



IAME SERIES SRI LANKA

SPORTING REGULATIONS

V1_02/04/2025

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 Supplementary Regulations.
- 1.3 The Event shall be conducted in accordance with all Sporting and Technical Supplementary Regulations, Additional Supplementary Regulations, 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 Drivers, Entrants, 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 Supplementary Regulations or Additional Supplementary Regulations of the Event will take reference from the above.
- 1.6 The organiser reserves the right to issue additional statements, Bulletins and additional supplementary regulations concerning the rules and regulations from time to time. All such statements will be issued or informed to registered competitors at the driver briefing or sent via email or WhatsApp.
- 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 Rules and 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 The event is inscribed as a club event with international participation.

- 2.2 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: 0777 760 495, Email: kalanga@cmssc.lk

2.3 Event Dates:

| | |
|---------|----------------------------|
| Round 1 | 03 rd May 2025 |
| Round 2 | 31 st May 2025 |
| Round 3 | 28 th June 2025 |
| Round 4 | 26 th July 2025 |

2.4 Venue: SpeedBay, Bandaragama, Sri Lanka

2.5 Circuit Details: International Track (1,217m in length and 8-10m wide), North Circuit (717m in length)

2.6 Circuit Orientation: Clockwise

3. PRINCIPLE AND RUNNING

3.1 Each Round will be run over 3 segments. Each segment, except for the Warm-Up, will be referred to as a "Race." Race durations will be specified in the Official Programme.

| Class | Warm-Up & Qualifying | Race 1 | Race 2 |
|--------|----------------------|---------|---------|
| Cadet | 15 Mins | 12 Laps | 12 Laps |
| Junior | 15 Mins | 15 Laps | 15 Laps |
| Senior | 15 Mins | 15 Laps | 15 Laps |
| Master | 15 Mins | 15 Laps | 15 Laps |

4. PRACTICE

4.1 No practice sessions will be allocated during the Event. All drivers are strongly advised to complete a sufficient number of practice sessions prior to the Event.

4.2 There is no classification for Practice Sessions.

5. WARM-UP & QUALIFYING

5.1 The qualifying time window will be 10 mins for all categories.

5.2 Drivers can decide whether to utilize the full qualifying window or not.

5.3 The Warm-up and Qualifying will be run together as a single 15-minute session, of which the first 5 minutes will be considered as Warm-up and the next 10 minutes as Qualifying.

5.4 There is no classification for Warm Up.

5.5 The drivers will be notified at the start of the 10-minute Qualifying session and will be indicated at the 2nd red formation line and the start line through the "QUALIFYING" board.

5.6 Each lap is timed. The fastest individual lap times during the session will determine the starting grid for Race 1. Any ties will be decided by the Drivers' second-best times and so on.

5.7 Drivers without valid individual lap times will start the Race at the back of the grid at the discretion of the Stewards, in an order determined via ballot.

5.8 The provisional qualifying times will be shown live on the timing monitor at all times, provided there are no technical failures or penalties applied. The final qualifying times will be posted on the notice board, signed by the chief timing official, and also shared on the Official WhatsApp Group.

5.9 The Pit Exit will be closed once the qualifying session starts.

5.10 If a Driver stops in the Pit Lane during the Qualifying session, the stop will be definitive. The Driver will not be allowed to re-join the Qualifying session.

5.10.1 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 Pit Marshal.

5.10.2 The Driver will then exit the Pit Lane following instructions from Officials and Marshals. No time extension will be given for the session.

5.11 Impeding will be thoroughly observed and will be penalized at the discretion of the Stewards, Race Director &/or Clerk of the Course.

6. RACE 1 & RACE 2

- 6.1 The grid positions for Race 1 will be determined by the respective class qualifying session, with the fastest driver securing Pole Position (Grid 1).
- 6.2 The grid positions for Race 2 will be based on the finishing order of Race 1, with the winner of Race 1 securing Pole Position (Grid 1).
- 6.3 Upon the leading Driver completing the stipulated number of laps, all Drivers behind him are considered to have finished the Race upon completion of their current lap, regardless of the number of laps completed.
- 6.4 For each Race, the chequered flag will be shown to each kart crossing the finish line at the end of the lap during which the leading kart completes the Race Distance.
- 6.5 No victory laps are allowed after chequered flag.

7. CLASSIFICATION

- 7.1 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 |

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

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

- 7.3 One point will be awarded to the driver who sets the fastest time in Qualifying for each class.
- 7.4 Drivers (except those who are excluded or suspended) who start but do not finish Race 1 or Race 2 will be awarded points based on their classified position at the time of retirement, as follows:
 - 7.4.1 Less than 2 laps completed: No Points will be awarded.
 - 7.4.2 2 laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.
 - 7.4.3 75% or more of the Race Distance completed: Full Points will be awarded.

- 7.5 If a Race is cancelled due to "Force Majeure", no points will be awarded for that particular Race.
- 7.6 In the event of exclusion through scrutinizing or juridical action, no Points will be awarded for that particular Race.
- 7.7 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:
 - 7.7.1 Highest position in a Round (no. of highest positions if applicable), followed by 2nd highest etc.
 - 7.7.2 Highest position in a Qualifying (number of highest positions if applicable), followed by 2nd highest etc.

8. PRIZES

- 8.1 The top three finishers in both Race 1 and Race 2 (1st, 2nd, and 3rd places) will receive medals and certificates.
- 8.2 All Drivers will receive a certificate of participation in all Rounds except for the first 3 finishers.
- 8.3 At the conclusion of all 4 rounds, trophies will be awarded to the top three drivers in each class based on their points standings. The driver with the most points will be crowned the Champion, the second-highest scorer will be the 1st runners-up, and the third-highest scorer will be the 2nd runners-up.
- 8.4 The Champions of the Junior and Senior classes will receive a free entry to participate in the IAME World Finals. This includes track access from Day 1, two sets of slick tyres for qualifying and onwards, and 1 can of Wlodoil K2T.
- 8.5 The organiser reserves the right to amend the prizes given out at its discretion and without prior notice.

9. LICENSES

- 9.1 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.

10. REGISTRATION

- 10.1 Upon arrival at the event, competitors must report to the race administration, comply with the Race Organiser's established procedure for "Registration" and complete such paperwork, as required by the race organiser.
- 10.2 Drivers will received 1 driver Pass per Driver entered and 1 Mechanic Pass per Driver entered (2 for Drivers in Cadet categories).

11. DRIVERS ELIGIBILITY & AGE GROUP

- 11.1 All drivers should record respective ages of the prescribed classes in year 2025 and be able to provide evidence should it be required. The respective classes with ages are as follows.
 - 11.1.1 Cadet : Min 08 years old, Max 12 years old in 2025
 - 11.1.2 Junior : Min 12 years old, Max 15 years old in 2025
 - 11.1.3 Senior : Min 15 years old and above in 2025
 - 11.1.4 Master : Min 30 years old and above in 2025
- 11.2 All participants are strongly advised to complete a sufficient number of practice sessions prior to the event, as no time will be allocated for practice on the event day.
- 11.3 A competitor 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 Warm-up/ practice times or driving standards are unsatisfactory.
- 11.4 Drivers 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.

12. BRIEFING

- 12.1 The briefing time will be as stated in the Official Programme, considered as that of the beginning of the Drivers' Briefing.
- 12.2 Extra Drivers' Briefing may be organised if deemed necessary. Notifications regarding additional

meetings will be announced during the event and it is the Drivers and Entrants' duty to keep themselves informed about any additional Briefings.

- 12.3 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 before the race day or during the drivers' pre-briefing.

13. PRE-GRID

- 13.1 Any Driver who is present, with his kart, on the Pre-Grid within the time limit will be considered as a Starter.
- 13.2 Karts on the Pre-Grid must be ready to race. All further work and/or adjustment 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.
- 13.3 Karts on the Pre-Grid are prohibited to return to the Paddocks, except under exceptional circumstances left to the appreciation of the Clerk of the Course.
- 13.4 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.

14. STARTING PROCEDURE

- 14.1 The pole position driver will have the option to choose their starting side and must inform the Clerk of the Course as soon as they reach the pre-grid. This choice will only apply to the first row.
- 14.2 All race starts will be rolling, with the grid consisting of two lines of karts.
- 14.3 At the end of the formation lap, drivers will proceed forward at a reduced speed of less than 40kmph towards the starting line, lined up in two lines of karts. Each line of karts shall remain within the long corridor (tramlines) marked on the track.
- 14.4 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.
- 14.5 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.
- 14.6 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.
- 14.7 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.
- 14.8 A driver can only change their karts' direction from formation only once the Kart passes the yellow acceleration line and/or before the red race start lights have been switched off. This offence will be identified as a jump start.
- 14.9 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.
- 14.10 Mechanical issues while on Formation for the start:
- 14.10.1 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.

- 14.10.2 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.
- 14.10.3 If a driver experiences a mechanical issue during the formation lap, they must pull out of the formation, signal the drivers behind to pass using a hand gesture, position their kart at the back of the grid, and proceed to the pits for inspection or repairs.
- 14.10.4 If the kart cannot be started on time for the race start, it may remain in the pits and attempt to start the race from the pit lane.
- 14.10.5 If the kart is started in the pits, it may join the race at the back of the pack, after the race has been started, under the instructions and supervision of the race/paddock marshal. In such situation driver can only leave the pit exit when the last kart starting from the grid have passed the pit exit line.
- 14.10.6 If the kart cannot be started, then it must be removed from the track to a place of safety.

15. NEUTRALISATION AND RESUMING OF A QUALIFYING OR RACE

- 15.1 The Race Director/Clerk of the Course may decide to neutralise 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 Race.
- 15.2 If it is necessary for the race to be stopped, red flags will be shown whereupon drivers will slow down to a reasonable slow speed and proceed cautiously to the pit lane.
- 15.3 Overtaking is not permitted under the red flag.
- 15.4 Any time lost by race stoppages shall be disregarded.
- 15.5 The race will end at the expiry of the stated duration regardless of any stoppages.
- 15.6 The Race Director/Clerk of the Course reserves the right to abandon a race and declare the result at that point.
- 15.7 Restart of the race will only be conducted under the same guidelines above. However, the starting order will be as for the finishing order mentioned on the timing system, at the time the red flag was dropped.
- 15.8 Competitors will be issued a five-minute alert before the restart. There will be a minimum of one formation lap before the restart.

16. WET RACE

- 16.1 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.
- 16.2 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.
- 16.3 In the event the Race Director/Clerk of the Course decides to red flag the race, the general red flag protocol will be applied.

17. CANCELLATION

- 17.1 The organiser reserves the right to postpone or cancel any portion of the Event, or make changes to the dates or time.
- 17.2 A minimum of 6 complete entries is required for a class/event to be scheduled. The organiser reserves the right to cancel any class/event if this minimum is not met or due to other circumstances beyond the organiser's control. In such cases, entrants will be notified after the closing of entries.
- 17.3 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. In such events, the Organiser may cancel, postpone, or reschedule the Event and will notify participants promptly. If the Event is cancelled, participants may

receive refunds of entry fees, minus non-recoverable costs. The Organiser will take reasonable steps to mitigate the impact and communicate updates regularly.

18. PIT LANE RULES

- 18.1 When leaving the Pit Lane, all karts must keep to the left of the exit line. Similarly, all karts must keep to the left of the entry line when entering the Pit Lane. All karts must reduce their speed considerably upon entering and/or exiting the Pit Lane; this should be strictly adhered to.
- 18.2 The exit line should not be crossed by karts exiting for the pit lane.
- 18.3 Pit lane speed limit should be the walking speed.
- 18.4 Speeding in the pit lane will be penalized.
- 18.5 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. Pit Lane exit marking to be adhered strictly.

19. PROTESTS AND APPEALS

- 19.1 Protests of any nature will not be entertained. However, the officials may entertain appeals from drivers with an appeal fee of LKR 15,000.00, along with a written appeal.
- 19.2 The official appeal form is available at the SpeedBay ticketing counters.
- 19.3 The duly filled appeal form, along with the payment confirmation, should be handed over to the weighing desk located in the pit area.
- 19.4 The timeline for an appeal is 30 minutes from the end of that particular event. 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.
- 19.5 An appeal can be lodged against on-track incidents only.

20. PENALTIES

- 20.1 The penalties below are not exhaustive. The Stewards of the Meeting may impose alternative or additional penalties

| Offence | Recommended Penalty |
|--|--|
| Front fairing mounting kit – Detached | Penalty (Race): 5 seconds Penalty (Qualifying): Deletion of fastest lap |
| Front fairing mounting kit – Illegal replacement | Event Disqualification |
| Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations (Technical infringement) | Event Disqualification |
| 2 wheels outside tramlines before start signal | 3 seconds added to race time |
| 4 wheels outside tramlines before start signal | 10 seconds added to race time |
| Jump start | 10 seconds added to race time |
| 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 |

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|---|---|
| Weaving/blocking - no advantage gained | Warning or reprimand |
| Weaving/blocking - advantage gained | Minimum 5 seconds |
| Formation lap - gaining position after red line | Disqualification |
| Formation lap - taking a short-cut | Disqualification |
| 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 |
| Non-compliance with Sporting Regulations | Minimum 5 seconds up to Disqualification |
| Failure to weigh in post session | Minimum 5 seconds |
| Improper race gear | Minimum 5 seconds up to Disqualification |
| Rejoining the track in an unsafe manner at Pit Exit or during Qualifying or Race | Minimum 5 seconds |
| Poor conduct in the Pit Lane, including speeding | Minimum 10 seconds |
| Unauthorized personnel engaging in pit activities | Minimum 10 seconds per offense |
| Abuse, intimidation, misbehavior or fighting | LKR 20,000 Fine and/or Exclusion from Event |
| Driving under the influence of alcohol or drugs | LKR 20,000 Fine and Disqualification |
| 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 |