsport Championship Entries platform.

21.2. The CMSC must have received entry fees through the dedicated CMSC Motorsport Championship platform, at the latest on the closing date of entries, set at 10th September 2025, 2025.

21.3. The entry fee is EUR400 per Sprint Driver and EUR500 per Endurance Team, will include the entry fee only to the Competition. Fuel & tyres will be the responsibility of the Driver/Entrant.

22. ASIA PACIFIC MOTORSPORT CHAMPIONSHIP

22.1. The Asia Pacific Motorsport Championship: Karting Sprint Cadet, Karting Sprint Jr & Karting Sprint Sr Cup will contribute one Gold, one Silver and one Bronze medal per category, towards the overall Asia Pacific Motorsport Championship medal table.

22.2. The award for the Asia Pacific Motorsport Championship will be presented to the ASN who places first in the medal table across all disciplines of the Asia Pacific Motorsport Championship.

22.3. The ASN with the most Gold medals will be the winner. Should multiple ASNs have the same amount of Gold medals, the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead. At this stage, if there are still ASNs tied on Medals, the number of 4th, 5th, 6th (and so on) positions in the Final Classifications of each category will be taken into account in order to determine the rankings of the medal tables.

22.4. Following this, if ASNs can still not be divided by their results, they will be classified in equal position and any prize shall be shared.

23. USE OF THE TRACK

23.1. During each on-track session of the Race Meeting, drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.

23.2. The circuit is defined by the white lines on both sides of the track. For clarification, the kerbs are not part of the track. Drivers are allowed to use the whole width of the track between (and including) these white lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

23.3. During a race a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to move from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other competitor is already alongside (see 9.2.1).

23.4. Curves, as well as the approach and exit zones thereof, may be negotiated within the limits of the track.

24. OVERTAKING/DEFENDING

24.1. GENERAL

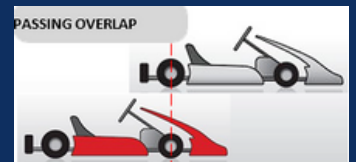
24.1.1. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited.

24.1.2. Such offences shall be penalised, according to the significance (and/or repetition of the offences) by penalties ranging from a fine to exclusion from the race (see also Articles 12 and 13).

24.1.3. In general, ONE move across the track in defense of a position between any two corners is acceptable as long as this move is not erratic. Also, it is imperative that fellow competitors are given racing room at all times.

24.1.4. The following illustrations should aid understanding of the below points relating to overtaking.

- Where the front bumper of a kart has reached the point of being alongside (or further forward) than the rear wheel protection of another kart, 'overlap' exists.
- 'Passing overlap' is used to describe the scenario where the front wheels of a kart are in line with (or beyond) the rear wheels of another kart.



24.2. CORNER APPROACH

24.2.1. Blocking is not permitted (see Article 13H). If a driver has committed to the racing line at the initial braking point of the approaching corner, he/she may not move across to block the inside line during the braking phase. He/she must not interfere with a kart trying to overtake, particularly if there is an 'overlap'.

24.2.2. If a driver intends to use the inside line on the approach phase to a corner in defense of a position, he/she must do so prior to the initial braking point. He/she may not subsequently move out to cover the racing line from a kart trying to overtake, particularly if there is an 'overlap'.

24.2.3. If a driver has a slow run out of the previous corner (for whatever reason), he/she may move across to cover the line as long as:

- It is safe to do so.
- The move is not erratic.
- Any kart with an 'overlap' is given sufficient racing room (at least one kart width to the edge of the track).

24.3. Corner Exit

24.3.1. Racing room should also be given on the exit of a corner. Contact with the back of another kart, unsettling it on corner exit, is not permitted.

24.3.2. If the kart in front is 'nudged' wide and loses position this would be considered a breach and could incur a penalty(see also Article13F).

25. BEING LAPPED

A kart alone on the track may use the full width of the track. However, as soon as it is caught by a kart which is about to lap it the driver must allow the faster driver past at the first possible opportunity. Blue flags will be used in this case to prepare the slower driver for this situation. Failure to observe the blue flags is an offence which will be referred to the Stewards.

26. GENERAL SAFETY

26.1. It is strictly forbidden for drivers to drive their karts in a direction opposite to that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

26.2. During each on-track session of the Race Meeting, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other drivers. If the driver is unable to remove the kart from a dangerous position by driving it, he/she will be required to exit the kart when it is safe to do so and remove it to a place of safety.

26.3. Marshals may assist if instructed to do so by the Clerk of the Course (see 2.8.4). Except for medical or safety reasons, the driver must stay close to his/her kart until the end of the Race.

26.4. If a repair area is provided, any repairs with tools are banned outside the zone. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.

26.5. Except in cases expressly provided for by the Regulations or by the Code, no one except the driver is authorised to touch a stopped kart before reaching the scales.

26.6. When the track is closed by the Race Direction after the Qualifying/Race finish (until all concerned karts, whether they are mobile or not, have arrived at the scales or at the Parc Fermé) no one is allowed to access the track, with the exception of Marshals carrying out their duties and of drivers when they are driving.

26.7. A speed limit of 5mph is imposed in the pit lane at all events. Any driver deemed to be exceeding this speed limit will be liable to sanctions provided for in the Regulations.

- 26.8.** If a driver is involved in a collision, he/she must not leave the circuit without the Stewards' agreement.
- 26.9.** No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.
- 26.10.** The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the Pit Entry.
- 26.11.** Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.
- 26.12.** In each session of the Race Meeting, drivers must at all times wear the full equipment defined under Art.6 of these Regulations (Art.7 of the FIA Karting Technical Regulations).
- 26.13.** It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, bikes/scooters, Segways, wheelbarrows, pogo- sticks and other such equipment by extension. The driving of karts in the Paddock Area is forbidden under all circumstances.
- 26.14.** It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, bikes/scooters, Segways, wheelbarrows, pogo- sticks and other such equipment by extension. The driving of karts in the Paddock Area is forbidden under all circumstances.
- 26.15.** In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director or Clerk of the Course in collaboration with the Chairman of the Stewards. Normally, racing will only be halted if driving conditions become dangerous, e.g., in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.
- 26.16.** It is the Entrant's responsibility to ensure that all persons concerned by his/her Entry observes all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the event, he/she must nominate a representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the Entrant and/or separately for ensuring that the provisions are observed.
- 26.17.** Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.
- 26.18.** It is imperative that, when seated in the kart, drivers are positioned so as to enable full and proper use of the steering wheel and pedals without overstretching. Further, the driver's eye-level in relation to the top of the steering wheel and Nassau Panel must permit adequate visibility straight ahead.

26.19. It is forbidden for a driver (or any child) to be seated in a kart while it is balanced on a kart trolley, whether the trolley is in motion or stationary.

26.20. Tail lifts are dangerous when left partially raised. Competitors and teams must ensure that vehicle tail lifts (and tail gates) in the paddock are either fully retracted or fully lowered so that they do not pose a hazard to other paddock users. Any trailer/vehicle protrusions (e.g. tow hooks) should be properly protected to avoid accidental injury.

26.21. Parents are reminded of their responsibility to monitor and control their children at all times during a practice/race day. The venue (and paddock) is not a playground. Children should behave appropriately and should not be left unattended. Failure to observe this could lead to a fine or penalty being applied to the entrant or licence holder to which the offending party is linked.

27. CODE OF CONDUCT

27.1. All participants must play by the rules and respect race officials and their decisions.

27.2. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

27.3. All participants must take responsibility for their actions at all times and communicate behavioural responsibilities to members of their family, team and support crew.

27.4. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner to the appropriate person (official) at the event.

27.5. Drivers must take the time to read and fully understand the posted rules, regulations and conditions for any race event prior to its commencement. Requests for clarification of such regulations should be asked during the Drivers' Briefing.

27.6. All participants must have respect for the environment, the hosting venue, spectators and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and presentable as possible.

27.7. Drugs and alcohol are strictly prohibited during training, testing and races. Consumption of such substances during these times is a serious offence. Offenders will be disqualified from the event and face further disciplinary action.

27.8. Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. This applies to competitors, teams, officials, organisers and any person associated with the series and the sport in general. Competitors are strongly advised to guard against participation in contentious, divisive and potentially damaging conversations and will be held liable for their actions.

27.9. Further to 11H, social media posts relating to the APMC Championship, or any element therein, must be proactive, informative or positive. Competitors, teams and associates should avoid posting negative comments about anyone other than themselves. Any party in breach of this rule is liable to bring the series and, by association, the sport into disrepute. Action will be swift on such matters and could result in expulsion from the Championship for the offender, whether individual, team, mechanic, circuit or official. In the case that the offender is not a registered competitor, action may be taken against any party associated with the offender.

28. INCIDENTS

28.1. An "Incident" means a fact or a series of facts involving one or several drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:

- provoked the stopping of a Race
- violated these Sporting Regulations or the Code
- jumped the start or started from an incorrect position
- did not respect flag signalling
- caused one or several karts to take a false start
- caused a collision
- forced another driver out of the track
- had the front fairing on the kart in the incorrect position
- illegally prevented a legitimate passing manoeuvre by a driver
- illegally impeded another driver during a passing manoeuvre
- leaving or working on their kart in a dangerous position

28.2. The Stewards shall inflict a time or position penalty on any driver having caused an incident. If the incident was caused during a qualifying practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the stewards may decide, instead of (or as well as) the time/position penalty, of a sanction among those provided for in the penalty scale of Article 12.4 of the International Sporting Code.

28.3. Typical penalty scenarios can be seen in Article 13.

29. PENALTY CATALOGUE

29.1. FALSE START

TYPE A – A kart on the formation lap approaching the start line has two wheels on or outside the tram lines before the red lights are switched off to start the race (as depicted by kart number 2 in the right illustration).

Penalty: 3 seconds

TYPE B – A kart on the formation lap approaching the start line has all four wheels outside the tram lines before the red lights are switched off to start the race.

Penalty: 5 seconds



29.2. JUMP START

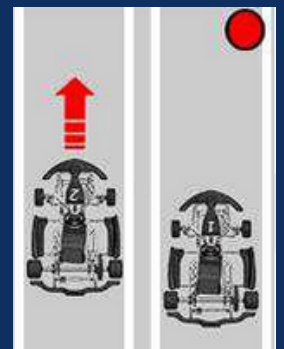
A **JUMP-START** is declared by a Judge of Fact when a kart either

(1) has accelerated prematurely before crossing the yellow acceleration line and/or before the red race start lights have been switched off, and/or (2) is ahead of its prescribed position at the time the start signal is given (as depicted by kart number 2 in the left illustration).

Penalty: 5 seconds

Note: The penalty may be applied against the offending driver(s) even if the start is aborted and declared a "FALSE START". This is at the discretion of the Clerk of the Course.

If one driver is guilty of causing multiple false starts then the race direction may apply a penalty at their discretion which could be relegation to the back or a time penalty as specified above.



29.3. CUTTING-IN

This is where a kart (kart number 1 in the illustration) is positioned on the outside of kart 2 and either partially/completely cuts across the racing line of, or otherwise impedes, kart 2 during a legitimate overtaking manoeuvre. This applies to the corner entry, apex and exit.

For 'cutting in' to be considered, kart 2 must be positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the right illustration). Kart 2 must be under control.

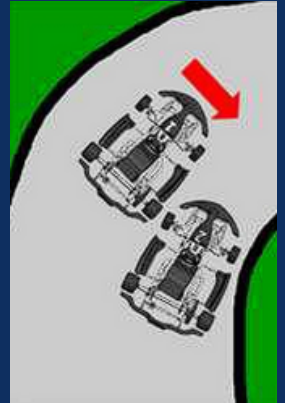
An advantage is gained if (either/or):

- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 2 suffers damage which results in a loss of position or is forced to retire from the race on the same lap.
- Kart 1 maintains his/her position when he/she would have otherwise lost it.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not.



29.4. DIVING UP THE INSIDE

This is where a kart (kart 2 in the illustration) attempts to overtake kart 1 on the inside despite there being insufficient track space available (including the inner kerbs and areas outside the track limits) to safely complete the manoeuvre. The position of each kart relative to each other is irrelevant.

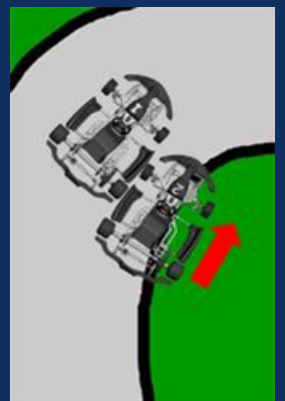
An advantage is gained if (either/or):

- Kart 2 gains a position
- Kart 1 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not and regardless of whether the overtaking manoeuvre was completed or not.



29.5. CROWDING, PUSHING or SQUEEZING

This is where one kart (kart 1 in the right illustration) forces kart 2 wide towards the track limits or partially/completely beyond the track limits.

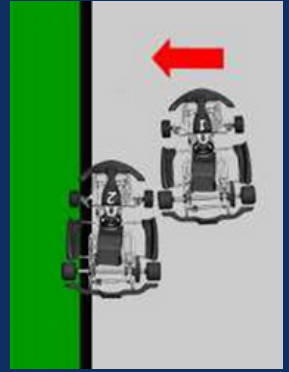
The proviso is that kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).

An advantage is gained if (either/or):

- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 2 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) Minimum 5 seconds



29.6. BUMPING or CONTACT

This is where one kart (kart 2 in the right illustration) causes avoidable contact with another kart (involving either front to rear or side-to-side impact).

Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.

An advantage is gained if (either/or):

- Kart 2 gains a position and the previous order is not restored during the same lap.
- Kart 1 suffers a loss of position or fails to finish as a direct result of the contact.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



29.7. SHORT-CUTTING OR EXCEEDING CIRCUIT LIMITS

This is where one kart (kart 2 in the right illustration) exceeds the track limits completely and returns to the racing surface at a different point further along the track either via a shorter distance or with greater speed as a result of the breach (e.g., utilising run-off areas to gain time).

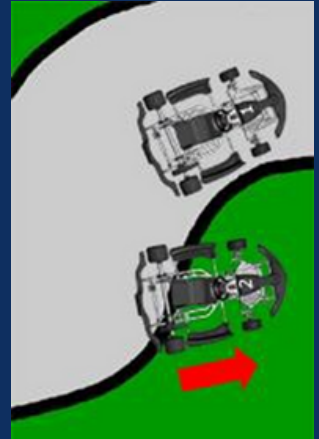
The reasons for leaving the track are irrelevant.

An advantage is gained if (either/or):

- Kart 2 gains a position and/or time which cannot be redressed during the same lap.
- Kart 2 maintains his/her position when he/she would have otherwise lost it.
- Another kart is impeded or otherwise handicapped by a kart re-joining the circuit after exceeding the track limits.
- Another kart suffers (a) loss of position(s) or is forced to retire from the race as a direct result of the re-entry of a kart which has exceeded the track limits.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



29.8. WEAVING or BLOCKING

This is where a kart (kart 1 in the right illustration) changes its lateral position / racing line on a straight by more than a kart's width, twice or more.

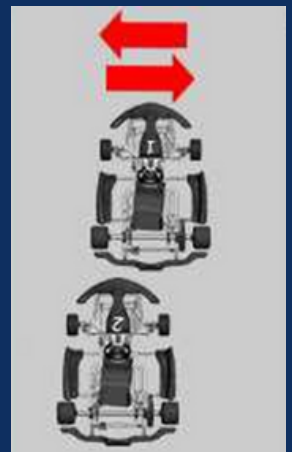
The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking maneuver is irrelevant.

An advantage is gained if (either/or):

- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 1 performs such a maneuver more than once during the same race.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



29.9. TECHNICAL INFRINGEMENT

This occurs when a kart and/or engine does not meet the stipulated technical regulations or specifications.

It is irrelevant if the technical was discovered before, during or after a qualifying session or a race, and whether the technical would have led to any advantage being gained.

Only the condition and specification of the kart / engine at the time of the official examination will be considered.

Typical examples of a technical might include:

- Being underweight
- Using incorrect fuel, oil, colonette.
- Using modified parts
- Use of un-marked tyres.

Penalty: Disqualification

In case of a protest against the eligibility of another competitor or their equipment, such a protest must be lodged within 30 minutes of the alleged ineligibility becoming apparent.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



29.10. FORMATION LAP OFFENCES

(i) A kart on the formation lap improves its starting position after having crossed the red formation line and before the start signal is given (as depicted by kart number 2 in the right illustration).

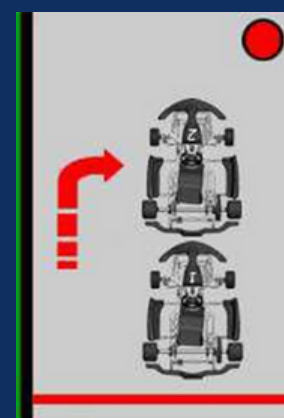
Penalty: 5 seconds

(ii) A kart on the formation lap attempts to make up time or positions by taking a short-cut (any course other than the track used during the race) to regain its original position (see Article 2.8.3).

Penalty: 5 seconds

(iii) A driver fails to remove his/her kart to a safe position in a timely manner after stopping on the formation lap and being unable to continue (see Article 2.8.3).

Penalty: Grid penalty in future race



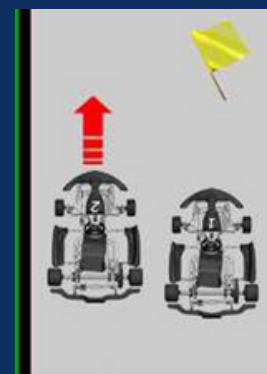
29.11. IGNORING FLAG SIGNALS

This is self-explanatory and is when a driver fails to observe the requirements of a particular flag being displayed by race officials. The type of flag and the reason(s) why the flag was not obeyed is irrelevant along with whether any advantage was gained or not.

Typical examples of ignoring flag signals might include:

- Overtaking under a yellow flag (as depicted by kart number 2 in the right illustration).
- Continuing to race after receiving a black/orange or black flag or red flag.
- Failing to comply with the blue flag requirements when being lapped.

Penalty: Minimum 5s up to Disqualification



29.12. CAUSING A COLLISION

This is where one kart, regardless of its position on or off the track, and regardless of the proximity (or not) of other karts, and regardless of whether or not any contact occurred, is deemed to have been responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



29.12. FRONT FAIRING MOUNTING KIT

Where the CIK-homologated detachable front fairing mounting kit is used, it must at all times during live sessions be fitted and maintained in the correct position in accordance with Article 2.3.3 of the FIA Karting General Prescriptions and Technical Drawing 2.2 and 2.2.1.

TYPE A – DETACHMENT – A Judge of Fact reports the front fairing of a kart to be in an unacceptable position as defined by Competitor Bulletin 18042901 (and shown in the left illustration)

Penalty (Race): 5 seconds

Penalty (Qualifying): Deletion of fastest lap

Note: The above penalty is mandatory and indisputable for front fairing non-compliance only. Drivers may be referred to the Stewards for offences that gave rise to the non-compliance.

TYPE B – ILLEGAL REPLACEMENT – At any time during any live session, from Pre-Grid until post-race weighing of the kart, it is found that a Driver (or third party) has attempted to refit or has successfully refitted a front fairing that was not correctly positioned.

Penalty: Disqualification from the Competition Note: This decision is not subject to appeal.

NOTE:

The above examples provide A GUIDE as to how penalties are applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Senior Officials as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Senior Officials reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision and the intention to carry forward the penalty to his/her next session, race or event.

Any driver/entrant refusing to sign a legitimate penalty notice may forfeit all Championship points gained during the event and may be subject to further sanctions.

Conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points. Terminology that may be used when referring to driving standards: Careless Driving – departing from the standard of a competent driver. Reckless Driving – any unintentional action by a driver which creates serious risk to others. Dangerous Driving – any intentional action by a driver which creates serious risk to others.

OFFENCE	RECOMMENDED PENALTY
2 WHEELS OUTSIDE TRAMLINES BEFORE START SIGNAL	3 s ADDED TO RACE TIME
4 WHEELS OUTSIDE TRAMLINES BEFORE START SIGNAL	5 s ADDED TO RACE TIME
JUMP START	5 s ADDED TO RACE TIME
JUMP START	WARNING OR REPRIMAND
CUTTING IN - ADVANTAGE GAINED	MINIMUM 5 SECONDS
DIVING UP THE INSIDE - NO ADVANTAGE GAINED	WARNING OR REPRIMAND
DIVING UP THE INSIDE - ADVANTAGE GAINED	MINIMUM 5 SECONDS
CROWDING, PUSHING, SQUEEZING - NO ADVANTAGE GAINED	WARNING OR REPRIMAND
CROWDING, PUSHING, SQUEEZING - ADVANTAGE GAINED	MINIMUM 5 SECONDS
BUMPING CONTACT - NO ADVANTAGE GAINED	WARNING OR REPRIMAND
BUMPING CONTACT - ADVANTAGE GAINED	MINIMUM 5 SECONDS
EXCEEDING CIRCUIT LIMITS - NO ADVANTAGE GAINED	WARNING OR REPRIMAND
EXCEEDING CIRCUIT LIMITS - ADVANTAGE GAINED	MINIMUM 5 SECONDS
WEAVING/BLOCKING - NO ADVANTAGE GAINED	WARNING OR REPRIMAND
WEAVING/BLOCKING - ADVANTAGE GAINED	MINIMUM 5 SECONDS
TECHNICAL INFRINGEMENT	DISQUALIFICATION
FORMATION LAP - GAINING POSITION AFTER RED LINE	5 s ADDED TO RACE TIME
FORMATION LAP - TAKING A SHORT-CUT	5 s ADDED TO RACE TIME
FORMATION LAP - LEAVING KART IN DANGEROUS POSITION	GRID PENALTY IN FUTURE RACE
IGNORING FLAG SIGNALS	MINIMUM 5 SECONDS
	UP TO DISQUALIFICATION
CAUSING A COLLISION – NO ADVANTAGE GAINED	WARNING OR REPRIMAND
CAUSING A COLLISION – ADVANTAGE GAINED	MINIMUM 5 SECONDS
FRONT FAIRING MOUNTING KIT – DETACHED	5 s OR DELETION OF LAP TIME
FRONT FAIRING MOUNTING KIT – ILLEGAL REPLACEMENT	EVENT DISQUALIFICATION

NOTE THAT FOR OFFENCES COMMITTED DURING COMPETITIVE QUALIFYING SESSIONS, THE OFFICIAL'S MAY ALSO ELECT TO DISQUALIFY THE OFFENDER'S FASTEST LAP TIME(S) OR INVOKE A GRID PENALTY IN A FUTURE RACE(S).

30. JUDICIAL MATTERS

30.1. STEWARDS HEARINGS: In hearings, competitors under the age of 18 years must always be accompanied by their parent/guardian or the duly nominated representative. However, the parent/guardian is only permitted to act as an observer of the proceedings. Parents and guardians can only assist a Junior Competitor in presenting his/her evidence as a mentor but must not indulge in advocacy.

30.2. For the purpose of this regulation, advocacy is defined as being “the act of arguing in favour of, or supporting” a Junior Competitor. Competitors over the age of 18 do not have the right to be accompanied by a team representative, parent or other representative, unless that person has been called by the Stewards and is acting as a bona fide witness.

30.3. RESPONSIBILITY FOR OFFENCES: In accordance with FIA Karting regulations, a competitor will be responsible for all acts or omissions by any Participant associated with their entry at the event, and each of these will be equally responsible for any breach of these Regulations.

30.4. WRITTEN WARNING OR REPRIMAND: Notwithstanding the imposition of any other penalties, a formal reprimand may be issued by the Stewards for a breach of a Regulation that has not significantly advantaged or disadvantaged another Competitor, but in circumstances where the offender should have known better.

30.5. POINTS PENALTIES:

- A penalty resulting in a loss of points imposed upon a Competitor, shall only affect the points allocated to that Competitor's finishing position in the applicable Competition. This deduction of points shall also be applied to any overall Championship or Series point score.
- A deduction of points from a competitor does not affect the finishing positions or points allocation of any other Competitor in the Competition or Championship.
- An automatic Disqualification does not prevent the imposition of any additional penalty for the same offence.
- A penalty of Disqualification does not prevent the Stewards from referring the matter to an ASN for the consideration of imposing a further penalty or penalties.
- A penalty of Disqualification from an Event may be appealed in accordance with the Regulations; however, this shall not alter the immediate application and effect of the penalty.

30.1. JUDGES OF FACT

The Judges of Fact at each race event shall normally be the Starter, Chief Timekeeper, Scale Marshal, Barcode Officials, Grid Marshal and Chief Scrutineer. Any other appointed Judges of Fact will be specified in the Supplementary Regulations or Competitor Bulletins.

A Protest cannot be made against the decision of a Judge of Fact.