



IAME SERIES SRI LANKA

SPORTING REGULATIONS

V3_01/01/2026

NAME OF THE EVENT: IAME SERIES SRI LANKA
ORGANISER: CEYLON MOTOR SPORTS CLUB
PROMOTER: SPEEDBAY

1. SPORTING REGULATIONS

- 1.1 The "Iame Series Sri Lanka" (Event) is organized by Ceylon Motor Sports Club (CMSC) and promoted by SpeedBay owned by David Pieris Racing & Leisure (Private) Limited (DPRL). Collectively refer to as "The Organiser".
- 1.2 The final text of all Sporting Regulations for the Event shall be the English version, which will be used should any dispute arise as to their interpretation. Any annexes are an integral part of the Sporting Regulations.
- 1.3 The Event shall be conducted in accordance with all Sporting and Technical Regulations, Additional Supplementary Regulations (ASRs), General Safety Rules, Penalty Catalogue, Notice of Filming, Photography & Advertising, and official Bulletins of the Event, and remains subject to the sole discretion of the Organiser.
- 1.4 The above documents apply in their entirety to all categories as far as is sensibly applicable, regardless of the documents' original intent regarding such applicability. All Competitors, Mechanics and Officials participating in the event 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 General Prescriptions applicable to the CIK-FIA Karting International Competitions and Championships, Cups and Trophies, this Sporting Regulations and all other relevant regulations applicable within this Series.
- 1.5 Any topics not covered by the Sporting Regulations or ASRs of the Event will take reference from the above.
- 1.6 At any time, the Organiser reserves the right to add, delete, or modify the sporting regulations, which shall be communicated through ASRs. The Organiser also reserves the right to issue additional statements or bulletins concerning event procedures, which will be communicated to registered competitors via the driver briefing, official WhatsApp group, or the Sportity App.
- 1.7 The final text of sporting regulations supersedes and replaces any previous versions of the same or any additional regulations issued concerning this event.
- 1.8 Ignorance of the Sporting Regulations will not be accepted as an excuse for violation and non-compliance. The onus of educating oneself on the regulations lies solely with the competitor.

2. SPECIFIC INFORMATION

2.1 Contact Office:

SpeedBay

Address: 162/F, Maithree Mawatha, Bandaragama.

Tel: 011 422 6000, Email: info@thepearlbay.com, Website: www.thepearlbay.com

Ceylon Motor Sports Club

Jinasena Properties Ltd, # 2A, Hunupitiya Road, Colombo 02.

Tel: 077 065 1714, Email: secretary@cmsc.lk

2.2 Venue: SpeedBay Circuit, Bandaragama, Sri Lanka

2.3 Circuit Details: International Layout (1,217m in length and 8-12m wide)

2.4 Circuit Orientation: Clockwise

3. CHAMPIONSHIP OVERVIEW

3.1 The IAME Series Sri Lanka 2026 will consist of 6 rounds. These events are classified as club events with international participation.

3.2 The championship is open to individual competitors who meet the criteria set out in the Entry Form.

3.3 The championship will be held on the following dates. Any changes to the dates will be published on the official SpeedBay social media pages.

Round 1	: 24 & 25 January 2026
Round 2	: 25 & 26 April 2026
Round 3	: 13 & 14 June 2026
Round 4	: 01 & 02 August 2026
Round 5	: 19 & 20 September 2026
Round 6	: 31 October & 01 November 2026

4. PRINCIPLE AND RUNNING

4.1 Each round will be run over 7 segments. The duration of each segment may be adjusted at each round, following evaluation of the event schedule and racing conditions, at the discretion of the organiser. Any such changes will be communicated to competitors before the start of each segment.

4.2 The event will consist of practice, timed trial, heats (to qualify for the Super Heat) and the Final.

Day 1

Class	Practice	Timed Trial	Heat 1	Heat 2
Cadet	07 Min	07 Min	08 Laps	08 Laps
Junior	07 Min	07 Min	08 Laps	08 Laps
Senior	07 Min	07 Min	08 Laps	08 Laps
Master	07 Min	07 Min	08 Laps	08 Laps

Day 2

Class	Practice	Super Heat	Final
Cadet	07 Min	10 Laps	12 Laps
Junior	07 Min	12 Laps	16 Laps
Senior	07 Min	12 Laps	16 Laps
Master	07 Min	12 Laps	16 Laps

4.3 The Organiser may decide to run certain classes concurrently, depending on the number of entries received for each class, at its discretion. Where classes are run together, each class shall be classified and points awarded separately. This will be stated in the official event schedule.

5. ENTRY REQUIREMENTS

- 5.1 Competitors are required to duly complete the official online Entry Form provided by the Organiser. An entry shall be considered valid only upon receipt and acceptance by the Organiser, and upon full payment of the applicable entry fee to the SpeedBay office, either by bank transfer or over the counter, before the entry closing date. Failure to make full payment by the deadline will result in the competitor being ineligible to participate.
- 5.2 The early bird offer provided for entries shall be valid only for early registrations where the entry form has been accepted by the Organiser and full payment has been received before the cut-off date and time specified for the early bird offer in the entry form. It is the responsibility of competitors to submit entries sufficiently early to allow adequate time for SpeedBay to review the entry and issue confirmation. SpeedBay shall not accept any claims requesting the application of the early bird offer arising from late submission of entries or from delays in receiving entry acceptance confirmation. Under no circumstances shall this offer apply to any payments made after the expiry of the early bird period.
- 5.3 International drivers holding an international license issued by their ASN must obtain a No Objection Letter from their respective ASN to participate in the event.
- 5.4 The entry closing date and time will be specified on the official entry form provided by the Organiser.
- 5.5 All competitors must be of the minimum prescribed age in the 2026 calendar year and be able to provide evidence as required.

Cadet	: Age 8 to 12
Junior	: Age 12 to 15
Senior	: Age 15 and above
Master	: Age 30 and above

- 5.6 All drivers are strongly advised to complete a sufficient number of practice sessions prior to the Event.
- 5.7 Each participant must satisfy the Race Director/ Clerk of the Course of their competence to race. The Race Director/ Clerk of the Course may exclude any driver whose driving standards are unsatisfactory or for any other reason deemed fit.
- 5.8 Competitors under the age of 18 must ensure that all paperwork is countersigned by a parent or guardian. It is recommended that the parent or guardian is in attendance at the event and will accompany the minor.
- 5.9 It is the responsibility of each competitor to know and remember their respective competitor numbers.
- 5.10 Entries will be accepted on a first come first served basis, with a maximum of 36 competitors permitted in each class.
- 5.11 The Organiser reserves the right to refuse the registration of any competitor without providing justification.
- 5.12 Drivers may not participate in more than one category.

6. WEIGHT LIMIT AND CHECKS

- 6.1 Competitors must meet the minimum combined weight of the driver and kart specified for their respective categories, including full racing equipment. Ballast may be carried to meet this requirement. Competitors who fail to meet the minimum weight shall be excluded from the event.

Cadet	: 110 kg
Junior	: 145 kg
Senior	: 158 kg
Master	: 168 kg

- 6.2 The driver is responsible for ensuring that the correct amount of ballast is fitted to each kart used during the event at all times.
- 6.3 The location of the official weighing scale will be communicated to all competitors prior to the start of the event. Readings from any other weighing scales will not be considered.
- 6.4 At the conclusion of each session, including the Timed Trial, Heats, Super Heat, and Final, all competitors shall report to the official scale with their karts for weighing. Competitors shall not consume

any food or fluids prior to the completion of the weight check. Fluids may be consumed only after the competitor has completed the weight check and has exited the Finish Servicing Park, Weighing Area, or Parc Ferme.

- 6.5 It is mandatory for a parent, guardian, or mechanic registered under a competitor who is a minor, below 18 years of age, to countersign the weighing sheet and the drop bumper sheet at the time the inspection or weighing is carried out. It is the responsibility of the competitor, parent, guardian, or mechanic to ensure that the countersigning is completed at the same time the minor signs the documents. Officials shall not be responsible for locating parents, guardians, or mechanics to ensure that the countersigning has taken place.

7. REGISTRATION

- 7.1 Upon arrival at the event, competitors must report to race administration with their mechanics, team managers, and parents or guardians if the competitor is under 18 years of age, comply with the Race Organiser's established registration procedures, and complete all required documentation.
- 7.2 The registration desk will close at the time indicated in the official event schedule. No registrations will be accepted after the desk has closed.
- 7.3 Competitors must report to the Organisation Counter at the time indicated in the Official Programme to receive the following passes.

- One Driver Pass/ Wristband per Driver entered
- One Mechanic Pass/ Wristband per Driver entered (2 for Drivers in Cadet categories)
- One Team Manager Pass/ Wristband per Team entered

- 7.4 Passes or wristbands, as issued by the Organiser, shall be worn and clearly visible at all times. Entry to restricted areas without a valid pass or wristband is not permitted.

8. DRIVERS' BRIEFING

- 8.1 Competitors must attend the official Drivers' Briefing conducted by the Race Director and/or Clerk of the Course. Attendance will be recorded, and competitors are required to sign as proof of attendance. Attendance at the briefing is mandatory, and substitutes or representatives will not be permitted.
- 8.2 The date, time, and location of the Drivers' Briefing will be stated in the official event schedule. It is the responsibility of each competitor to be informed of and present at the scheduled time.
- 8.3 Late arrival or failure to attend the Drivers' Briefing shall result in a monetary fine, which must be paid prior to the start of the event.
- 8.4 Additional Drivers' Briefings may be organised if deemed necessary. Notification of any such additional briefings shall be posted on the official mobile app for the event. It is the responsibility of drivers to keep themselves informed of and attend any additional briefings.

9. PRACTICE

- 9.1 The duration of the practice session shall be stated in the official event schedule.
- 9.2 There is no classification for Practice.
- 9.3 The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Heats and the races of the final phase.
- 9.4 No Driver may take the start of a Race without having participated in the practice session.

10. TIMED TRIAL

- 10.1 The duration of the timed trial shall be stated in the official event schedule.
- 10.2 Each lap shall be timed. The fastest individual lap times recorded during the session shall determine the starting grid for Heats 1 and 2. Any ties shall be resolved by comparing the drivers' second-best lap times, and so on.
- 10.3 Drivers may choose whether to use the full duration of the timed trial.
- 10.4 Drivers can decide when they need to go out to the track and record their fastest lap times.
- 10.5 Drivers without valid lap times shall start the heats at the back of the grid, at the discretion of the Stewards.

- 10.6 Provisional qualifying times will be displayed live on the timing monitor at all times, provided there are no technical issues or penalties applied. Final qualifying times, signed by the Chief Timing Official and the Race Director/Clerk of the Course, will be published on the official mobile app for the event.
- 10.7 If a driver stops in the Pit Lane during the timed trial, the stop shall be considered definitive, and the driver will not be permitted to rejoin the session.

10.7.1 The only exception to this is in the event of a transponder malfunction. In this case, the Driver will be allowed to return to the Pit for the sole purpose of rectifying or replacing said transponder under supervision of the Chief Paddock Marshal.

10.7.2 The Driver will then exit the Pit Lane following instructions from the Chief Paddock Marshal. No time extension will be given for the session.

- 10.8 Drivers are responsible for ensuring that the transponders are correctly fitted to their karts before the start of each session and that the transponders are functioning properly.
- 10.9 Impeding will be thoroughly observed and will be penalized at the discretion of the Stewards, Race Director and/or Clerk of the Course.

11. QUALIFYING HEAT 1 & QUALIFYING HEAT 2 (THE “HEATS”)

11.1 The grid positions for the first two qualifying heats in each class shall be determined by the Timed Trial, with the fastest driver securing pole position for both heats.

11.2 For the qualifying heats, points shall be awarded as follows:

1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

11.3 At the conclusion of the qualifying heats, an intermediate classification shall be established. Any ties between two or more drivers shall be resolved according to their classification in qualifying.

11.4 If a driver does not take the start in a heat, or is black flagged or excluded, the driver shall not receive any points.

11.5 Any driver who has not completed all scheduled laps, even if the driver has not finished the qualifying heat, shall be classified according to the number of laps completed.

11.5.1 Less than 2 laps completed: No Points will be awarded.

11.5.2 Two laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.

11.5.3 75% or more of the Race Distance completed: Full Points will be awarded.

12. SUPER HEAT

12.1 The grid position for the Super Heat in each class shall be determined by the total points scored in the qualifying heats, with the highest points scorer starting from grid position one.

12.2 For the Super Heat, points will be awarded as follows:

1st 90, 2nd 80, 3rd 72, 4th 66, 5th 60, 6th 54, 7th 50, 8th 46, 9th 42, 10th 38, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

12.3 The points from the Super Heat shall be added to those from the intermediate classification of the qualifying heats. The combined total of these points shall be used to establish a Final Intermediate Classification. The first 36 drivers in the Final Intermediate Classification shall qualify for the Final. Any ties between two or more drivers shall be resolved according to their classification in qualifying.

12.4 If a driver does not take the start in the Super Heat, or is black flagged or excluded, the driver shall not receive any points.

- 12.5 Any driver who has not completed all scheduled laps, even if the driver has not finished the super heat, shall be classified according to the number of laps completed.

12.5.1 Less than 2 laps completed: No Points will be awarded.

12.5.2 Two laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.

12.5.3 75% or more of the Race Distance completed: Full Points will be awarded.

13. FINAL

- 13.1 The grid position for the Final shall be based on the total accumulated points scored from both Qualifying Heats and the Super Heat.

- 13.2 The overall winner in each class shall be determined based on the total accumulated points from the Super Heat and the Final.

14. CLASSIFICATION

- 14.1 There will be 1 classification automatically open to all eligible drivers:

Name of Classification	Round	Categories	License Eligibility
IAME Series Sri Lanka	All	Cadet, Junior, Senior, Master	N/A

- 14.2 Drivers will be awarded "Championship Points" (or "Points") according to their positions in each Round as follows:

Position	Qualifying	Super Heat	Final
1 st	1	10	25
2 nd		9	20
3 rd		8	16
4 th		7	13
5 th		6	11
6 th		5	10
7 th		4	9
8 th		3	8
9 th		2	7
10 th		1	6
11 th			5
12 th			4
13 th			3
14 th			2
15 th			1

- 14.3 One point will be awarded to the driver who sets the fastest time in Qualifying for each class.

- 14.4 Drivers, except those who are excluded or suspended, who take the start but do not finish the Final shall be awarded points in accordance with their position at the end of that race, as follows.

14.4.1 Less than 2 laps completed: No Points will be awarded.

14.4.2 2 laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.

14.4.3 75% or more of the Race Distance completed: Full Points will be awarded.

- 14.5 If a Race is cancelled due to "Force Majeure", no points will be awarded for that particular Race.
- 14.6 In the event of exclusion through scrutinizing or juridical action, no Points will be awarded for that particular Race.
- 14.7 The overall championship classification will be according to each Drivers' total number of Points. Ties will be settled according to the following, in order of importance:
- 14.7.1 Highest position in a Round (no. of highest positions if applicable), followed by 2nd highest etc.
 - 14.7.2 Highest position in a Super Heat (no. of highest positions if applicable), followed by 2nd highest etc.
 - 14.7.3 Highest position in the Heats (1 & 2 combined) (no. of highest positions if applicable), followed by 2nd highest etc.
 - 14.7.4 Highest position in a Qualifying (number of highest positions if applicable), followed by 2nd highest etc.
- 14.8 Championship points will be calculated and published within 5 days following the event day.

15. PRIZES

- 15.1 The first three finishing positions in the Final, being the Winner, First Runner up, and Second Runner up, shall receive trophies and medals.
- 15.2 All drivers will receive a Certificate of Participation, except for the top three finishers, who will be awarded Certificates of Achievement.
- 15.3 At the conclusion of the Championship, the competitor with the highest total points in each class will be declared the Series Champion and awarded the Championship Trophy.
- 15.4 The organiser reserves the right to amend the prizes given out at its discretion and without prior notice.
- 15.5 All prize winners must ensure that their race suits are worn correctly, fully zipped, and with the collar closed.

16. PADDOCK

- 16.1 Vehicles are permitted to access the paddock area only for the unloading and loading of karts and equipment and are not permitted to be parked in the paddock. The designated parking area will be communicated at the drivers' briefing.
- 16.2 It is strictly forbidden to smoke or use any device that may pose a fire risk in the paddock area. Cooking in the paddock is prohibited unless special authorisation is granted by the organiser. In all cases, any such installations shall be electrical, isolated, and equipped with at least one fire extinguisher.

17. PRE-GRID

- 17.1 Any Driver who is present, with his kart, on the Pre-Grid within the time limit will be considered as a Starter.
- 17.2 Karts on the Pre-Grid must be ready to race. All further work and/or adjustment (with the exception of tyre pressures) to the kart on the Pre-Grid is strictly forbidden. Mechanic and Entrant pass holders must clear the Pre-Grid at least 30 seconds before the time scheduled for the start of the Race.
- 17.3 Karts on the Pre-Grid are prohibited to return to the Servicing Park, except under exceptional circumstances left to the appreciation of the Clerk of the Course.
- 17.4 If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.

18. START AND FINISH SERVICING PARKS, WEIGHING AREA, AND PARC FERME

- 18.1 Only the driver and the driver's mechanics are permitted in the Start and Finish Servicing Parks and the Pre Grid, and only with valid passes indicating the appropriate kart number.
- 18.2 Entrant pass holders will be allowed in the Start and Finish Servicing Parks and Pre-Grid at the discretion of the Officials.
- 18.3 Access to the Weighing Area and Parc Ferme is restricted to Officials unless otherwise instructed.
- 18.4 It is strictly forbidden to drink, pour water on the suit, or introduce any kind of liquid into the Finish

Servicing Park, Weighing Area, or Parc Ferme.

19. STARTING PROCEDURE

- 19.1 The pole position driver may select their preferred starting side; this selection must be communicated to the Chief Dummy Grid Marshal no later than 5 minutes before the start of the race and prior to arriving at the pre-grid. This choice will apply only to the first row of the grid.
- 19.2 In the event that two or more classes are run concurrently, the pole position driver based on the overall results shall have the option to choose their preferred starting side.
- 19.3 All race starts shall be rolling starts, with the grid formed in two lines of karts.
- 19.4 As soon as the Chief Paddock Marshal indicates that karts may proceed to the Dummy Grid, drivers must present themselves with their karts in working order. Any driver who fails to be present at the Dummy Grid on time may only be permitted to join the formation lap or the race at the discretion of the Chief Dummy Grid Marshal.
- 19.5 The number of formation laps shall be communicated at the Drivers' Briefing. In accordance with the instructions given at the briefing, karts will complete approximately one formation lap prior to the start. Overtaking during the formation lap is prohibited and will be subject to penalties imposed by the Stewards.
- 19.6 At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the long corridor (tramlines) marked on the track.
- 19.7 When the karts approach the Start Line, the red lights will be on. Karts must maintain their position until the red lights turn off. A driver crossing the tramlines is liable to be sanctioned by the Stewards on the basis of a time penalty of 3 seconds for partially crossing the lines and 10 seconds for completely leaving the corridor.
- 19.8 If the Race Director/Clerk of the Course is satisfied with the formation, he himself or his designated starter, will signal the start by switching off the red lights. In the absence of lights, the start will be signalled by waving the green flag from the start line point zero.
- 19.9 If the Race Director/Clerk of the Course is not satisfied with the formation, he or his designate will switch on the flashing amber lights together with the red lights to signal the extra formation lap, or will display the board "EXTRA FORMATION LAP," or will signal with both.
- 19.10 After the above, if the front row/s driver/s speeding persist, the formation may be stopped at the start line using the red flag and the two lead karts relegated to the back of the grid.
- 19.11 Once the start lights are turned off, drivers are permitted to break formation and commence racing. Any change of direction or acceleration before the lights are turned off shall be deemed a jump start.

20. MECHANICAL BREAK DOWNS

- 20.1 The Race Director/Clerk of the Course assumes responsibility for determining the safest way to deal with stranded karts/drivers once the race is live. Under his direction the marshals will sometimes assist driver(s) to a place of safety before transferring the kart(s) to a safe position although it should be noted that this is the driver's responsibility. Alternatively, in certain circumstances he may (in the interests of safety) direct that karts are separated/manoeuvred so that the drivers can continue. Only registered officials may assist.
- 20.2 If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.
- 20.3 In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line.
- 20.4 If a driver experiences a mechanical issue during the formation lap, the driver must pull out of formation, signal the drivers behind to pass using a clear hand gesture, position the kart at the back of the grid, and proceed to the pit lane for inspection. If the kart cannot be started in time for the race start, it may remain in the pit lane and attempt to start the race from the pit lane. If the kart is started from the pit

lane, it may join the race at the back of the pack after the race has commenced, under the instructions and supervision of the Chief Dummy Grid Marshal. In this situation, the driver may only leave the pit exit once the last kart starting from the grid has passed the pit exit line.

- 20.5 If the driver is unable to drive the kart safely to the pit lane after experiencing a mechanical failure during the formation lap, the driver must park the kart in a safe location and follow the directions of the track marshals. Drivers must not enter the pit lane on foot.

21. NEUTRALISATION OF A QUALIFYING HEAT OR A RACE

- 21.1 The Clerk of the Course or the Race Director may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- 21.2 When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 21.3 All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 21.4 During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- 21.5 The karts may enter the "Repair Area" during the neutralisation, but they may rejoin the track only when authorised to do so by a Marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
- 21.6 When the Race Director or the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
- 21.7 At that moment, the leading kart will continue to set the pace, at a moderate and constant speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- 21.8 Each lap completed during the neutralisation will be counted as a racing lap.
- 21.9 If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

22. SUSPENDING A PRACTICE OR RACE

- 22.1 Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave, by his deputy) shall order a red flag to be shown on the Line.
- 22.2 Simultaneously, red flags will be shown at Marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Race Director (if nominated) or Clerk of the Course (or, if he had to leave, by his deputy). If the signal to stop racing is given:
- 22.2.1 During Practice:
All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.
- 22.2.2 During the Race:
Should a Red Flag be shown during a Race, all Drivers must immediately reduce their speed and be prepared to stop if need be at any time and proceed as directed by the Race Director or

the Clerk of the Course by returning to the start-finish line on track.

- 22.3 In case of restart procedure more than 2 laps but less than 75% of the race distance: If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the Driver(s) concerned. This time penalty is not susceptible to appeal.
- 22.4 No mechanics or outside assistance is allowed until directed by the Race Director/Technical Delegate.
- 22.5 Once permission is granted, spare parts may be brought onto the track via the official service parc entrance gate or the designated access point selected by the Race Director. No equipment may enter Parc Ferme or the designated repair area by any other route, for example over fences or through exit gates.
- 22.6 The material being passed has to be handed to the official mechanic designated to the driver in question. No outside help is allowed to enter Parc Ferme at any time during the procedure. Failure to comply will be reported to the Stewards of the Event.
- 22.7 The Race Director will announce a restart time and all mechanics/ drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race at the moment when the green flag/ light is shown.
- 22.8 Failure to be ready to race means that the kart/ driver cannot restart the race.

23. RESTART PROCEDURE

- 23.1 LESS THAN TWO LAPS: The original start shall be deemed null and void, and all competitors who are able to restart the race shall do so from their original grid positions. A normal start procedure shall be adopted. The length of the new race shall be the full original race distance.
- 23.2 MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE: (Rounded up to the nearest higher whole number of laps). If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he had to leave by his deputy)), a resuming qualifying heat or race procedure shall apply. The single file grid will be determined by the finishing order at the end of the lap prior to that during which the Race was stopped. Only karts having crossed the finish line during the lap preceding the red flag presentation as well as karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart.
- 23.3 Should a restart of a Race in the final phase not be possible, half Championship points will be awarded for this Race.
- 23.4 No Restart procedure: 75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The race will be called complete, and the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.
- 23.5 In case of a Race in the final phase, full Championship points will be awarded for this Race.

24. RESUMING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)

- 24.1 After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10 minutes' warning will be given.
- 24.2 The Race or Heat will be resumed with the "SLOW" process. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.
- 24.3 Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

25. RACE FINISH

- 25.1 The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- 25.2 Once the leading driver has completed the stipulated number of laps, all following drivers shall be considered to have finished the race upon completion of their current lap, regardless of the number of laps completed.
- 25.3 Should, for any reason other than race suspension, the signal indicating the end of the race be given

before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

- 25.4 After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track in moderate and constant speed, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 25.5 For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

26. WET RACE

- 26.1 In the event of rain or a wet race, the Race Director and Clerk of the Course will assess the conditions and make the necessary decisions, including the possibility of delaying the event.
- 26.2 In the event of a Wet Race, drivers may choose their tyres at their discretion. However, the Clerk of the Course reserves the right to issue a black flag if a driver is deemed to be using the wrong tyres, causing a safety risk due to being too slow. Slick tyres are mandatory in all other conditions.
- 26.3 In the event the Race Director/ Clerk of the Course decides to red flag the race, the general red flag protocol will be applied.

27. USE OF THE TRACK

- 27.1 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.
- 27.2 The circuit is defined by the white lines on both sides 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.
- 27.3 Penalties will be applied for drivers deliberately leaving track limits and gaining an advantage.

28. PIT LANE RULES

- 28.1 Drivers must enter and exit the pit lane in a safe manner at all times.
- 28.2 When leaving the pit lane, all karts shall keep to the left of the exit line and must not cross the exit line. Similarly, all karts shall keep to the left of the entry line when entering the pit lane. All karts shall significantly reduce speed when entering or exiting the pit lane, and this requirement shall be strictly observed.
- 28.3 The pit lane speed limit shall be announced at the drivers' briefing. Any infringement of this limit shall be subject to penalties.
- 28.4 Drivers must be cautious when re-joining the circuit until it is safe to do so. Drivers will get penalized for not being cautious or block or otherwise interfere with karts moving in the pits or racing on the circuit.
- 28.5 Any kart spinning inside the pit lane, entering the pit lane dangerously or rejoining the track unsafely upon exiting the pit lane will result in a penalty.

29. CANCELLATION

- 29.1 The organiser reserves the right to postpone or cancel any portion of the Event or make changes to the dates or time.
- 29.2 A minimum of 4 entries per class must be received by the Organiser for an event to be scheduled. Where two or more classes are run concurrently, a combined minimum of 6 entries must be received. In the event of insufficient entries, the event will not be scheduled, and all entrants will be notified after the close of entries.
- 29.3 Force Majeure: the Organiser shall not be liable for any delay or failure to hold the Event due to circumstances beyond their reasonable control, including but not limited to acts of God (such as extreme weather conditions), war, terrorism, epidemics, pandemics, governmental restrictions, labour disputes,

or unavailability of critical infrastructure. Should the Organiser be forced to cancel an event for any reason, the event shall be rescheduled, and all entries received for the original event shall automatically be transferred to the rescheduled event, minus non-recoverable costs.

30. STEWARDS

- 30.1 The race Stewards will have full control over the event including the imposition of penalties.
- 30.2 Should any concern arise that is not specifically prescribed in these sporting regulations or supplementary regulations, a ruling that is consistent with established principles in motor sport maybe applied.
- 30.3 If a minor is called upon by the Race Director or the Stewards of the meeting, it is mandatory for the registered parent or guardian to accompany the minor when he or she reports to Race Control.

31. PROTESTS AND APPEALS

- 31.1 Protests of any nature will not be entertained. However, the officials may entertain appeals from competitors with an appeal fee of LKR 25,000.00, along with a written appeal.
- 31.2 The official appeal form is available at the SpeedBay ticketing counters.
- 31.3 The duly filled appeal form, along with the payment confirmation, should be handed over to the Competitor Relations Officer.
- 31.4 The timeline for an appeal is 30 minutes from the end of that particular incident. Appeals beyond the 30th minute from the incident will not be entertained. The time at which the payment is made for an appeal will be considered as the time of the appeal.
- 31.5 An appeal can be lodged against on-track incidents only.

32. PENALTIES

- 32.1 The penalties listed below are not exhaustive; the Stewards of the Meeting may impose additional or alternative penalties as deemed appropriate. Any offense not specifically mentioned in these regulations shall be dealt with at the discretion of the Race Director and the Stewards of the Meeting.
- 32.2 The penalties may include Stop/Go penalties, drive through penalties, time penalties, lap penalties, monetary penalties, championship points penalties and the suspension of an individual driver's right to participate in the event or in any future events organised by the Organiser.

Offence	Recommended Penalty
Late attendance at the stipulated briefing(s).	Fine of LKR 15,000
Failure to attend stipulated briefing(s).	Fine of LKR 25,000
Red Formation Line Infringements:	
Formation Lap – Gaining Position ‘After’ Red Line and before the Start Signal	Disqualification
Formation Lap – Taking a Short Cut	Disqualification
Formation Lap – Failure to remove the kart to a safe position in a timely manner in the event of a mechanical failure	Grid penalty in future race
Rolling Start Infringements:	
1 - 2 wheels on or outside of tram lines	3 seconds penalty
All 4 wheels on or outside of tram lines	10 seconds penalty
Failure of front Starters to complete the Start to the satisfaction of the Clerk of the Course after 2 Formation Laps	Front Starters shall take the Start from the back of the Grid, at the discretion of the Clerk of the Course

Jump Start - Kart ahead of its prescribed position at the time the start signal is given	10 seconds penalty
Cutting in - no advantage gained	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
Exceeding circuit limits – qualifying	Deletion of fastest lap for each offence; possible back-of-grid penalty at Clerk of the Course's discretion
Weaving/blocking - no advantage gained	Warning or reprimand
Weaving/blocking - advantage gained	Minimum 5 seconds
Weaving/blocking – qualifying	5 grid penalty for the race start
Causing a collision – no advantage gained	Warning or reprimand
Causing a collision – advantage gained	Minimum 5 seconds
Front fairing mounting kit – Detached	Penalty (Race): 5 seconds Penalty (Qualifying): Deletion of fastest lap
Front fairing mounting kit – Illegal replacement	Disqualification
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations (Technical infringement)	Disqualification
Non-compliance with Sporting Regulations	Minimum 5 seconds up to Disqualification
Driver stops in the pit lane during the qualifying session and rejoins the session	5-place Grid Penalty
Failure to weigh in post session	Disqualification or at the discretion of the Stewards
Driver underweight in Qualifying and Races	Disqualification
Driver found consuming food or fluids before the Weight Check	Disqualification
Helmet not fastened, Suit not fully zipped up or long hair hanging dangerously out helmet/suit.	Black Flag issued and Driver to proceed to the Pits. Driver will be told to rectify the concerned issue.
Speeding in the Pit Lane during Races	Minimum 10 seconds
Speeding in the Pit Lane during Qualifying	5-place Grid Penalty for Start of Heat 1
Overtaking or holding up other karts in the Pit Lane	Minimum 10 Seconds
Rejoining the track in an unsafe manner at the Pit Exit during	5 seconds penalty or up to 5-place Grid

Practice, Timed Trial, Heats, Super Heat or Final	Penalty
Use of offensive language, abuse, intimidation, misbehaviour or fighting, verbal or written accusations or accusations made through any form of media, or any conduct deemed to bring the Series or the sport into disrepute	Exclusion from the event or the championship at the discretion of the Organiser
Breach of Code of Conduct – Unsportsmanlike behaviour	Exclusion from the event
Driving under the influence of alcohol or drugs	LKR 50,000 Fine and Disqualification
Ignoring Flag Signals	Minimum 5 seconds up to Disqualification or 10-place Grid Penalty
Kart damages	Up to a maximum value of LKR 4.8 million