

26th - 28th September 2025
Sri Lanka Karting Circuit



OFFICIAL GUIDEBOOK



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INTRODUCTION

THE 2025 ASIA PACIFIC MOTORSPORTS CHAMPIONSHIP, HOSTED IN THE SCENIC AND CULTURALLY RICH ISLAND OF SRI LANKA, IS A PRESTIGIOUS EVENT COLLABORATIVELY ORGANIZED BY THE REGION'S ASNS THROUGH THE ASIA-PACIFIC REGION.

THIS INITIATIVE REFLECTS OUR UNWAVERING COMMITMENT TO NURTURING THE GROWTH OF MOTORSPORT THROUGHOUT THE ASIA-PACIFIC REGION.

WITH ITS CAREFULLY DESIGNED FORMAT AND COMPREHENSIVE STRUCTURE, THE CHAMPIONSHIP ENSURES PARTICIPANTS HAVE AN INVALUABLE OPPORTUNITY TO GAIN EXPOSURE TO AND COMPETE AGAINST TOP-TIER REGIONAL TALENT.

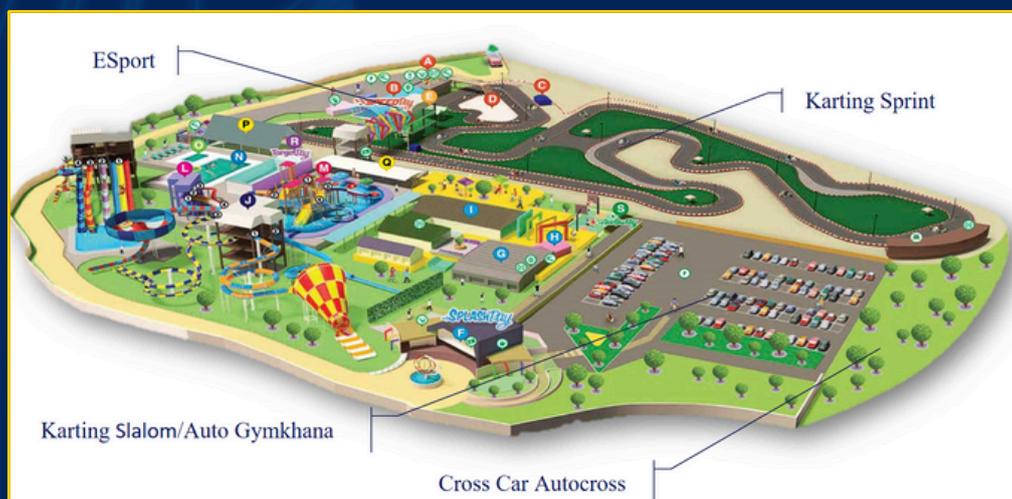
WE EXTEND OUR HEARTFELT GRATITUDE TO OUR LOCAL TEAMS AND THE DEDICATED ASNS WHOSE UNWAVERING SUPPORT, COLLABORATIVE SPIRIT, AND HARD WORK HAVE BEEN INSTRUMENTAL IN BRINGING THIS REMARKABLE EVENT TO LIFE. THEIR EFFORTS EXEMPLIFY THE UNITY AND SHARED VISION THAT ARE THE CORNERSTONES OF THIS PRESTIGIOUS COMPETITION.

TOGETHER, WE CONTINUE TO FOSTER A THRIVING MOTORSPORT ECOSYSTEM AND INSPIRE THE NEXT GENERATION OF TALENT ACROSS THE ASIA-PACIFIC REGION.

LET THIS EVENT BE A CELEBRATION OF PASSION, SKILL, AND DETERMINATION AS WE DRIVE FORWARD THE SPIRIT OF MOTORSPORTS IN 2025!



LOCATION



Certain Event Locations Liable To Change

KARTING SPRINT/ ENDURANCE

- Track Length: 1217m
- Average Speed: 90Kmph
- Max Speed: 113kmph
- Minimum Speed: 66kmph
- Direction: Clockwise
- Pole: Right Side
- Width of the Start line: 10m

KARTING SLALOM

- Track: Shared parking lot between Gymkhana & Karting Slalom
- Track Length: TBA

AUTO GYMKHANA

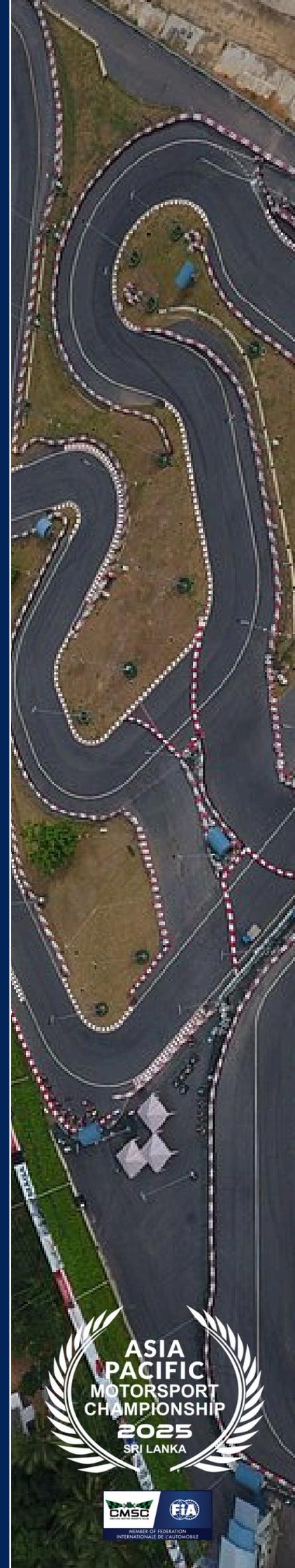
- Eligible Car : 3-4 identical cars provided by the organizer (Nissan Micra)
- Track: Shared parking lot between Gymkhana & Karting Slalom
- Track Length: TBA

CROSS CAR AUTOCROSS

- Event Type: Single-car timed event on a marked course.
- Course Surface: Gravel, tarmac, or a combination of both.

E-SPORTS

- Equipment: Provided by Organizer
- Platform: iRacing & Assetto Corsa
- Track: TBD (In-Game Track)



GENERAL INFORMATION

Participation

- Any ASN within the Asia Pacific Region may nominate drivers to take part in the Asia Pacific Motorsport Championship 2025.
- An ASN may also issue National Licences, which can include an inscription restricting the validity to its country or to a specific competition category.
- A Letter of No Objection (NOC) is mandatory for all competitors.

Event Details

- Closest Airport: Bandaranaike International Airport
- Location of Events: SpeedBay Circuit, Bandaragama
- Currency Used: Sri Lankan Rupee (LKR)
- Taxi App: "PickMe" or Uber

Entry Dates

- Entry Opening Date: 15th May 2025
- Entry Closing Date: 15th September 2025

Ceremony Details

- Opening Ceremony: 9:00 Hrs., 26th September 2025
- Closing Ceremony: 18:30 Hrs., 28th September 2025

Entry Fees

- Karting Sprint: €400 (per Individual)
- Karting Endurance: €500 (per Team - Arrive & Drive)
- Karting Slalom: €200 (per Team - Arrive & Drive)
- Autocross: €500 (per Individual - Arrive & Drive)
- Auto Gymkhana: €300 (per Team - Arrive & Drive)
- E-Sport: €100 (per Individual per Category - Arrive & Drive)

License Requirements

- Competition License issued by ASN, along with a No Objection Letter from ASN.



ELIGIBILITY

KARTING SPRINT

- Cadet: 8-13 years (~~2 drivers~~ 6 drivers per class per ASN)
- Junior: 12-15 years (~~2 drivers~~ 6 drivers per class per ASN)
- Senior: 15 & above (~~2 drivers~~ 6 drivers per class per ASN)

KARTING ENDURANCE

- Age: 15 years and above (2 drivers per team and 2 teams per ASN)

KARTING SLALOM

- Cadet: 8-12 years (2 drivers per class per ASN)
- Junior: 12-14 years (2 drivers per class per ASN)
- Senior: 15 & above (2 drivers per class per ASN)

E-SPORTS

- Age: 16 years and above (2 drivers per team per ASN)

AUTOCROSS

- Age: 16 years and above (~~2 drivers~~ 3 drivers per team per ASN)

AUTO GYMKHANA

- Male Solo: 18 years and above (3 drivers per team)
- Female Solo: 18 years and above (3 drivers per team)



HOTEL

TANGERINE BEACH HOTEL ★★★★★

Sea View Deluxe

(Bed and breakfast per person)

- Single **USD75**
- Double **USD85**
- Triple **USD120**
- Dinner **USD25**

Suite Supplement

- Junior suite **USD60** (11 nos)
- Executive suite supplement **USD100** (4 nos)
- Luxury suite **USD150** (2 nos)

ROYAL PALMS BEACH HOTEL ★★★★★

Deluxe Rooms

(Bed and breakfast per person)

- Single **USD90**
- Double **USD100**
- Triple **USD145**
- Dinner **USD26**

Suite Supplement

- Executive suite **USD175** (4 nos)
- Studio **USD150** (1 nos)
- Penthouse **USD150** (2 nos)

KEY CONTACT

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ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

REGISTRATIONS & REGULATIONS

26th – 28th September 2025
Sri Lanka Karting Circuit



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 15th 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.

Paid practice sessions can be booked with the track management prior to the event subject to track fees and availability. (Except on 15th and 22nd September)

Buddhima Attapattu – Track Manager: +94 76 911 3275

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 2 teams per ASN and 2 drivers per team.

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~~ via the Registration Form via the APMC Website.

21.2. The CMSC must have received entry fees through the dedicated ~~CMSC Motorsport Championship platform~~ Registration Form via the APMC Website, at the latest on the closing date of entries, set at ~~10th September 2025~~, 15th September 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 Article 13F).

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

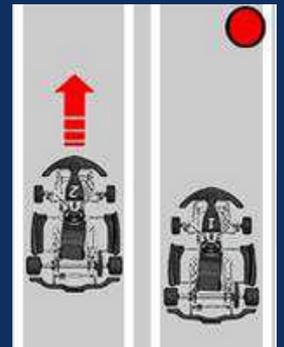
A **JUMP-START** is declared by a Judge of Fact when a kart either

(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.

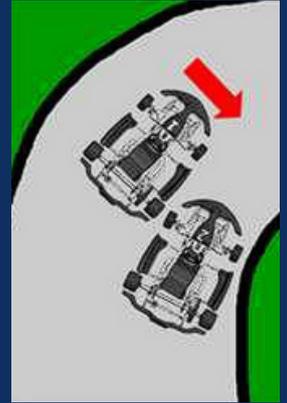
An advantage is gained if (either/or):

- 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.

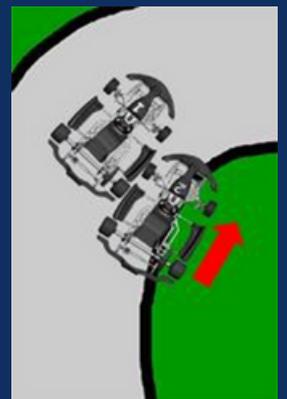
An advantage is gained if (either/or):

- 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.

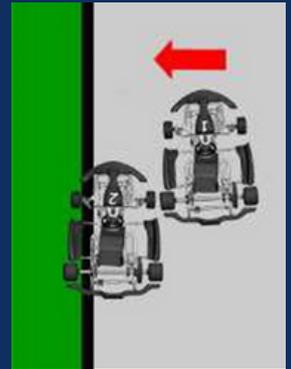
The proviso is that kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).

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).

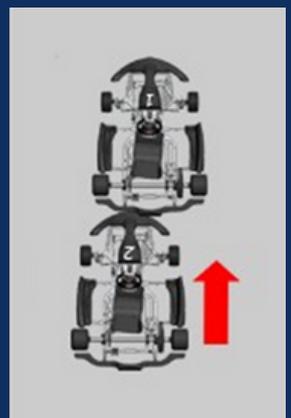
Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.

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).

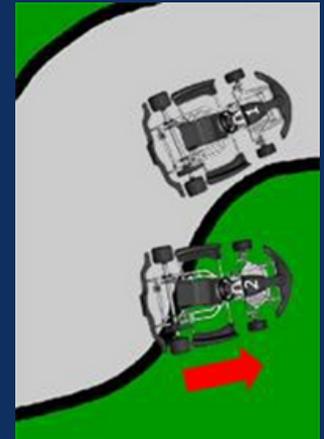
The reasons for leaving the track are irrelevant.

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.

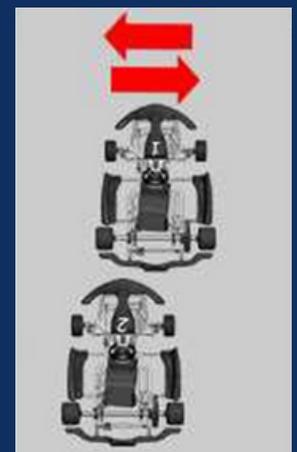
The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking maneuver is irrelevant.

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).

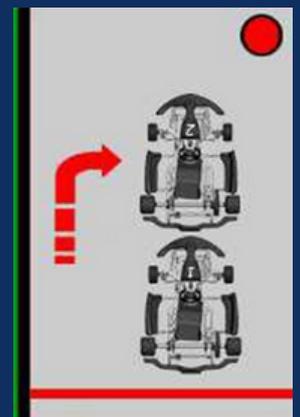
Penalty: 5 seconds

(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



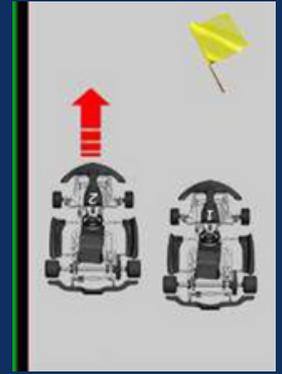
29.11. IGNORING FLAG SIGNALS

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.

ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

AUTOCROSS

26th - 28th September 2025
Sri Lanka Karting Circuit





The Ceylon Motor Sports Club (CMSC) is organizing the Asia Pacific Autocross 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 Autocross Cup will be awarded to the nation obtaining the highest amount of points in 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 15th of September.

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.

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, the Technical Regulations («the Technical Regulations»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

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

PRINCIPLE AND RUNNING

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.

Driver's Briefing:

Entrants and Drivers Briefings are meetings organized 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.



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>

1. INTRODUCTION

1.1. The aim of the APMC Autocross Cup

The aim of the APMC Autocross Cup is targeted at creating inter-country/ASN participation and promotion of Autocross-style events by providing an equal and accessible platform to all participants through defined tracks and equally powered and equipped CrossCars.

The event will be held under the rules of CMSC, incorporating the FIA International Sporting Code including appendices and these Supplementary Regulations and any Bulletins issued by the Organizers.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbers and dated Bulletins (issued by the Organizer or the Stewards).

1.2. Briefings

The aim of each briefing is to remind entrants and drivers of points concerning safety and organization, 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 organized if this is deemed necessary. Details will be posted on the official Notice Board/Sportity App.

The specific event week schedule for the Autocross Cup will be posted in advance of the event.

1.3. Nature of Event & Track Surface

The Autocross will be run as a single-car timing event, on mixed-surface track layouts, with progressive rounds of elimination. The defined tracks may change in each round at the discretion of the organizers.

No prior practice will be permitted prior to official practice session.

The Competition will have the status of National Competition.



1.4. Timing

1.4.1. Timing will be via Tag Heuer/FDS precession timing equipment.

1.4.2. The Start and Finish location may be at different points equipped with timing beams.

1.4.3. The start will be in the form of a rolling start with a staging area. Jump starting will lead to a disqualified attempt, as will 'burn-outs.'

1.5. Results

Results obtained as timings of each round will be used to determine the rankings of drivers who shall proceed to successive rounds. The ranking on the final round shall determine the placings for this event.

2. ORGANIZATION

2.1. Name of Organizer & Address

Ceylon Motor Sports Club (CMSC)
4 Hunupitiya Road, Colombo 2, Sri Lanka

2.2. Event Website

www.apmc2025.com

2.3. Status of Event

National event with regional participation

2.4. Key Officials

RACE DIRECTOR	Mr. Akhry Ameer
STEWARDS OF THE MEETING	1. TBA 2. TBA 3. TBA
TECHNICAL DELEGATE	TBA
STARTER	Mr. Namaz Fowzie
CHIEF SAFETY OFFICER	Mr. Izvan Ahamat
COMPETITOR RELATIONS OFFICER (CRO)	Mr. Kalim Iqbal



3. ENTRIES

3.1. Entry Procedure

Entry forms will be available via the official event website to be submitted along with the requisite entry fees payable online.

3.2. Entry Fee

EUR 500 per competitor, payable upon submission of entry

3.3. Damage Deposit

A sum of EUR 500 should be placed as a cash deposit by each driver at the time of registration/scrutineering as a minimum loss against vehicle damage. This sum shall not be considered final in the event of damage. By submission of entry, the competitor agrees to settle any loss caused as a result of vehicle damage as determined by stewards/technical delegate. Damage bills will be at actual (from the vendor), and drivers will be liable for the sum in full. A list of component costs will be supplied as an ASR.

3.4. The deposit fee shall be returned after the competition in the event of no loss/damage caused no sooner the event is complete, and a clearance given by the technical delegate.

3.5. No. of Competitors

A maximum of 03 entries will be accepted per ASN.

4. ELIGIBILITY

4.1. Applicants must hold a valid competition license and the necessary authorization/start permission letter/letter of No Objection (visas) issued by their ASNs affiliated to the FIA.

4.2. 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.

4.3. Applications to participate in the Autocross must be submitted to the CMSC by the 12th of September, 2025 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses, a copy of the passport and by the entry fees to the order of the CMSC.

4.4. No change of entrant shall be allowed after the entry list has been made official.

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



4.6. Applications shall include:

4.6.1. 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/her own behalf and on behalf of everyone associated with his participation in the Competition, to respect them.

4.6.2. The names, contact details, and picture of the Driver (passport format) as well as a copy of his/her license and passport.

4.6.3. The drivers must provide a Letter of Release from the ASN they are representing and have been selected by the ASN of that country – A maximum of three (03) drivers will be permitted per ASN.

4.6.4. Participating ASNs have to communicate the name of their selected driver(s) to the CMSC before the 10th of September 2025.

4.6.5. Drivers should also have a letter of certification from the respective ASN of having driven in at least one motorsport competition in a manual transmission car within the last two years.

5. DRIVER SAFETY EQUIPMENT

5.1. Drivers are free to use their personal equipment if the minimal requirements mentioned below (FIA recognized standards) are respected. For reference, the comprehensive list of required equipment and the relevant standards are listed below:

5.1.1. Helmets listed on FIA Technical List N°69, N°49, N°33 & N°107 or meeting FIA standards 8859-2015, 8860-2018, 8860-2010, 8859-2024 or SA2010, SAH2010, SA2015, SA2020 standards.

5.1.2. A Frontal Head Restraint meeting FIA standard 8858-2010 and listed on FIA Technical List N°29 & N°36.

5.1.3. Overalls, undergarments, gloves, socks, shoes and balaclava meeting FIA standards 8856-2018 and 8856-2000, listed on FIA Technical Lists N°74 and FIA Technical List N°27.

5.2. For sake of clarity, no race gear will be available for hire from the organizers.

5.3. Drivers may carry personal sponsor logos on their own equipment and safety apparel.

6. RUNNING OF THE COMPETITION

6.1. The Competition shall be run as a single car timing event comprising a Free Practice Run(s), Preliminary Round, Pre-Final and Final Round on varied track layouts.

6.2. Drivers shall be provided a single run for each of the selected rounds. Stewards shall reserve the right to award a second run in situations of mechanical failure or other unforeseen circumstances beyond the control of the driver.

6.3. Drivers will be provided one of two (or more) single seater CrossCars with identical performance variables – engine, gearbox, sprocketing, dampers, tyres and weight. The assignment of cars shall follow a random assignment by draw or start order as determined by the organizers and announced prior to each round.

6.4. The livery of the competing cars will be at the sole discretion of the organizer, and will carry sponsorship and other event-related logos. No personal sponsorship or publicity material shall be displayed or affixed on the cars during competitor use.

6.5. The order of competition shall be by random draw.

7. CROSSCAR SELECTIONS

The specifications of the competing cars will be as follows:

7.1. Chassis

Chromoly tubular spaceframe designed and built to FIA Article 279B. Multiple chassis makes may be used by the organizer as necessary.

7.2. Engine

Honda CBR 600RR (PC 40) 85 KW/120 hp engine with integrated six-forward gear box (no reverse gear)

7.3. Tyres

MRF ZXC KartCross

7.4. Sprocketing

To be announced prior to the event.

7.5. Dampers

Racing Systems LCI Dampers (no adjustments allowed)

7.6. Weight

All cars provided shall bear the same weight with +/- 2% tolerance

7.7. Safety

FIA-rated racing seat & FIA-rated 6 point harness

Competitors will not be allowed any setup changes except for seat position and belt adjustments.

8. SERVICE

The organizers shall undertake to provide all necessary service and repairs for the CrossCars at all times. Competitors will not be allowed to carry out any customization or modification of the CrossCars at any point in the competition.

The organizers reserve the right to repair, remove or replace any of the assigned CrossCars as instructed by the technical delegate.

9. INSURANCE/DEPOSIT/DAMAGES

9.1. The event shall be insured as per event organization conditions covered in the guide book.

9.2. No personal insurance for drivers will be provided. Drivers may obtain their own personal insurance at their preference.

9.3. Any damages to the competing CrossCar due to contact not related to mechanical fault beyond the amount of the deposit has to be borne based on actuals by the competitor. It is a condition of submission of entry to participate that the competitor is in agreement to bear all costs for damages caused.

10. RESULTS

10.1. Results obtained as timings of each round will be used to determine the rankings of drivers who shall proceed to successive rounds.

10.2. All drivers will be seeded by a random draw for the preliminary round(s).

10.3. The top 16 fastest drivers at the conclusion of the preliminary rounds will be selected for the pre-final.

10.4. The top 8 fastest drivers from the pre-final will be selected for the Final round.

10.5. The fastest three drivers will be awarded Gold, Silver and Bronze medal accordingly. These medals will contribute towards the overall Asia Pacific Motorsport Championship medal table. 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.

ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

AUTO GYMKHANA

26th - 28th September 2025
Sri Lanka Karting Circuit



1. Introduction

The CMSC is organizing the Asia Pacific Auto Gymkhana Cup (“the cup”) 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 2023 to 28th Septment 2025.

The Asia Pacific Auto Gymkhana titles (male & female) will be awarded to the winning nations of the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition.

The Cup is run over one single competition. The number of entries for the competition will be limited to 21 nations (ASNs).

The Asia Pacific Motorsport Championship-Auto Gymkhana Cup Asia Auto Gymkhana Championship – Round 2 is run in compliance with these Supplementary Regulations (SR).

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>

Access password for the event will be provided to all teams when it is made available as an additional Bulletin.

2. Organization

Managing Committee : TBA

Organizing Committee : TBA

Clerk of the Course Sam Heenkenda (CMSC) Chien Siang NG (AAGC)

Race Director: Kwong Wing YEUNG - CTMSA

Registration Head Ms. Reema - CMSC

Chief Safety Officer Rizvi Farouk - SLADA

Chief Medical Officer Dr. Lakshitha Yapa - CMSC

Chief Time Keeper Sam Heenkenda- CMSC

Competitors Relations Officer Hisharm Samsudeen - CMSC

Media Relations Officer Sam Smith

Results Co-Ordinator Mudith Maddumarachchi - CMSC

Stewards Chairman Samir Suneja - FMSCI

ASN Steward Randy Welikala- CMSC

Scrutineer Wasaba Samaratunge - CMSC

Championship Director Dr. Kwong Wing YEUNG - CMTSA

Secretary of the Championship Ms. Mashitha - MAM

Chief Marshal: TBA by CMSC



3. Location of HQ

Sri Lanka Karting Circuit – Bandaragama Sri Lanka

4. Entry Form

Available at the link below:

<https://apmc2025.com/registration.php>

All entries to be lodged at the above link within the stipulated period.

An ASN stamped NOC will be required to be submitted at the time of registration, along with a competition Licence issued by the ASN of the Country of the competitor

Full driver info and digital photo

Entry limit: 16 teams by invitation (one per ASN)

Entry fee: EUR 300 per team for both APMC & AAGC can be paid online while submitting entry.

5. Payment

The entry fees will have to be paid online when submitting the entry.

6. Entries

Opening date: 1st of June

Closing date: 15th of September

7. Entry of the Event

Entries are online on the website.

Required documents:

- ① Entry form with ASN stamp
- ② Flight schedule and air-ticket copy
- ③ Driver photo & motorsport profile
- ④ ASN starting permission letter
- ⑤ Passport copy



8. EVENT WEEK SCHEDULE

- Thursday, - 09:00–24:00 – Arrival, Registration, Admin Check (Official Hotel)
- Friday, - At least two hours for Car testing in the morning or afternoon - TBA
- Saturday, - At least Four hours in the morning or afternoon for AAGC Round 2 - TBA
- Sunday, - At least Four hours in the morning or afternoon for APMC Gymkhana Cup - TBA
- Monday, - 09:00 – Departure to Airport

9. ELIGIBLE TEAM

Each ASN team: 3 drivers of same nationality (min. 1 female)

Declare 1st (D1), 2nd (D2), and 3rd (D3) drivers in the entry form.

If ASN does not send an official team, 3 drivers from same country may form a private team with ASN permission.

Host ASN may enter more than one team if the grid was not full.

Teams with only one gender may be accepted in special cases but no score for team trophy.

10. ELIGIBLE DRIVER

Minimum age: 18 or national driving license age

Must be same nationality as ASN

Nominated by ASN

Must hold valid FIA Int'l Grade D or ASN Gymkhana license

Starting permission from ASN is mandatory

Teams must include drivers of both genders (or only 2 drivers with same gender allowed)

11. DRIVER'S EQUIPMENT

Mandatory:

Helmet (full/open face, FIA standard)

Racing suit

Racing gloves and shoes

Recommended: National Team Uniforms



12. DRIVER'S BEHAVIOR

Use of alcohol or narcotics is strictly forbidden.

Violation leads to immediate exclusion and reporting to the driver's ASN.

13. ELIGIBLE CAR

- Nissan Micra K11 rally prepared cars provided by organizer
- Right-hand drive, standard transmission & FWD
- Same brand/type of tires with identical pressure.
- Cars assigned by rotation.
- Switching cars is forbidden unless approved due to technical failure.
- Confirmation must come from Chief Scrutineer, COC, and Stewards.

14. REGISTRATION & ADMINISTRATION CHECK

- Date: 26, Sep, 2025
- Location: TBA
- Documents required:
- Competition license
- ASN stamp/starting permission
- Passport & e-ticket with INVOICE (photo copy)
- Original signed Entry Form

15. ADVERTISING

- Personal sponsor logos allowed on driver gear only.
- Organizer may require drivers to wear sponsor T-shirts or jackets.
- Organizers can remove or cover conflicting advertisements.
- Only organizer may apply sponsor decals to vehicles.

16. SCRUTINEERING

- All vehicles and tires checked for condition and parity.
- Drivers may not alter car settings (except seat position).
- Safety gear checked.
- If car underperforms, scrutineer may withdraw it.

17. CAR TESTING

- Date: Saturday,
- Activity: 4-cones figure-8 test
- Testing in order from post-briefing draw.

18. COURSE PATTERN & WALKING

- Single Lane tracks will be used.
- Two patterns:
- Pattern A –For AAGC Qualify & Knockout
- Pattern B –For APMC Qualify & knockout
- Map with direction and cone layout given at briefing
- 15 min walking session before each new stage (on foot only)

19. CONES

- Standard cone height: min. 50 cm
- Cone color system:
- Green on left, red on right, white = neutral
- Special cones ("double cone") have mini cone on top = 4 sec penalty if knocked
- Orange cones = course edge markers
- 20. START & FINISH
- Driver stages at grid, follows green flag signal
- Burnouts penalized (2 sec)
- Late start (over 10 sec delay) = +2 sec

20. START & FINISH

- Driver stages at grid, follows green flag signal
- Burnouts penalized (2 sec)
- Late start (over 10 sec delay) = +2 sec
- Must stop in stop box without hitting cone = else +5 sec
- Failure to complete = DNF and bogey time (200 sec)

21. FLAGS & MARSHALS

All marshals in uniform

Yellow flag (stationary): cone may have moved

Yellow flag (waving): cone penalty confirmed

Green flag: acceptable cone moving without penalty

Black flag: off-course, DNF (200 sec time)

Red flag: emergency, stop immediately

22. MALE & FEMALE SOLO QUALIFYING

- Each driver performs 2 runs in Qualify session
- Total elapsed time of the 2 runs = qualifying result.
- Top 16 male and top 8 female drivers qualify.
- Starting order: reverse of car test results.
- If the hosting ASN enter more than one team, only the best 2 male & the best 1 female drivers will be qualified for the Knockout.

23. MALE & FEMALE SOLO KNOCKOUT

- Qualified: 16 male and 8 female drivers.
- Knockout stages: R16 → QF → SF → Final.
- Top 50% of the ranking progress to next stage each round

24. RESULTS

- Provisional results announced over speaker & posted
- Published 15 minutes after each heat
- Results become official after 30 minutes if no protest

25. SCORING

- Male Solo final (Top 8):
- 1st to 8th = 8, 7, 6, 5, 4, 3, 2, 1 point
- Female Solo final (Top 4):
- 1st to 4th = 4, 3, 2, 1 point
- Team Champion:
- Highest total points
- Tie-breaker = more 1st places

26. PROTESTS & APPEALS

- Protests: Fee: USD \$200
- Deadline: within 30 minutes of provisional result
- Refundable if protest is upheld
- Appeals: Not permitted under any circumstance

27. Transport and Accommodation

Free hotel–event shuttle for teams

ACCOMMODATION & TRANSPORTATION

Accommodation:

Participants need to book and pay their room directly to the official hotels. Reimbursement of 120 USD for each driver by the FIA MSD Grant will be paid in cash on site. Each driver or team should provide the Hotel Invoice which should have the name of the driver and Chinese Taipei Motor Sports Association (VAT no. 92004144) with the total amount over 120 USD/person.

Airfare:

Air ticket subsidy provided by FIA MSD Grant (50% with a limit regarding the travel distance as shown in the Policy of subsidy for Participating ASN A copy of the air-ticket and the Invoice should be provided for reimbursement.



28. INSURANCE

- Covered by organizer (3rd party liability only):
- Death: \$50,000
- Permanent injury: \$15,000
- Medical/hospital: \$7,500

29. TROPHIES & PRIZES

Podium Ceremonies:

Sunday

Attire: Racing suit / Mandatory attendance

Trophies awarded for:

- AAGC Male Solo: 1st, 2nd, 3rd
- AAGC Female Solo: 1st, 2nd, 3rd
- APMC Male Solo : 1st, 2nd, 3rd
- APMC Female Solo: 1st, 2nd, 3rd
- AAGC Best ASN: 1st, 2nd, 3rd
- APMC Best ASN: 1st,2nd, 3rd

30. Running of the Event

- The Start would be signaled by a Green flag or a start light sequence start the run and would be under the AAGC General Regulations.
- Marshals would be posted at points to monitor the correctness of patten and would wave corresponding Green / Yellow and or Black flag as and when necessary, as prescribed in the AAGC regulations Article 24.
- Any change to the running format will be approved and update via CIBs issued at the event.

31. DRIVER BRIEFING

Date: Friday,

Location: TBA

Attendance is mandatory for all drivers and team managers.

Course pattern distributed during the briefing.

Absent drivers will not be allowed to compete.

Starting order draw (for car test) happens immediately afterward

32. PENALTIES

REASON	START REFUSED	DSQ	PENALTY
Entry Fees not Paid	Yes	-	-
Documentation Incomplete	Yes	-	-
Late sign-in on qualifying morning	-	-	USD 100
No seat belts	-	-	USD 100
Loose items in car	-	-	TBA
Not wearing a Helmet	-	-	USD 100
Helmet not strapped properly	-	-	USD 100
Driver side Window not closed	-	-	USD 100
Not wearing gloves	-	-	USD 100
Over speeding or doing unsafe practice rounds in and around premises/ roads	-	Yes	-
Unsporting Manner	-	Yes	-
Fraud	-	Yes	-
Travel in opposite direction	-	Yes	-
Car unable to start within 20 secs at start line	-	Yes	-
Over speed after stop finish line	-	Yes	-

Jump Start (up to 5 secs)			
1st Offense	-	-	2 Secs
2nd Offense	-	-	10 Secs
3rd Offense	-	Yes	-
False start more than 5 secs	-	Yes	-
Knocking down of a cone	-	-	2 Secs
Breach of Track/Shortcut/Element Miss	-	Yes	-
Leaving track & gaining unfair advantage	-	Yes	-
Unauthorized driver	-	Yes	-
Hitting time control/timing equipment or marshal stations	-	Yes	USD 1000
Missed course	-	-	200 sec (bogey time)
Stop box cone hit	-	-	+5 sec
Touching course edge	-	-	+2 sec
Burnout at start	-	-	+2 sec
Intentional start delay	-	-	>10 sec: +2 sec
Double run contact before final corner	-	Yes	-

33. SAFETY REQUIREMENTS

General Safety

Generally Public safety would be duly addressed with security and access control, ensuring a safe experience for all spectators and competitors and officials alike. The COC would do a safety audit and a contingency plan for general safety would be reviewed by the stewards along with the organizers.

Track Safety

A clearly demarcated track area for the competition to be defined with Spectator areas which would be barricaded / fenced to ensure safe and smooth operations.

Safety Ambulance

A Trauma Care ambulance and a Basic Transport Ambulance should be present for the Event duration at the venue with a qualified doctor for Trauma care.

Barricading

As necessary should be there for the safety for public in general.

Fire Tender & Fire Extinguishers

Fire Handling equipment and their location should be known, with the people staffing it knowing the proper use of the same.

The finish line should have at least 4 x 2kg Powder hand operated fire extinguishers.

Communication Plan and Equipment COC and Marshals

There should be a clear communication plan with adequate equipment in the form of Mobile radio handsets with defined channels for the following:

1. COC with the marshals and officials for running of the event
2. Safety In charge with Security, Ambulance/doctors and fire management resources.

34. NAMES AND PHOTOGRAPHS OF CRO'S



CRO NAME (TBA) :

MOBILE :

EMAIL :

ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

KARTING SLALOM

26th - 28th September 2025
Sri Lanka Karting Circuit





1. GENERAL UNDERTAKINGS

Ceylon Motor Sports Club (CMSC) is organizing the Asia Pacific Karting Slalom Cup (“the cup”) 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 to 28th September 2025. The Asia Pacific Karting Slalom titles (male & female) will be awarded to the winning nations of the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition. The Cup is run over one single competition. The number of entries for the competition will be limited to 21 nations (ASNs)

Entries will open on 1st of June and close on 15th of September.

2. REGULATIONS

2.1. 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.

2.2. Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Stewards of the meeting.

2.3. These Sporting Regulations come into force from the time of their publication on the, and replace all previous Sporting Regulations.

3. GENERAL UNDERTAING

All drivers, competitors and officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the International Sporting Code (the Code), Asia Pacific Regional Official Bulletins and the present Sporting Regulations.

4. ELIGIBLE DRIVERS

- Cadet Competition: Drivers who are at least 8 years old (or who reach their 8th birthday during the year) and 12 years old as a maximum (not reaching their 13th birthday before 31 December of the year concerned).
- Junior Competition: Drivers who are at least 12 years old (or who reach their 12th birthday during the year) and 14 years old as a maximum (not reaching their 15th birthday before 31 December of the year concerned).
- Senior Competition: Drivers who are at least 15 years old (or who reach their 15th birthday during the year)



- 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.

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>

5. DRIVERS EQUIPMENT

Candidates are free to use their personal equipment as long as the minimal requirements below are respected:

- A pair of gloves covering the hands completely
- Fabric overalls must cover the body (neck-wrist-ankle)
- A certified helmet
- A pair of shoes, ideally covering the ankles

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

6. ELIGIBLE KARTS

The organizers will provide drivers with the karts for the competition. The kart type will be petrol engine karts. Every driver will have the possibility of trying out the seat, according to the timetable.

7. RUNNING OF THE COMPETITION

For the Karting Slalom competition, one obstacle course will be created. The layout and the routing of the course will be published on the official noticeboard on site. All drivers will have the possibility of the course recognition before the start of the competition, according to the timetable. Each driver will drive at all sessions, completing three laps of the course concerned. The first lap is a test lap. Laps two and three are the timed competition runs. Each of the two competition runs will be recorded and possible time penalties will be added.

8. EVENT FORMAT

8.1. Session 1 of the competition - The drivers of each category (~~male/female~~) (Cadet/Junior/Senior) will be separated into group 1 and group 2, which will be determined by a draw of lots. Group 1 will comprise of odd numbers and Group 2 will comprise of all even numbers. - The starting order of each group will be according to the numbers drawn for segregation of Group 1 and Group 2.

8.2. Session 2 of the competition (Heat 1) – The starting order of each group (~~Male & Female~~) (Cadet/Junior/Senior) will be similar to the order established for session 1. – Before 1st competition run (timed run) all competitors will be given a familiarization practice run which will be non-competing. – After familiarization practice run, each driver will drive three laps, kart 1 and kart 2 of the course concerned. The first lap is the test lap in each kart. Laps two and three in each kart are the timed competition runs. Two competition runs in each kart will be recorded and possible time penalties will be added. – After sessions 1 and 2, a classification will be established based on the best time (plus any possible time penalties) achieved within the four competition runs. The first sixteen nations will qualify for the round of 16.

8.3. Session 3 (Round of 16) of the competition According to the classification after sessions 1 and 2, an elimination stage will be carried out as follows: – The starting order of each group (~~Male & Female~~) (Cadet/Junior/Senior) will be determined by drawing lots – Each driver will drive three laps, kart 1 and kart 2 of the course concerned. The first lap is the test lap in each kart. Laps two and three in each kart are the timed competition runs. Two competition runs in each kart will be recorded and possible time penalties will be added. – Fastest 8 competitors of Session 3 qualify for Quarter Finals.

8.4. Session 4 (Quarter-Final) of the competition According to the classification after session 3 (round of 8), an elimination stage will be carried out as follows: – The starting order of each group (~~Male & Female~~) (Cadet/Junior/Senior) will be determined by drawing lots. – Each driver will drive three laps, kart 1 and kart 2 of the course concerned. The first lap is the test lap in each kart. Laps two and three in each kart are the timed competition runs. Two competition runs in each kart will be recorded and possible time penalties will be added. – Fastest 4 competitors of Quarter Finals qualify for Semi Finals.

8.5. Session 5 (Semi-Final) of the competition According to the classification after Quarter Finals (round of 4), an elimination stage will be carried out as follows: – The starting order of each group (~~Male & Female~~) (Cadet/Junior/Senior) will be determined by drawing lots. – Each driver will drive three laps, kart 1 and kart 2 of the course concerned. The first lap is the test lap in each kart. Laps two and three in each kart are the timed competition runs. Two competition runs in each kart will be recorded and possible time penalties will be added. – Fastest 2 competitors of Semi Finals qualify for the Finals. – Fastest 3rd competitor of Semifinals will be chosen as the 3rd place of the Cup.

8.6. Session 6 (Final) of the competition According to the classification after Semi Finals (round of 2), an elimination stage will be carried out as follows: – The starting order of each group (~~Male & Female~~) (Cadet/Junior/Senior) will be determined by drawing lots for kart 1 and reverse order for kart 2. – Each driver will drive three laps in kart 1 and kart 2 of the course concerned. The first lap is the test lap in each kart. Laps two and three in each kart are the timed competition runs. Two competition runs in each kart will be recorded and possible time penalties will be added. – Fastest competitor of the Final will be adjudged as the Winner. – Second fastest competitor in the Finals will be chosen as the 1st Runner-up of the Cup.

9. PENALTIES

The cone base will be marked around their whole footprint (chalk.) A cone is considered to be moved when the footprint of the cone is outside the marking.

9.1. Allocation of Penalties

- A two second time penalty will be added to the time recorded by that driver on that test for the following infringements: - Knocking over or moving a cone out of its defined footprint - Driving over the stop line with parts of the kart
- A ten second time penalty will be added to the time recorded by that driver on that test for the following infringements: - Missing or wrong use of the challenge - In the straight track lane, only one penalty per side will be considered, even if several cones are knocked over or moved.

In the curved track lane, each knocked over or moved cones will be counted and penalized. - If the Swiss Slalom is driven in the wrong entry side/direction, this will be considered as a skipped challenge.

For each challenge, a maximum time penalty of 10 seconds will be counted, independent of how many cones are knocked over or moved.

10. OBSTACLE

Some of the obstacles are illustrated below and are not to scale. The position of the cones in the drawing is only an example, i.e., in practice, the cone bases can be placed as required for the individual challengers (at an angle or straight).

- TRACK LANE:
- CURVED LANE:
- ROUNDABOUT:
- Y SHAPE OBSTACLE:
- S SHAPE TRACK LANE:
- Z SHAPE TRACK:
- BOX:
- SNAIL SHELL:
- CROSS: KNOT:
- GERMAN CORNER:
- CHICANE:
- Z:

KARTING SLALOM CUP

FINISH & STOP/SAFETY LINE: The Finish sensor barrier is located immediately before the first cones of the finish lane. The cones in the finish lane are scored individually. Once the driver has driven across the finish line, the speed must be reduced significantly. A stop line will be set up before the entrance to the Changeover area. The competitors must bring their kart to a stop before that line. The challenge is completed when the kart comes to a stop. The competitor must not leave the finish lane until instructed by the official.

11. ENTRIES

200 Euro per Team. A team must contain minimum of one competitor male or female, maximum of 2 competitors and maximum of 2 teams per ASN. Entries are open forthwith and will close on ~~10th~~ 15th of September 2025 Entry fees must be paid by the Entrant and the entry form completed on the Official CMSC APMC 2025 Games-Entries: registration form on the website.

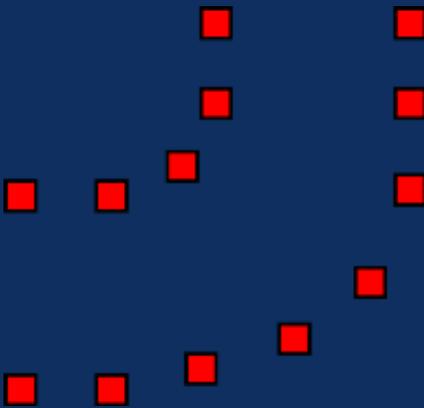
TRACK LANE



- A straight track lane consists of a minimum of 3 to a maximum of 5 cones on each side.

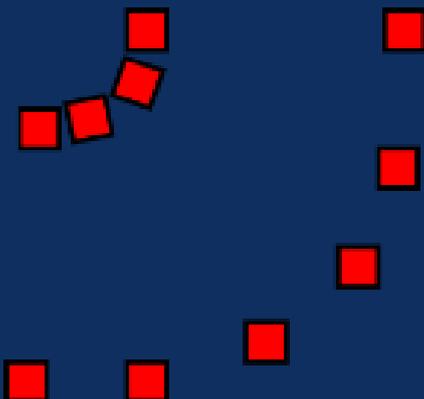


- Each side must be marked as a whole.



- A curved lane consists of a minimum of 5 and a maximum of 10 cones on each side.

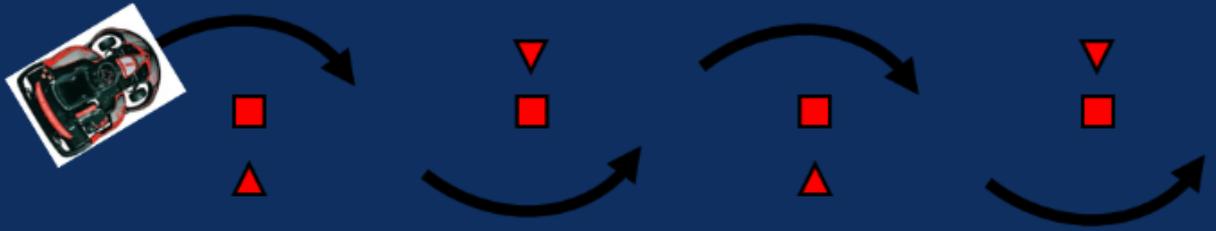
Note: Each cone is counted as a mistake.



- If the cones are placed base-to-base along the inside radius, they must be marked as a whole.

Note: Only one mistake is counted if cones are moved.

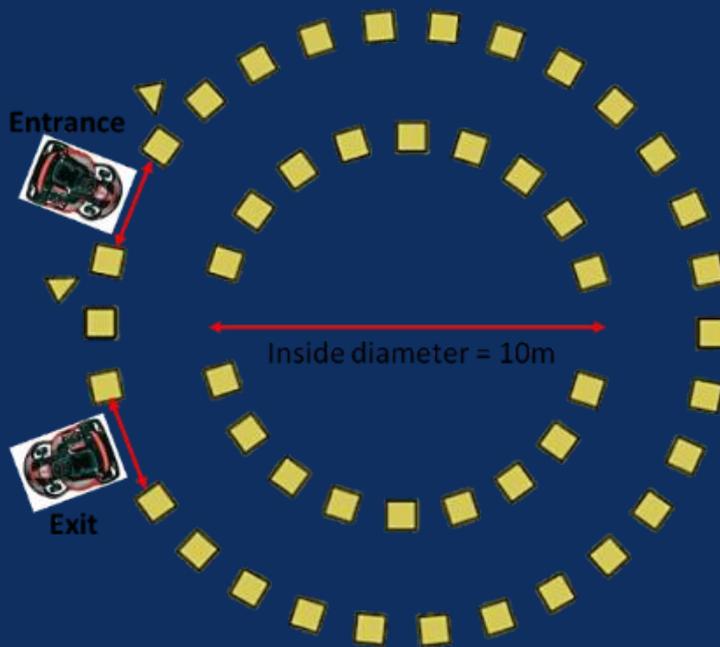
SWISS SLALOM



The Swiss slalom consists of several challenges made up of individually placed cones arranged in a line which must be driven around on alternating sides.

Note: The distance between the cones must not be less than 4m and must not exceed 10m

ROUNABOUT



Inside diameter = 10m

Cone distance = 1m

Entrance = 3m

Exit = Kart track width + 40cm

Lane width = Kart track width + 40cm

Competitors must drive around the whole roundabout (360°) at least once.

The driving direction is optional. The cones are not replaced and scored until the challenge is completed. Entrance and Exit must be marked by horizontal cones.

CONE GATE



A cone gate is made up of two cones

CHANGEOVER GATE



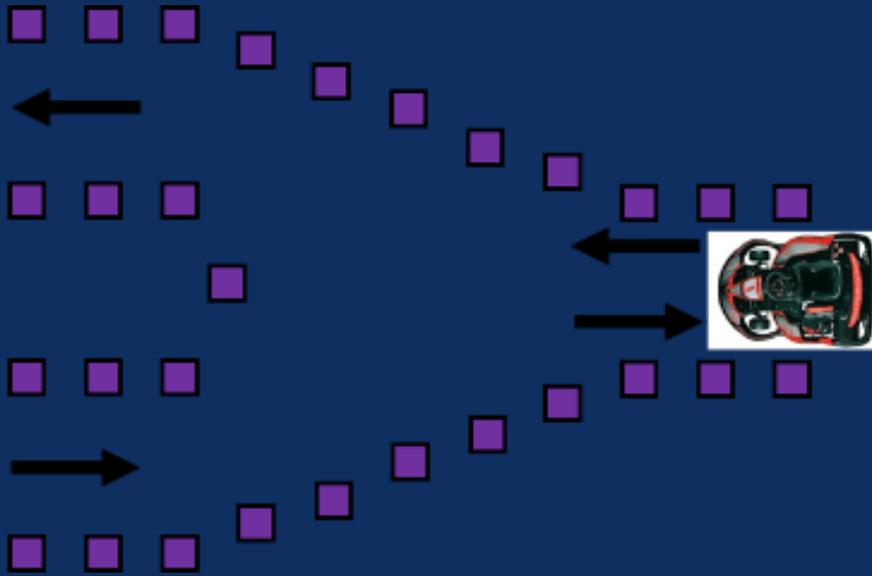
A change over gate consists of two cone gates which must be passed in succession. The cones of a changeover gate are placed in a straight line. The distance between the gates must be at least 1.5m and not exceed 4m.

90-180 DEGREE TURN



Consists of three cones arranged beside each other in a triangular shape. The cones are marked as a whole.

Y SHAPE OBSTACLE

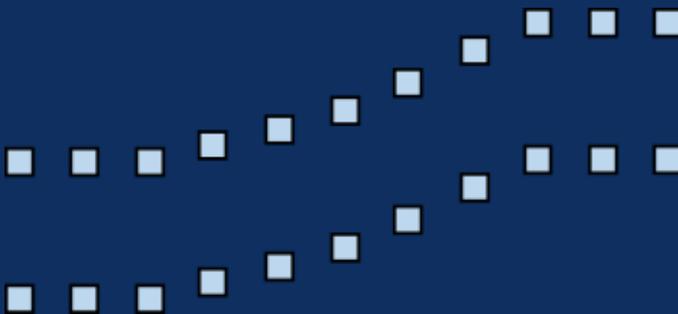


Lane width = Kart track width + 40cm

Cone distance = 50cm

The challenge must be driven from the top down and in reverse. The competitor must drive around each obstacle item at least once. The cones are not replaced and scored until the challenge is completed.

S SHAPED TRACK LANE



Lane width = Kart track width + 40cm

Cone distance = 50cm

Z SHAPED TRACK



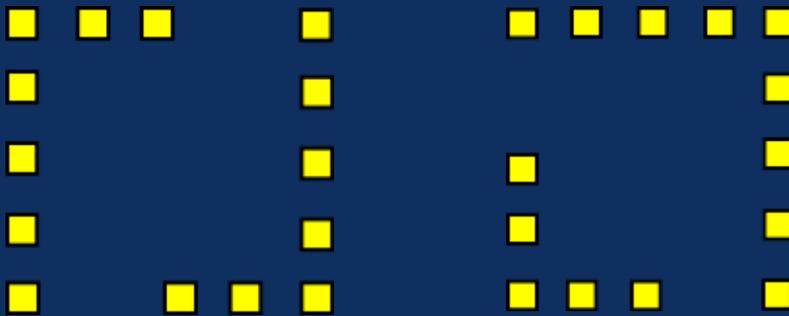
Lane width = Kart track width + 40cm

Cone distance = 50cm

Distance between the tracks = 2m

The tracks can be arranged in parallel or staggered. This is also possible with only two tracks.

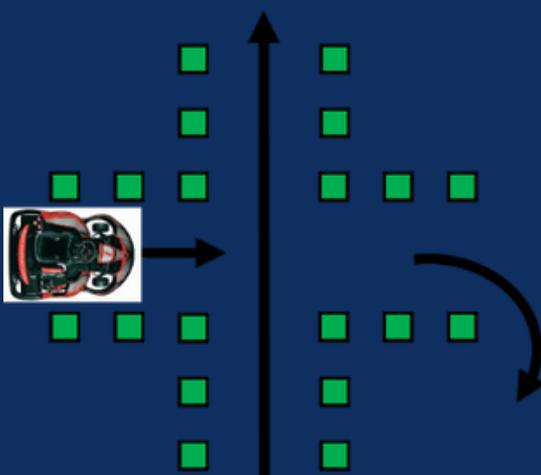
BOX



Lane width = Kart track width + 40cm

Cone distance = 50cm

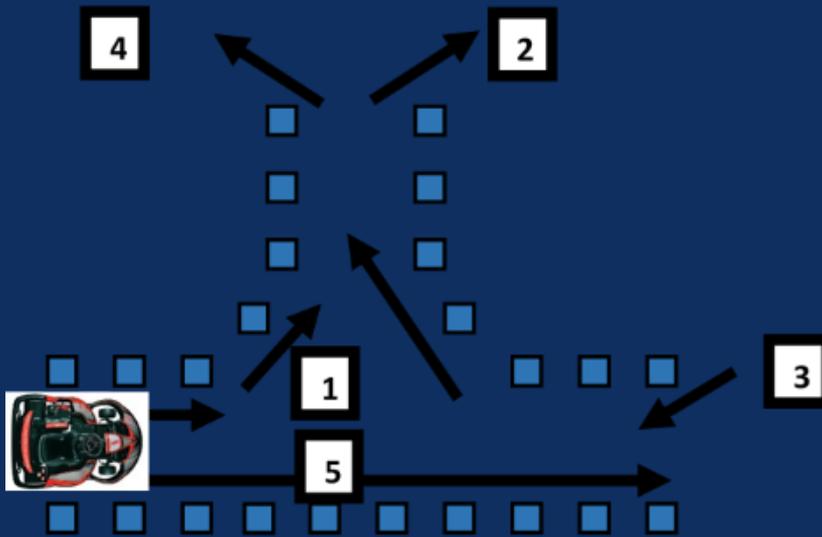
CROSS



Lane width = Kart track width + 40cm

Cone distance = 50cm

T SECTION

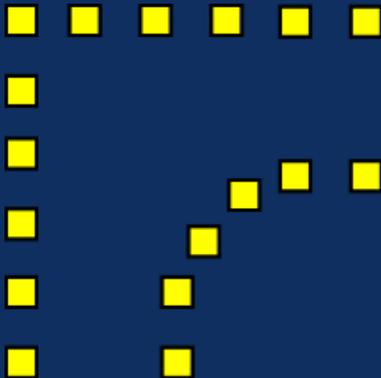


Lane width = Kart track width + 40cm

Cone distance = 50cm

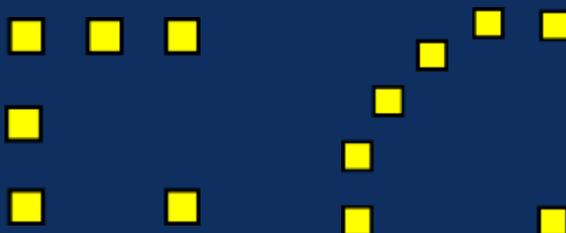
This challenge can also be driven with just one loop. The cones can also be arranged similar to the curved track lane.

GERMAN CORNER



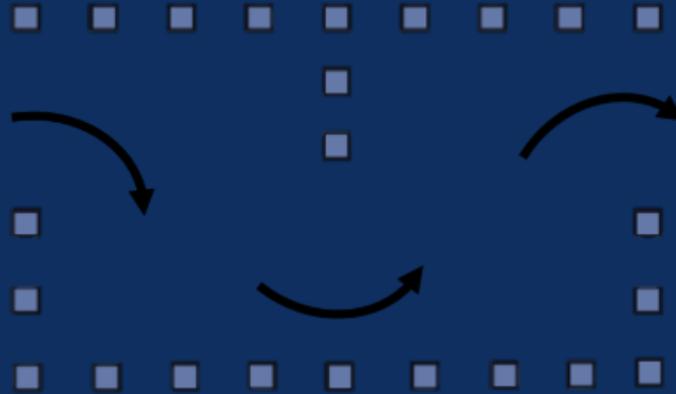
Lane width = Kart track width + 40cm

Cone distance = 50cm



Normal Corner

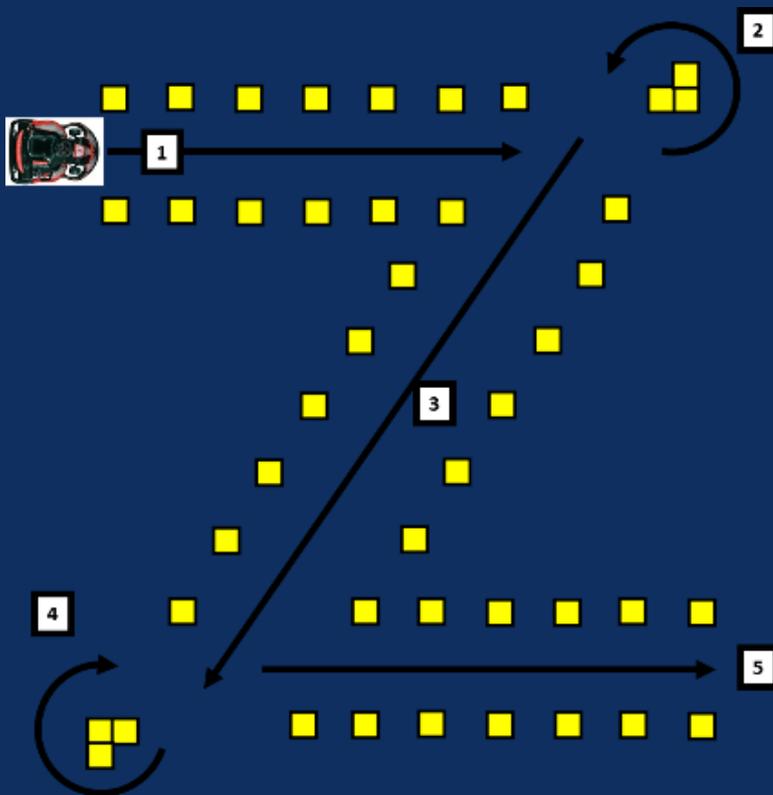
CHICANE



Lane width = Kart track width + 40cm

Cone distance = 50cm

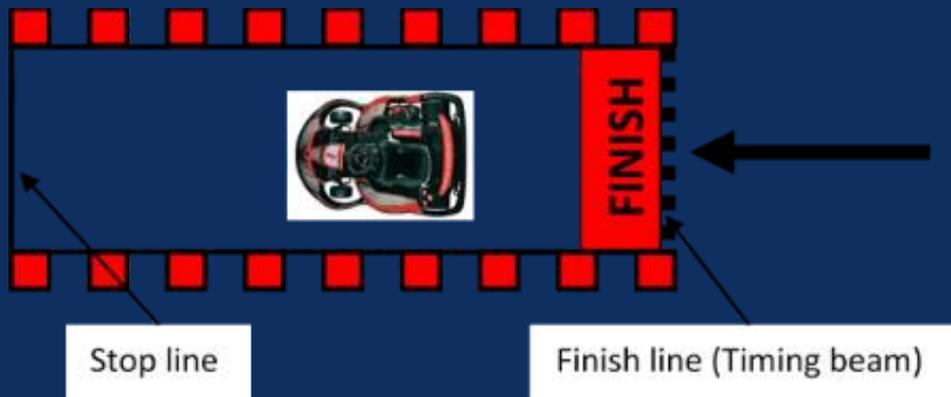
ROUNDABOUT



Lane width = Kart track width + 40cm

Cone distance = 50cm

FINISH & STOP/SAFETY LINE

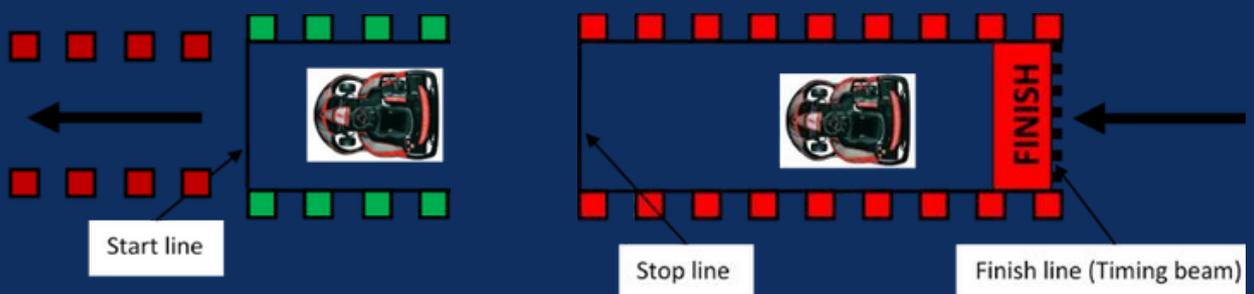


The Finish sensor barrier must be located immediately before the first cones of the finish lane. The cones in the finish lane are scored individually.

Once the driver has driven across the finish line, the speed must be reduced significantly. A stop line must be set up before the entrance to the changeover area.

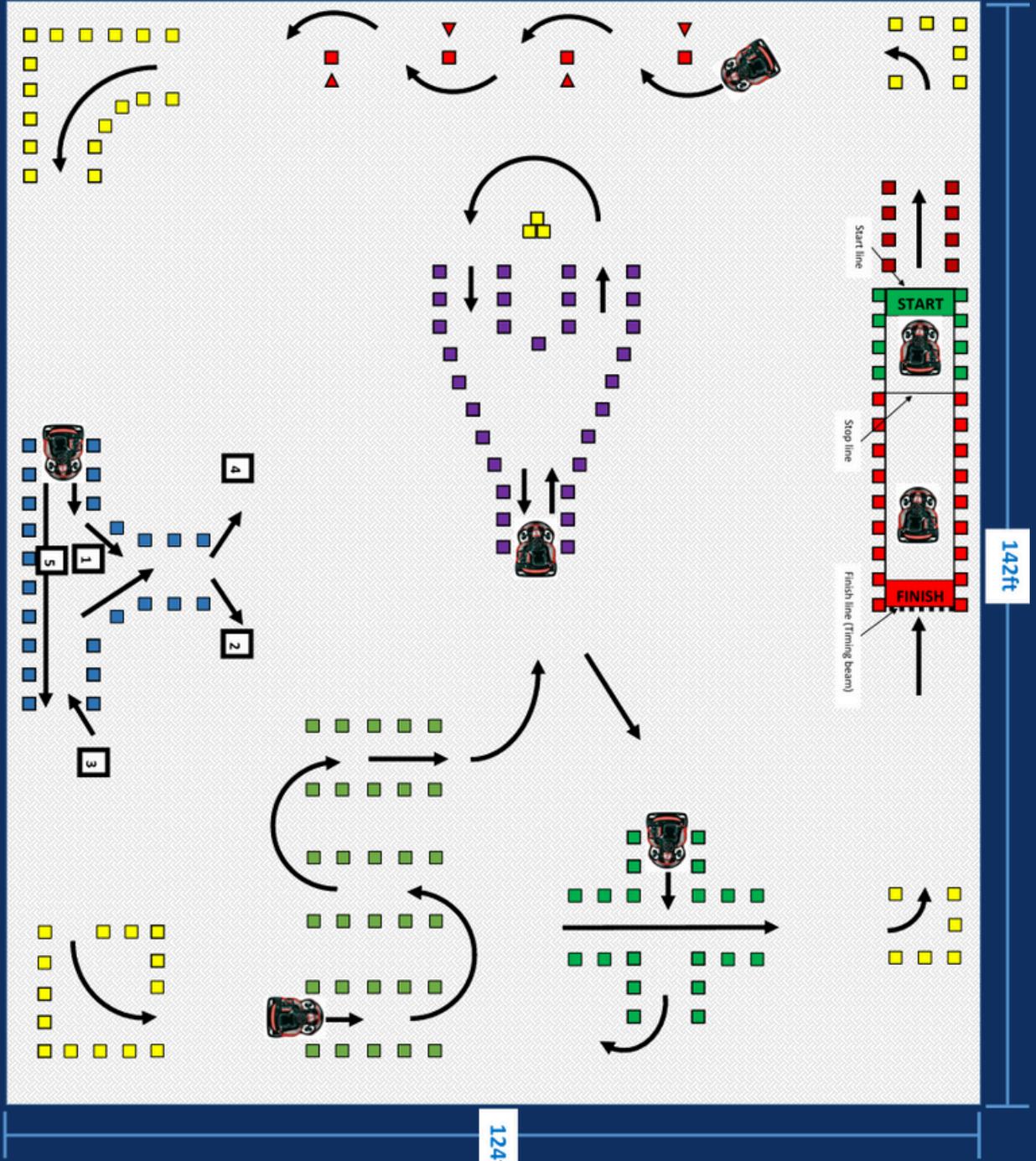
The competitors must bring their kart to a stop before that line.

The challenge is completed when the kart comes to a stop. The competitor must not leave the finish lane until instructed by the official



Tip: You can have the Start line after Finish/Stop line in order to minimize downtime to turn and roll the kart to Start line. Make sure you leave a safe distance between Stop line and Start line

SAMPLE COURSE SETUP



ASIA-PACIFIC 2025

MOTORSPORT CHAMPIONSHIP SRI LANKA

E-SPORTS

26th – 28th September 2025
Sri Lanka Karting Circuit





The Ceylon Motor Sports Club (CMSC) is organizing the Asia Pacific Motorsport Championship 2025 which will take place at Sri Lanka Karting Circuit (Speedbay), Bandaragama, Sri Lanka from 26th to 28th September 2025.

Only drivers from each country nominated by their respective ASNs will be allowed to complete.

The fastest 15 countries to register a lap time on the leaderboard will be invited to compete based on available slots.

1. GENERAL RULES

1.1. Summary

The Asia Pacific Motorsport Championship – eSports will be a LAN event and run on location at SpeedBay, Bandaragama in Sri Lanka.

Drivers will be selected by their countries ASN, with a maximum of two drivers per category/discipline from each country. Entry fee is EUR100 per competitor per competition.

This eSports event is inscribed as an international event with regional participation through the CMSC. Each team/driver must have an international eSport license issued by their respective ASN. Drivers must be 16 years of age or above (as at 25th September 2025).

The gaming platform used will be the following PC based games.

1. Assetto Corsa
2. iRacing

1.2. Reading and understanding the rules

Every driver participating is agreeing to having understood the rules, and agrees to abide by the rules. By entering, you are bound to the rules and failure to understand will not be considered an excuse.

1.3. General behaviour

Every driver participating must always show good behaviour. Any discriminatory or offending actions, words, posts or contents are forbidden and can lead to permanent exclusion from the Championship, at the discretion of the stewards. These include any actions, words, posts or other content that bring disrepute to the competition and/or organizer and/or their sponsors/partners.

Any discriminatory or offending actions, words, posts or content from third parties shown to have a relationship with a participant may be construed as coming from the participant and may also result in exclusion.

All participants are expected to adhere to good sportsmanship. It is expected that all drivers will race to the best of their abilities. Any participant not adhering to that and/or bringing the competition into disrepute will be reported to the stewards and may be penalized.

1.4. 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>

Access password for the event will be provided to all teams when it is made available as an additional Bulletin.

Social media posts and streaming details will be shared with the teams and drivers. It is a requirement that all promotional information provided by the organizer must be posted on their social media channels.

1.5. Cheating

Any cheating in game to get a competitive advantage will result in exclusion. It is not allowed to use external programs or data or software or make any alteration to the functions of the simulation in order to gain a competitive advantage. Drivers caught cheating will receive a permanent ban.

In case no usage of software can directly be proven in the files, video evidence where the driving behaviour of the car cannot be explained with normal game functions will be considered by the stewards and may lead to an investigation. A ban on video evidence is also possible.

Tools such as Crewchief, OtterHud, ZeroforceHud, Motec or similar programs will not be allowed to be put into the PC’s.

1.6. Decisions

Decisions by the organizer are final. If a situation is not covered by the rules, the organizer will have the final decision on it. These decisions cannot be appealed.

Any statements by the organizer that are specified as rules, also count as rules and have to be accepted by all the drivers. This includes supplementary regulations, Bulletins and driver briefing notes. These additional SR’s, Bulletins and briefing notes will take priority.



2. ORGANIZER

Ceylon Motor Sports Club

3. DECLARATION OF CONSENT

The participants agree that their names will appear in live streams and press releases handled by the organizer, including all pictures, videos and audios.

The participants agree that the organizer can make and broadcast photographs and movie recordings (e.g. internet stream), on which the winners and participants are identifiable as well as statements, interviews and similar captured on audio and video. The organizers are entitled to use these recordings.

4. DATA PRIVACY

All personal data is collected and processed in accordance with the statutory provisions governing data protection in Sri Lanka. Only the personal data that is required to handle the competition and prize is collected and forwarded onto partners of the organizer.

All employees and partners of the organizer are obliged by the organizer to maintain data secrecy. Data is only transferred to state agencies or authorities within the framework of legal regulation. The participant agrees to this. The data is stored after the competition has been carried out.

You hereby agree that the organizer may collect, obtain, store and process your personal data that you provide in this form for the purpose of receiving updates, news, promotional and marketing updates from the organizer.

5. PREMATURE TERMINATION OF THE COMPETITION

The organizer has the right to terminate or cancel the competition at its discretion at any time. No claims can be derived from any premature termination.

The organizer has the right to exclude one or more participants from taking part in the competition in the event of any manipulations or attempted or suspected manipulation or if they bring the competition into disrepute.

6. CHANGES

The organizer explicitly reserves the right to amend or modify these conditions at any time, with effect for the future. The competitors will be notified by Bulletin about this at a suitable point.



7. LEGAL DISCLAIMER

There is no legal recourse. The law of Sri Lanka applies exclusively and the jurisdiction of the organizer shall apply in the event of a dispute. If any of the above mentioned provisions in these conditions of entry should be ineffective or contain a loophole, the other provisions shall remain unaffected by this. Ineffective or incomplete provisions shall be maintained with effective content which comes as close as possible to reflecting the sense of the ineffective content.

By participating, the competitor automatically accepts the conditions of entry.

8. COMPETITION DETAILS

8.1. Format

The following designated track pools and the allocated cars are allowed for each competition.

Assetto Corsa

Car - BMW Z4 GT3 (Kunos)

Track Pool

- A) Imola (Kunos)
- B) Silverstone GP (Kunos)
- C) Spa (Kunos)

iRacing

Car - FIA F4

Track Pool

- A) Okayama International Circuit - Full Course
- B) Circuito de Navarra - Speed Circuit
- C) Circuit de Ledenon

This competition will consist of 2 rounds and a grand final for each discipline. Please see 8.3 for further details.

Each team may use a livery in its country colours and they must use the same livery throughout the entire championship.

8.2. Entries through qualifying leaderboard

Qualifying for each category in eSports will be through an online leaderboard that will be held as below.

Assetto Corsa - 22nd - 24th August 2025

iRacing - 29th - 31st August 2025



Cars and Track for qualifiers

Assetto Corsa

Car – BMW Z4 GT3 (Kunos)

Track – Spa (Kunos)

iRacing

Car – FIA F4

Track – Okayama International Circuit – Full Course

The fastest 15 countries will be selected from their fastest individual driver on the leaderboard in each discipline and invited to enter once the leaderboards have closed.

Once invited to compete, these ASN's will be required to enter 1 or 2 drivers for each competition.

However, the leaderboard is only a guide for the ASN's and it is entirely at their discretion on how they select their drivers, they may decide to choose them from the leaderboard or they may use another qualifying mechanism to decide on which drivers to enter.

ASN's must send in their entry by the 15th September 2025.

8.3. Driver competition

All entries will be added into a pool of drivers rated by their best lap times from the online qualifier leaderboard. They will then be grouped to 3 groups (A, B and C), which will then be the competition's quarter finals. Each ASN will be seeded into the Quarter Finals depending on how they were ranked in the qualifying leaderboard. E.g.

Quarter Final A	Quarter Final B	Quarter Final C
1st ASN – Driver 1	1st ASN – Driver 2	2nd ASN – Driver 1
2nd ASN – Driver 2	3rd ASN – Driver 1	3rd ASN – Driver 2
4th ASN – Driver 1	4th ASN – Driver 2	5th ASN – Driver 1
5th ASN – Driver 2	6th ASN – Driver 1	6th ASN – Driver 2
7th ASN – Driver 1	7th ASN – Driver 2	8th ASN – Driver 1

8th ASN - Driver 2	9th ASN - Driver 1	9th ASN - Driver 2
10th ASN - Driver 1	10th ASN - Driver 2	11th ASN - Driver 1
11th ASN - Driver 2	12th ASN - Driver 1	12th ASN - Driver 2
13th ASN - Driver 1	13th ASN - Driver 2	14th ASN - Driver 1
14th ASN - Driver 1	15th ASN - Driver 2	15th ASN - Driver 2

Each Quarter Final will have one race from which the top 6 from each group will qualify to the semi finals. The remaining competitors from each group positioned from 7th to 9th will enter a Last Chance Qualifier (LCQ). The driver in 10th position in each quarter final will be eliminated. In the LCQ the top 2 finishes will go through to the semi finals. Qualifying position for each Semi Final will be as follows:

Semi Final A	Semi Final B
Winner of Q-Final A	Winner of Q-Final B
Winner of Q-Final C	2 nd of Q-Final A
2 nd of Q-Final B	2 nd of Q-Final C
3 rd of Q-Final A	3 rd of Q-Final B
3 rd of Q-Final C	4 th of Q-Final A
4 th of Q-Final B	4 th of Q-Final C
5 th of Q-Final A	5 th of Q-Final B
5 th of Q-Final C	6 th of Q-Final A
6 th of Q-Final B	6 th of Q-Final C
1 st of LCQ	2 nd of LCQ



The top 5 drivers from each semifinal will qualify to race in the grand final.

Any further details of the sporting format will be provided via Bulletin.

Race sessions

Free Practice – 15 minutes

Qualifying – 5 minutes (solo qualifying)

Race – 20 minutes

8.4. Calendar

26th September – Registration / Free Practice (Limited Rigs)

27th September – Assetto Corsa

28th September – iRacing

8.5. Timetable

Friday 26th September

10am – 11am – AC Quarter Final group A Practice

11am – 12pm – AC Quarter Final group B Practice

12pm – 1pm – AC Quarter Final group C Practice

2pm – 3pm – iRacing Quarter Final group A Practice

3pm – 4pm – iRacing Quarter Final group B Practice

4pm – 5pm – iRacing Quarter Final group C Practice

Saturday 27th September – Assetto Corsa

0900 – 0920 Q Final Group A Sim Setup and Practice

0920 – 0925 Q Final Group A Qualifying

0930 – 0950 Q Final Group A Race (20 Min)

1000 – 1020 Q Final Group B Sim Setup and Practice

1020 – 1025 Q Final Group B Qualifying

1030 – 1050 Q Final Group B Race (20 Min)

1100 – 1120 Q Final Group C Sim Setup and Practice

1120 – 1125 Q Final Group C Qualifying



1130 – 1150 Q Final Group C Race (20 Min)

1215 – 1230 LCQ Sim Setup and Practice

1230 – 1250 LCQ Race (20 Min)

1400 – 1415 Semi Final Group A Sim Setup and Practice

1415 – 1435 Semi Final Group A Race (20 Min)

1500 – 1515 Semi Final Group B Sim Setup and Practice

1515 – 1535 Semi Final Group B Race (20 Min)

1630 – 1645 Final Sim Setup and Practice

1645 – 1705 Final (20 Min)

Sunday 28th September – iRacing

0900 – 0920 Q Final Group A Sim Setup and Practice

0920 – 0925 Q Final Group A Qualifying

0930 – 0950 Q Final Group A Race (20 Min)

1000 – 1020 Q Final Group B Sim Setup and Practice

1020 – 1025 Q Final Group B Qualifying

1030 – 1050 Q Final Group B Race (20 Min)

1100 – 1120 Q Final Group C Sim Setup and Practice

1120 – 1125 Q Final Group C Qualifying

1130 – 1150 Q Final Group C Race (20 Min)

1215 – 1230 LCQ Sim Setup and Practice

1230 – 1250 LCQ Race (20 Min)

1400 – 1415 Semi Final Group A Sim Setup and Practice

1415 – 1435 Semi Final Group A Race (20 Min)

1500 – 1515 Semi Final Group B Sim Setup and Practice

1515 – 1535 Semi Final Group B Race (20 Min)

630 – 1645 Final Sim Setup and Practice

1645 – 1705 Final (20 Min)

8.6. Driver infractions – penalty point system

There will be a driver penalty point system where drivers who are found responsible for incidents, will incur penalty points.

6 points will incur a ban from qualifying for the next round. Similar to F1, 12 points will incur a one round race ban. After a race ban has been served, a further 6 points will result in a second race ban. Stewards reserve the right to apply more or less points and penalties if they deem fit.

Penalty points will be given out by the stewards based on the results of each protest in the following manner:

1 point given for a protest filed that was deemed to be a racing incident with a warning issued.

2 points given for an incident which results in a 5 second penalty.

3 points given for a single incident which results in a 10 second penalty.

8.7. Cars

Assetto Corsa – BMW Z4 GT3 (Kunos)

iRacing – FIA F4 car

8.8. Settings

- Fixed settings
- Sessions will not have rain
- Race start will be a standing start for both disciplines
- Qualifying time: 5 minutes (solo with no lap limits)
- Race time: 20 minutes (no lap limits)

8.8.1. Driver Aids

Assetto Corsa

- Traction Control – Allowed (Factory)
- ABS – Allowed (Factory)
- Racing Line – Not Allowed
- Automatic Gearbox – Not Allowed
- Stability Control – Not Allowed
- Auto Clutch – Allowed



iRacing

All driving aids are disallowed except clutch assist.

It is the drivers' responsibility to ensure a button has been assigned for engine start and pit limiter via their own account.

Any additional settings including weather, incident limits etc will be announced via Bulletin.

8.9. Prizes

Gold, Silver and Bronze medals will be awarded to the top 3 places in each discipline.

9. ELIGIBILITY

Participants must be a citizen of the country they represent and passport or citizenship proof is required. Only ASN's of each country entered can choose those drivers.

10. SPORTING CODE

10.1. General sportsmanship

This is a sim racing competition, and drivers must respect the sport, the competition and their competitors. Drivers must always aim to achieve the best result for themselves in each race, while driving within the rules and obeying fair play.

10.2. Important basics

First of all, make sure that you are always in control of your car. This is the most important rule. Inability to control your car is not an excuse if you cause an accident.

Remember at all times that you are driving with other humans. So stay humble, and race with respect.

10.3. Start phase

In the start phase, you have to be extra careful. It is very easy to cause an accident affecting many cars. Start phase accidents may be penalized more harshly.

10.4. Overtaking and defending

All drivers involved in an overtaking move must show respect and drive with care. Do not force a chasing car off the track by leaving too little room. If you wish to defend your line, move to defend early and do not react to a move.

Do not change your line in the braking zone. Blocking a car that has an overlap is not allowed. An overlap is defined that the front of the attacker's car is at least next to the rear tyres of the defender's car. When you exit a corner and the car on the outside has an overlap, you have to leave enough space for the car so that it does not have to leave the track.

Excessive dive bombing (closing in speed) is also not allowed.

10.5. Track boundaries

The track boundaries are following the in-game penalties. In general, they are as follows: 2 wheels always on track, kerbs count as track.

When you exceed the track boundaries, you will be given a warning on your screen or you will be given a slow down penalty if the game decides that you gain time while exceeding track limits.

If you finish the race with a pending penalty, you will receive the time penalty added on to your final race time. Automatic penalties that are given in-game such as track limits, speeding in the pit lane etc cannot be removed by Race Control.

10.6. Race line

In terms of race line participants can protect their position by changing the line once. Excessive weaving and blocking is not allowed. Moving back to the racing line after defending is allowed provided you leave one car's width.

If you re-enter the track, you have to be extremely careful and should not defend against cars on track that are approaching with higher speed. Cars on circuit have priority/right of way.

10.7. Lapping

When being lapped, a participant needs to have a predictable trajectory and keep a regular trajectory and speed. Excessive manoeuvres such as braking earlier/harder or changing lines to try and facilitate the lapping usually end up in misunderstandings.

Participants need to be aware of their surroundings and yield to a car lapping them by simply not fighting for position. Blue flags will be signalled in game.

Defending while being lapped can lead to a penalty.

10.8. Retirement

You are allowed to park your car in the pits if you wish to retire. It will end your race. If you have to escape back to the pits to retire, it will not be penalized provided it is done in a safe manner.

11. FLAG SIGNALS AND THEIR MEANINGS

11.1. Yellow flag

A yellow flag indicates an accident. Please be extra careful when you see a yellow flag on your screen.

11.2. Blue flag

A blue flag indicates a faster car approaching from behind, and is typically shown on your out lap or when being lapped. Let the driver pass safely to avoid a penalty.

11.3 Black and orange flag (iRacing only)

A black and orange flag indicates that the competitor's car is heavily damaged and needs to immediately return to pits for repairs.

11.4 White flag (iRacing only)

The white flag indicates the last lap of the race.

12. INCIDENTS AND PENALTIES

12.1 Definition of incidents

“Incident” means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to race control by other drivers which include (but is not limited to):

- Causing a collision which disadvantages competitors
- Forcing a driver off the track
- Illegitimately preventing a legitimate overtaking manoeuvre by another driver
- Illegitimately impeding another driver during overtaking
- Dangerous driving
- Using in-game text chat during qualifying or race sessions
- Lack of respect, foul language or bad attitude towards other driver, staff or spectators
- Violations of track boundaries
- Unsafe track entry

12.2 Definition of infringements

“Penalty” means an occurrence where a driver breaks any rules and is punished for it. It normally involves offences like but not limited to:

- Cutting a corner
- Hitting another driver
- Careless driving
- Track limit infringements

- Ignoring blue flags
- Ignoring black flags

12.3 Possible penalties

- Time penalty (added to their result post-race)
- Deletion of laps
- Drive through
- Race ban
- Deletion of some or all league points

12.4 Reporting for incidents and penalties

Deadlines for protests are 15 minutes after the end of the race – when the result screen is shown.

Protests must be specific with drivers involved, which race and any other relevant details such as lap, corner and description of the incident. Reports with incomplete information may be ignored by the Stewards. The protest acceptance and further review will be at the jurisdiction and discretion of stewards. There will be in game stewarding that will be communicated to the teams during the race through the broadcast.

A driver or team manager can immediately report to the race steward after or during a race to have any incident they are involved in reviewed.

Protests must be accompanied by a video in the chase cam view of the offending car. Drivers will be allowed access to their rigs following races to record their replays. Video evidence, either through submission recorded via phone or in-game review, will be used to decide what kind of penalties can be given or not given depending on the severity of the incident. Rebuttal on protests can be made by the drivers involved in defence of the incident being protested. However, any decision made by officials is final.

If a driver has a protest thrown out, they will not be able to lodge another protest in that round.

Any unsportsmanlike conduct can result in race ban or disqualification from the championship.

12.5 Appeals

Appeals will not be allowed.



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