



OFFICIAL GUIDEBOOK

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



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ASIA
PACIFIC
MOTORSPORT
CHAMPIONSHIP
2023



INTRODUCTION



The *Asia Pacific Motorsports Championship* organized by a collaboration of ASNs through the Asia Pacific Desk, is an event that was created to allow a lower-cost access to an event that brings the best in the region within the disciplines of sport in the event.

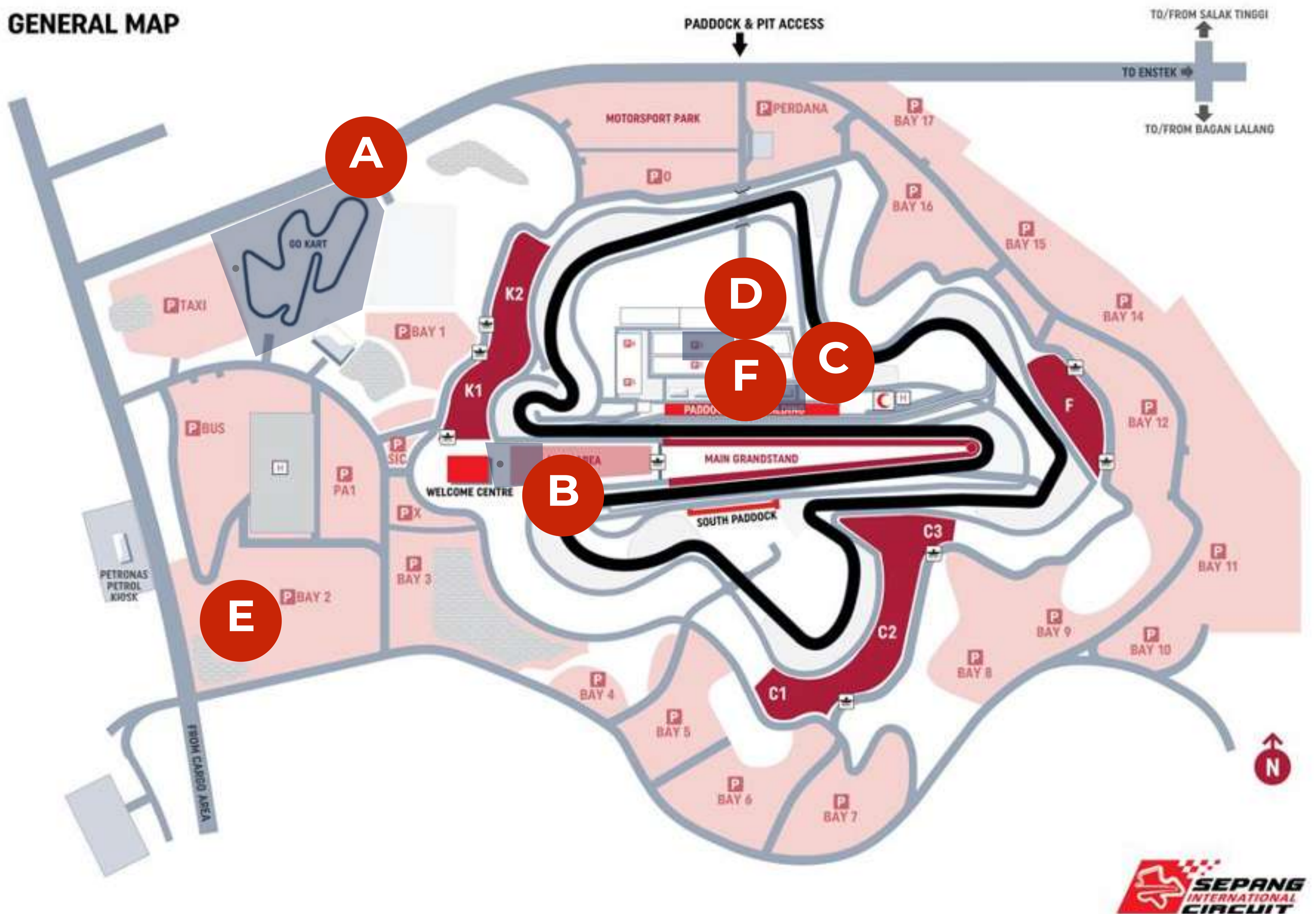
It is envisioned that this will allow access to a bigger platform of recognition to participants, teams and drivers in their ongoing efforts to race in an international platform.

We wish to thank the relevant ASNs in their support and work to make this event happen.



LOCATION

GENERAL MAP



- A – Karting
- B – Karting Slalom and Auto Gymkhana
- C – Paddock Hospitality (opening and closing ceremony)
- D – Paddock Parking
- E – Rally
- F – E-sport (Paddock Club)



**IMPORTANT
INFORMATION**



Asia Pacific Motorsport Championship 2023 - Important Information

Any ASN within the Asia Pacific Region may nominate drivers to take part in the Asia Pacific Motorsport Championship 2023.

An ASN may also issue National Licences, the type of which may be chosen by that ASN. It may use for that purpose the International Licences by adding an inscription which will restrict the validity to its country only, or to a specific category of Competition.

A Letter of No Objection is mandatory for all competitors.

Closest AirPort	:	Kuala Lumpur International Airport										
Location of Events	:	Sepang International Circuit										
Currency used	:	Malaysian Ringgit										
Taxi App	:	"GRAB"										
Entry Opening Date	:	1 st July 2023										
Entry Closing Date	:	15 th September 2023										
Opening Ceremony	:	9:00 Hrs., 30 th September 2023										
Closing Ceremony	:	18:30 Hrs., 1 st October 2023										
Entry Fees	:	<table><tr><td>Karting</td><td>Euro300 (Individual)</td></tr><tr><td>Rally</td><td>Euro300 (Team)</td></tr><tr><td>Auto Gymkhana</td><td>Euro200 (Team)</td></tr><tr><td>Karting Slalom</td><td>Euro200 (Team)</td></tr><tr><td>Esport</td><td>Euro200 (Team)</td></tr></table>	Karting	Euro300 (Individual)	Rally	Euro300 (Team)	Auto Gymkhana	Euro200 (Team)	Karting Slalom	Euro200 (Team)	Esport	Euro200 (Team)
Karting	Euro300 (Individual)											
Rally	Euro300 (Team)											
Auto Gymkhana	Euro200 (Team)											
Karting Slalom	Euro200 (Team)											
Esport	Euro200 (Team)											
License	:	National Competition License issued by ASN, along with No Objection letter from ASN For Rally, an International Driving Permit for both Driver and Navigator are mandatory as well as National Competition License and NOC										
Eligibility	:											

Karting

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

Rally

18 years and above (3 teams consisting of a Driver and Navigator)

Auto Gymkhana

18 years and above (1 team of 2 males and 1 female)



Karting Slalom

15 years and above (1 Team of 1 male and 1 female)

Esport

16 years and above (1 team of 2 Drivers)

Qualifying for Esport

Qualifying for the Esport Cup will be through an online leader board that will be held from September 1st to 3rd 2023. All countries must enter and have at least one driver set a time on the leader board. The fastest 12 countries will be selected from their fastest individual driver on the leader board and invited to enter once the leader board has closed.

Once invited to compete in the Esport Cup, these ASN's will be required to enter 2 drivers for both competitions – Drivers and Teams.

However, the leader board is only a guide for the ASN's, and it is entirely at their discretion in how they select their drivers. They may decide to choose them from the leader board, or they may use another qualifying mechanism to decide on which drivers to enter. ASN's must send in their entry by the 11th of September.

Please refer the following details list of kart rental in Malaysia:-

1. Pinnacle Kart Elite speedway - Jefri Talib +6013-3580766
2. Evolt Karting Shah Alam - Weiron Tan +6017-8100184
3. KartHouz KL (Maeps) - Kok Seng +6 013-2822228
4. City Karting Shah Alam - Yong +6012-6581969
5. Sepang Kart Circuit - Olivier +6014-2311704
6. Unimap (Perlis) by Braaap - Azwan +6017-6100797
7. Amprex One Utama - Victor +6012-2974870
8. Morac Adventure Park Langkawi - +6012-9573327

Team Provide Race Kart & Mechanic

1. DRM Hijjaz - +6012-4123412
2. James Russell Stratos - +6017-6902295
3. Rodney 7 Racing - +6012-5156645
4. Calvin CW - +6013-7780048
5. Kok Seng RL Kart - +6013-2822228

Rental of cars for the rally.

Jagjeet Singh
+60 12 212 3260



OFFICIAL ENTRY FORM

ASIA PACIFIC MOTORSPORT CHAMPIONSHIP 2023

Organizer: MOTOR SPORTS ASSOCIATION OF MALAYSIA
Paddock Building Sepang International Circuit
Jalan Pekeliling, 64000 Sepang Selangor
Malaysia

E MAIL admin@mam.org.my

ASN STAMP

TEAM INFORMATION				
Driver Name		ASN		
	License No:	Birth Date	Year/	Month/ Date/
		Blood Type	Type:	+ -
Driver Name		ASN		
	License No:	Birth Date	Year/	Month/ Date/
		Blood Type	Type:	+ -
Driver Name		ASN		
	License No:	Birth Date	Year/	Month/ Date/
		Blood Type	Type:	+ -
Address:		E-mail:		
City:		Phone:		
Post Code:		Fax:		
Country:				

EVENT DISCIPLINE INFORMATION									
Please tick the appropriate Discipline & Category									
AUTO GYMKHANA CUP	<input type="checkbox"/>	MALE SOLO	<input type="checkbox"/>	FEMALE SOLO	<input type="checkbox"/>	MALE DOUBLE	<input type="checkbox"/>	FEMALE DOUBLE	<input type="checkbox"/>
KARTING CUP	<input type="checkbox"/>	CADET	<input type="checkbox"/>	JUNIOR	<input type="checkbox"/>	SENIOR			
KARTING SLALOM CUP	<input type="checkbox"/>								
E SPORTS CUP	<input type="checkbox"/>	SOLO	<input type="checkbox"/>	TEAM					

ENTRY FEE	
AUTO GYMKHANA CUP	EUR 200.00
KARTING CUP	EUR 300.00
KARTING SLALOM CUP	EUR 300.00
E SPORTS CUP	EUR 200.00

Team name which will be published on official programme, results

Acronym or Country name												

ASN Delegate/ Team Manager / Accompany personnel	
Name	An Official Title
1	
2	

A WRITTEN OATH

We understand and agree to Supplementary Regulations, FIA Sporting Codes and Asia Pacific Motor Sports Championship Supplementary Regulations. We also hereby certify that any serious injury or death relates with this race and any damage received to our self and our machine which caused even by officials, organizer or any officials will not be object to a compensation for damages. Moreover, this is to certify that entered driver is a holder of appropriate licence and do not make any action to boycott any of qualification or race with another group of drivers. We also agree to use any of images concerning to this event onto newspaper, magazines, TV, internet etc.

FIRST Driver's Signature: _____

SECOND Driver's Signature: _____

THIRD Driver's Signature: _____

Entry Submission & Accomodation info

Entry Requirements

- All Competitors should have a valid license issued by the respective local ASN's and be nominated.
- All entry forms must be duly filled with accurate information and submitted together with a digital in te
- Entry fee should be paid to Motor Sports Association Of Malaysia via online transfer and transaction advise to be attached to the entry fo

Accomodation

- The official hotel is " Sama Sama " located adjacent to the KL International airport. Please refer guide book for details and rates.

TELE +60387873333
FAX +60387875555
E MAIL reservations@samasahotel.com



Click Here!



PROGRAMME

MAIN EVENTS

30th September 2023

0900	:	Opening Ceremony (Paddock Hospitality)
1000	:	Games begin
1200 – 1400	:	Lunch
1400 – 1730	:	Games resume

1st October 2023

0900 – 1200	:	Games resume
1200 – 1400	:	Lunch (Paddock Hospitality)
1400 – 1730	:	Games Finals
1830	:	Closing Ceremony and Prize Giving (Paddock Hospitality)



OFFICIAL HOTEL



sama·sama

Hotel

KL INTERNATIONAL AIRPORT.

Address: Jalan CTA 4B, 64000 . KLIA
Sepang, Malaysia.

Phone: +603 8787 3333.

Fax: +603 8787 5555.

Reservations:

reservations@samasamahotels.com

(1-2 rooms)

Bulk Sales:

sales@samasamahotels.com

(3 rooms and above)



•Rates:

- Deluxe Room RM460.00+prevailing taxes currently at 6% GST per room per night with 1 breakfast
 - Deluxe Room RM510.00+ prevailing taxes currently at 6% GST per room per night with 2 breakfast
- * All foreign guest are required to pay RM10.00 per room per night unless advised otherwise by the authority, apart from the goods and services tax.

Booking Window

- Rooms are subject to availability upon booking

Method of booking

- A link will be sent upon confirmation of the rooms booking
- Guest books with the link, hotel receives bookings and charges guests the full payment

Terms and Conditions

- Room rates are inclusive of breakfast
- All GUEST bookings are prepaid
- Bed type subject to availability upon check-in
- Hotel will automatically charge the full payment when reservation is made
- Early check-in – please book the night before as check in time is at 2 pm
- Late check out before 6 pm – 50% of daily room rates will be charged and after 6 pm – full days room rate will apply
- Complimentary internet in guestroom
- Complimentary buggy services (hotel to KLIA via skybridge link) based on first come, first serve basis

Cancellation Policy and No Shows

- No Shows on day of arrival –full cancellation fees will apply
- 90 days or less -50% of total room cost will be charged
- 75 days or less – 75% of total room cost will be charged
- 45 days or less – 100% of total room cost will be charged



REGISTRATION AND REGULATIONS



KARTING SPRINT CUP

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



The MAM is organizing the Asia Pacific Karting Sprint Cups (“the Sprint”) as part of the 2023 Asia Pacific Motorsport Championship, which will take place at the Sepang International Circuit, Malaysia from 30th September 2023 to 1st October 2023.

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

REGULATIONS

- 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.

GENERAL UNDERTAKINGS

- 2) 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.
- 3) Only the FIA is entitled to grant waivers to these Sporting Regulations.

PRINCIPLE AND RUNNING

- 4) The Sprint is run over one single 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 Friday of the week in which the Karting Competition takes place.

- 5) The Competition will have the status of Regional Competition.
- 6) The 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.

CLASSIFICATIONS

- 7) Article 19 of the Specific Prescriptions.

ENTRANTS' APPLICATIONS

- 8) Applicants must hold valid Entrants' International Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.
- 9) 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.
- 10) Applications to participate in the Sprint must be submitted to the MAM by the 1st of September, 2023 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses and by the entry fees to the order of the MAM. Successful applicants are automatically admitted to the Sprint Competition.

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

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

- 11) All applications will be studied by the MAM, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 15 days after the closing date for entries.
- 12) 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;
- 13) The number of entries in the Sprint will be limited to 34 per Category.

ELIGIBLE DRIVERS

- 14) For the Cadet Sprint 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).
- 15) For the Junior Sprint 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).
- 16) For the Senior Sprint Competition: Drivers who are at least 15 years old (or who reach their 15th birthday during the year). There is no maximum age.
- 17) The drivers must hold the Passport of the country they are representing and have been selected by the ASN of that country. - Two Drivers per ASN per Class.

Should the MAM 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 MAM secretariat.

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 MAM before the 1st of September 2023.

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

ELIGIBLE KARTS AND EQUIPMENT

- 19)** For the Cadet Sprint Competition: The Competition is reserved for Cadet karts, as defined by the CIK-FIA 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.

- 20)** For the Junior Sprint Competition: The Competition is reserved for Junior karts, as defined by the CIK-FIA 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.

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.

- 21)** For the Senior Sprint Competition: The Competition is reserved for Senior karts, as defined by the CIK-FIA 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.

The Kart 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.

Driver 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 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.

- * Helmet
- * All Cadet drivers MUST WEAR a proper neck brace.

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),

For Drivers over 15 years old:

- Snell Foundation K2010, K2015, K2020, SA2010, SAH 2010 and SA 2015,
- FIA 8859-2015, FIA 8860-2004, 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).

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

- * A pair of shoes, ideally covering the ankles.

* Note: As from 1 January 2021, the use of karting body protection according to FIA Standard 8870-2018 will only be mandatory for all drivers at FIA Karting Championship, Cup and Trophy events.

22) 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 of the prescribed make for the Sprint

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

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:

* MAXIMUM NUMBER OF SLICK & WET WEATHER TYRES

- a) Reserved for use in Free Practice and Warm-ups:
 - 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres
- b) Reserved for use from Qualifying Practice until the Final:

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

c) 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.

d) 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.

e) 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.

23) Any chassis for which damage is observed during a Competition must be reported by the supplier 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 and that will be taken from among chassis of the make concerned initially marked by the MAM.

24) 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.

25) The measuring device Mini RAE Lite of the company «RAE Systems Inc. (USA)» will be used in Qualifying Practice, Qualifying Heats 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.

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 and Final). Protests against this procedure are not admitted. Protests and Appeals in this regard do not have a suspensive effect.

FUEL & FUEL/OIL MIXTURE

- 26) Only the fuel of the selected Single Supplier is allowed to be used during the entirety of the Competition.
- 27) 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.

GENERAL SAFETY

- 26) Article 2.14 of the General Prescriptions.

RUNNING OF THE COMPETITION

- 27) Each Competition will comprise Free Practice, Qualifying Practice, Qualifying Heats, and a final phase.
 - a) Free Practice: Article 18 A of the CIK-FIA Specific Prescriptions.
 - b) Qualifying Practice: Article 18 B of the CIK-FIA Specific Prescriptions.
 - c) Qualifying Heats: Article 18 C of the CIK-FIA Specific Prescriptions.
 - d) Final phase: Article 18 E of the CIK-FIA Specific Prescriptions.
 - e) Classifications: Article 19 Case A of the Specific Prescriptions.

STARTING GRIDS

- 28) Article 2.19 of the CIK-FIA General Prescriptions.

STARTING PROCEDURE

- 29) Article 2.20 of the CIK-FIA General Prescriptions.
- 30) Type of starts: rolling starts for direct-drive karts with or without a clutch, as defined in Article 2.20 of the CIK-FIA General Prescriptions.
- 31) 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. 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.

SUSPENDING A RACE

- 32) Article 2.21 of the CIK-FIA General Prescriptions.

RESUMING A RACE

- 33) Article 2.22 of the CIK-FIA General Prescriptions.

FINISH

- 34) Article 2.23 of the CIK-FIA General Prescriptions.

PARC FERMÉ

- 35) Article 2.13 of the CIK-FIA General Prescriptions.

INCIDENTS

- 36) Article 2.24 of the CIK-FIA General Prescriptions.

ENTRIES

- 37) Entry fees must be paid by the Entrant and the entry form completed on the Official MAM Motorsport Championship Entries platform.

The MAM must have received entry fees through the dedicated MAM Motorsport Championship platform, at the latest on the closing date of entries, set at 15th of September, 2023.

The entry fee of 300 euro, will include the entry fee only to the Competition. Fuel & tyres will be the responsibility of the Driver/Entrant.

Asia Pacific Motorsport Championship

- 38) 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 towards the overall Motorsport Games 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 FIA Asia Pacific Motorsport Championship. Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table.

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.

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.



KARTING SLALOM CUP

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



1.GENERAL UNDERTAKINGS

The MAM is organizing the Asia Pacific Karting Slalom Cup (“the cup”) as part of the 2023 Asia Pacific Motorsport Championship, which will take place at the Sepang International Circuit, Malaysia from 30th September 2023 to 1st October 2023.

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).

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 UNDERTAKING

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

All competing drivers must be aged at least 15 years old (or are reaching their 15th birthday during the calendar year 2023) Applicants must hold valid Entrants’ International Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA. Each national team must contain minimum of one competitor male or female, maximum of 2 competitors comprising of 1 male and 1 female driver. Two separate cups will be awarded for the best Male competitor and best Female competitor.

5.DRIVERS EQUIPMENT

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 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) 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) will be like 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) 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) 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) 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) 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

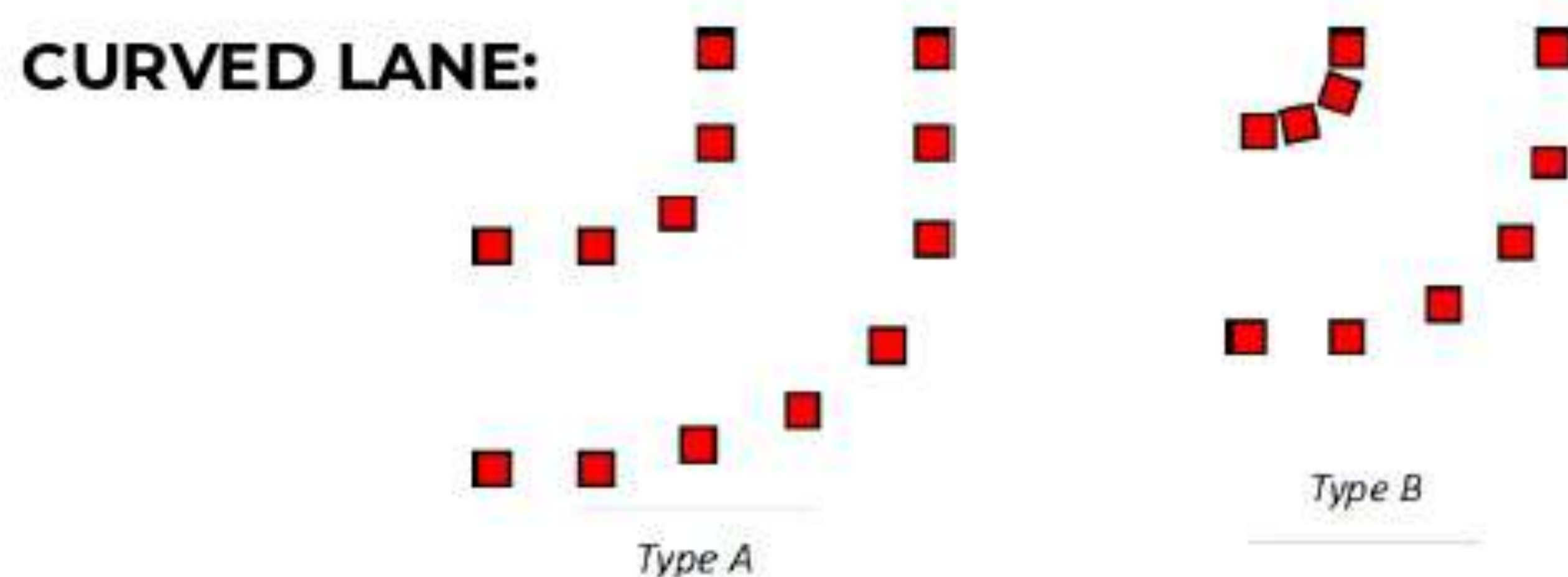
The cone base will be marked around their whole footprint (chalk.) A cone is moved when the footprint of the cone is outside the marking.

9.1 Allocations of time penalties.

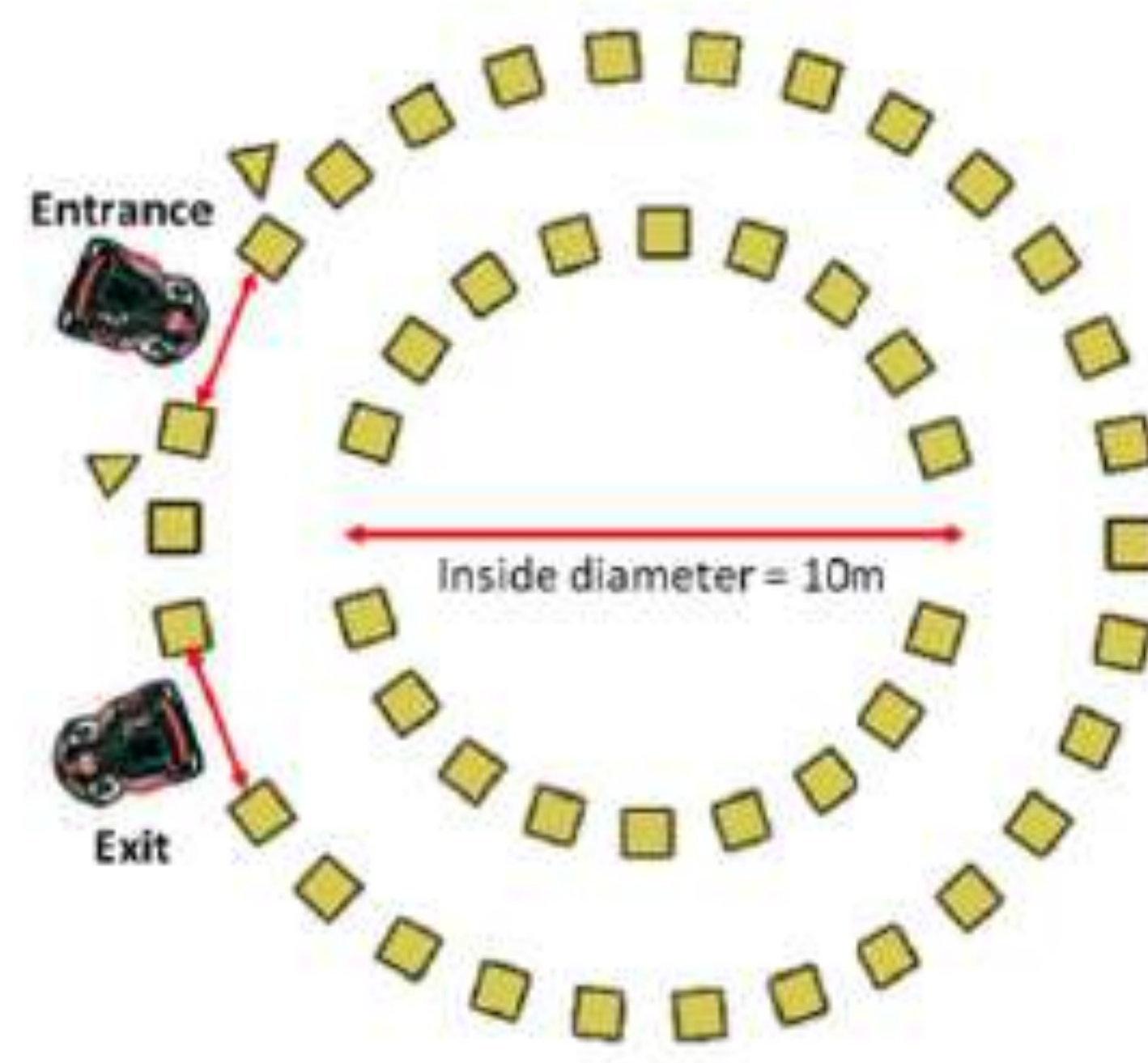
- A two second time penalty will be added to the time recorded by that driver on that test for the following infringements:
 - Knocking over or moving a cone out of its defined footprint
 - Driving over the stop line with parts of the kart
- A ten second time penalty will be added to the time recorded 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.OBSTACLES

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).

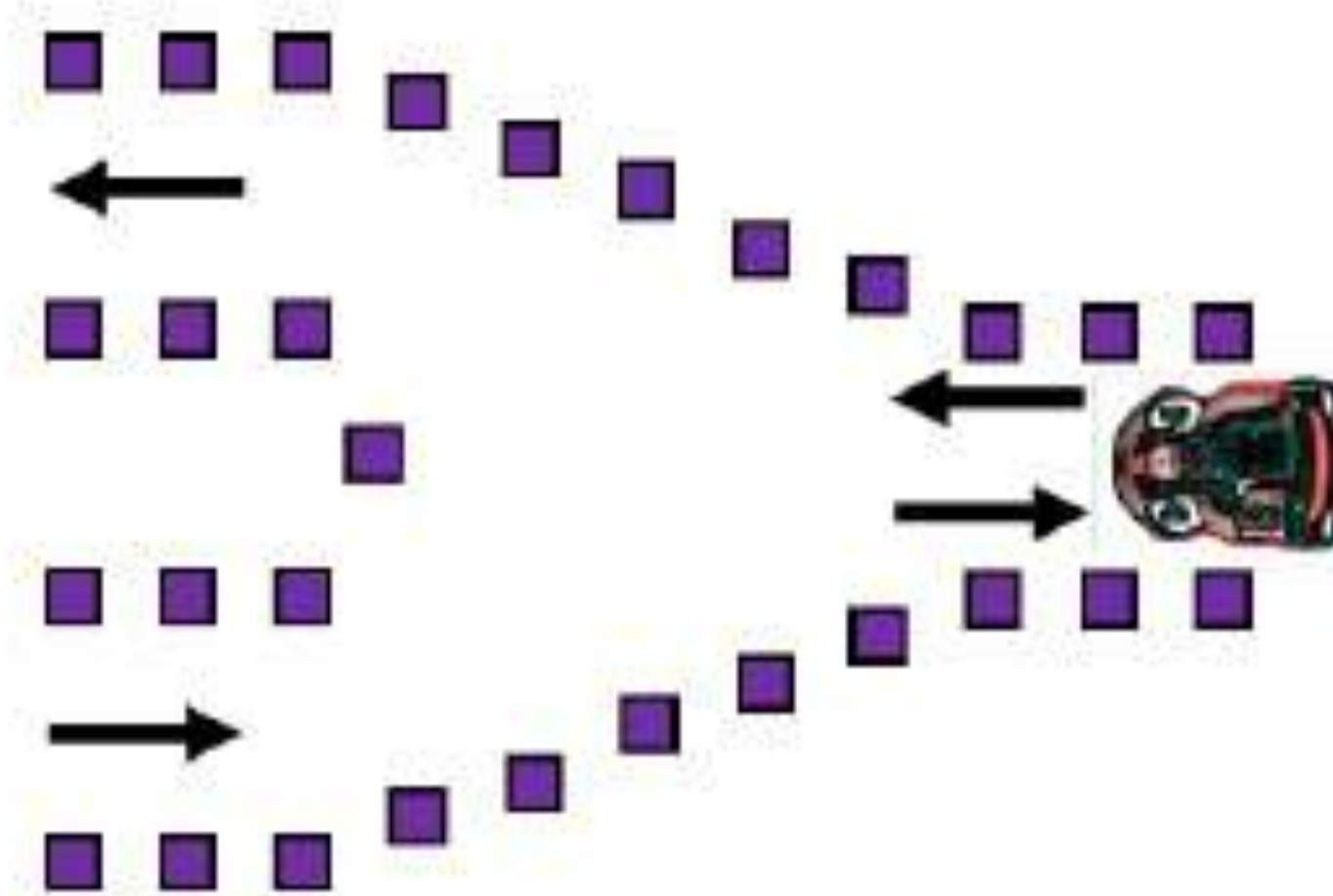


ROUNDAABOUT:

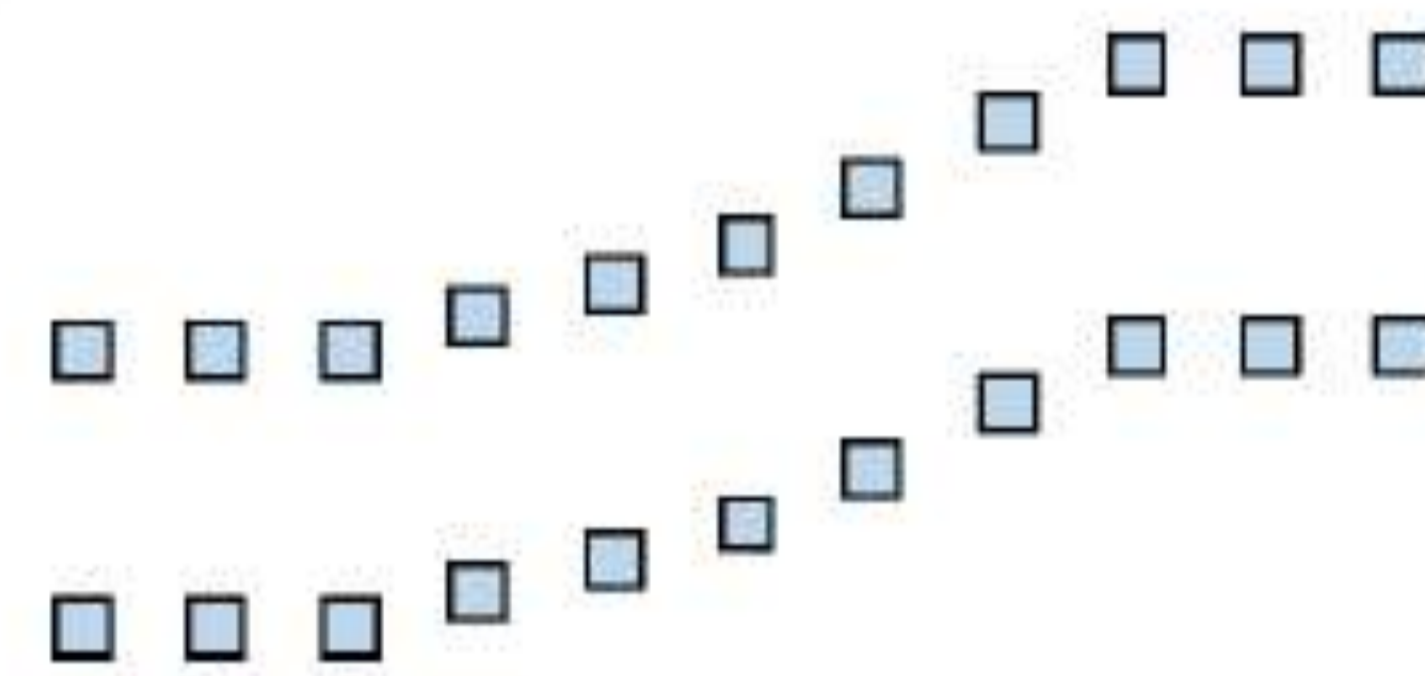


Competitors must drive around the whole roundabout (360°) at least once. The driving direction is optional. The cones are not replaced and scored until the challenge is completed.

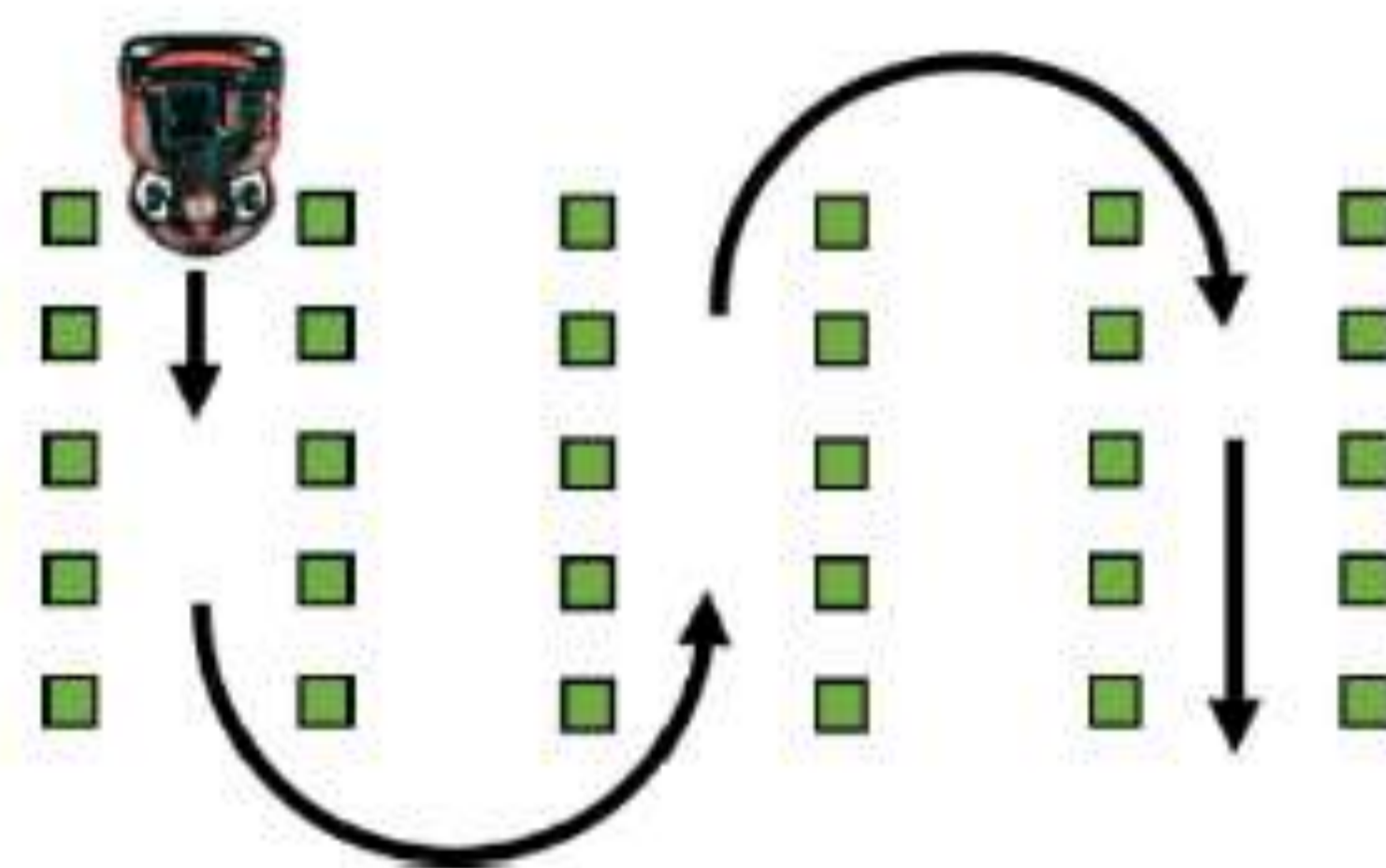
Y SHAPE OBSTACLE:



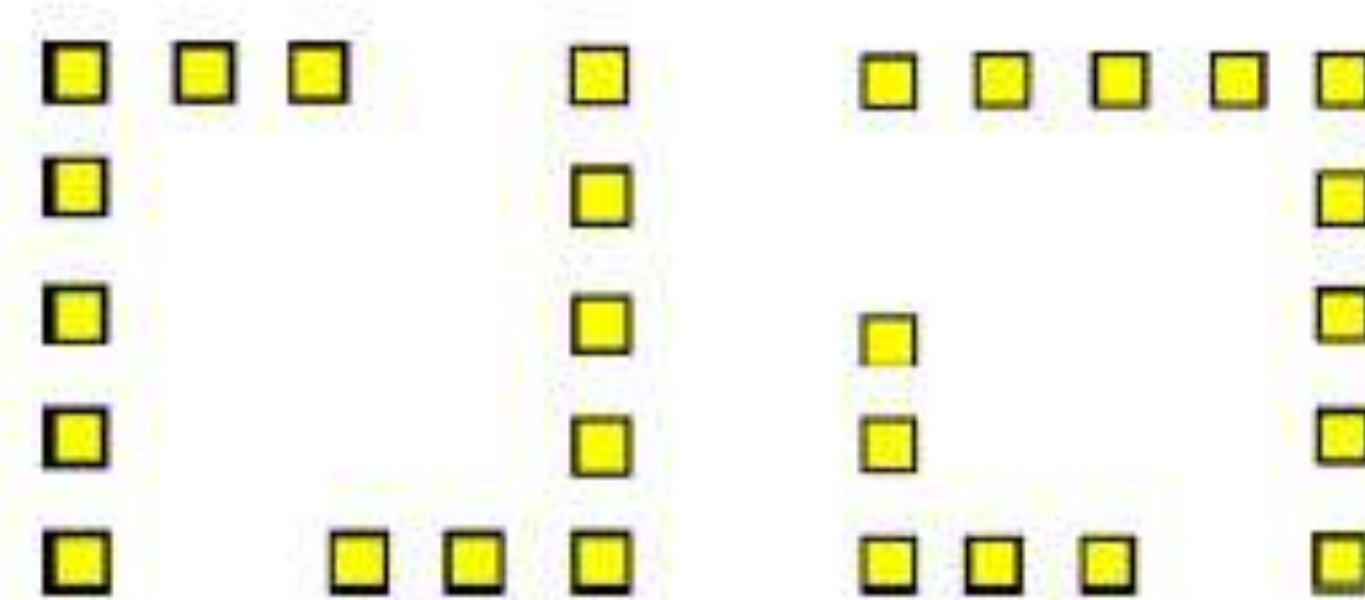
S SHAPE TRACK LANE:



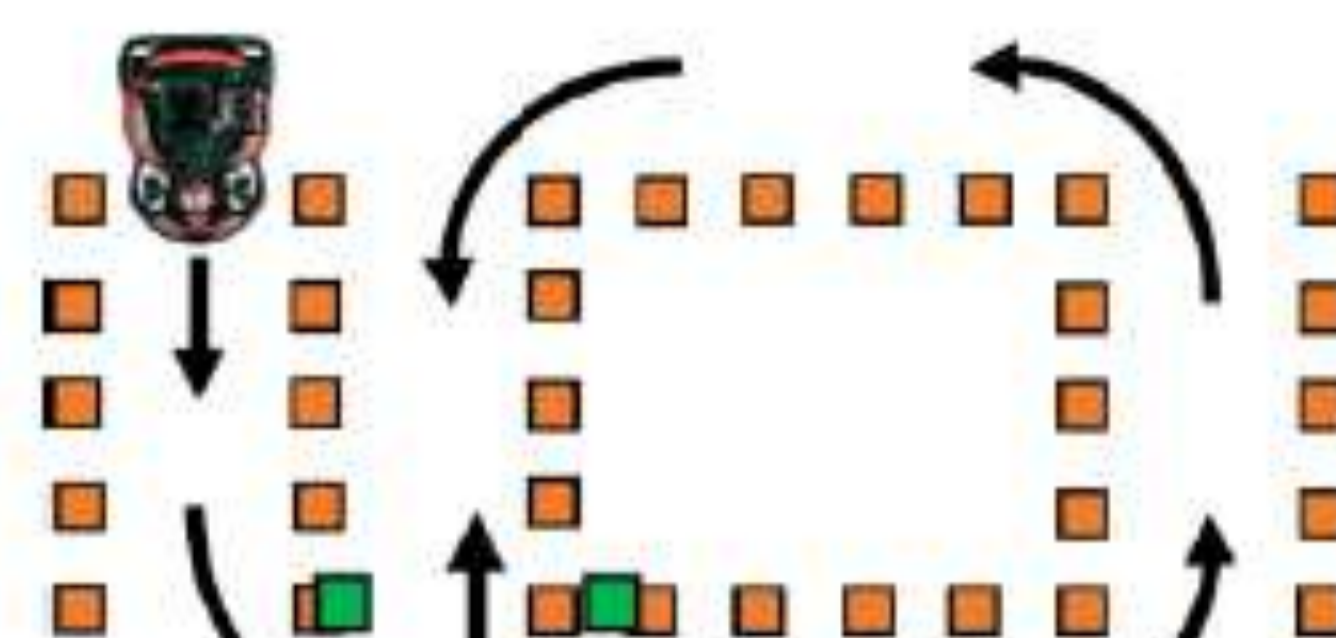
Z SHAPE TRACK:



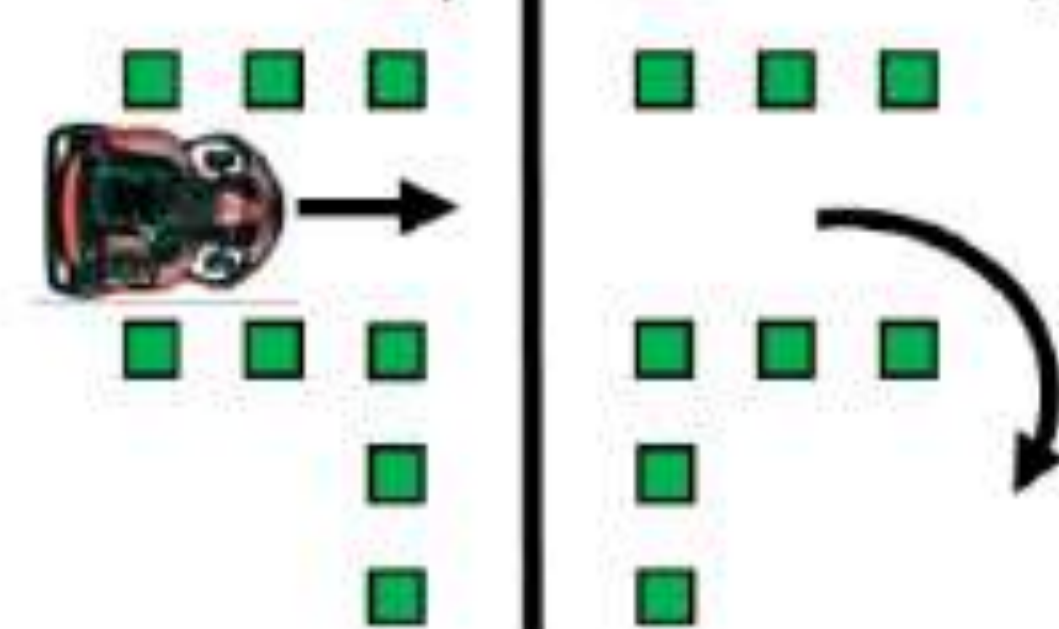
BOX:



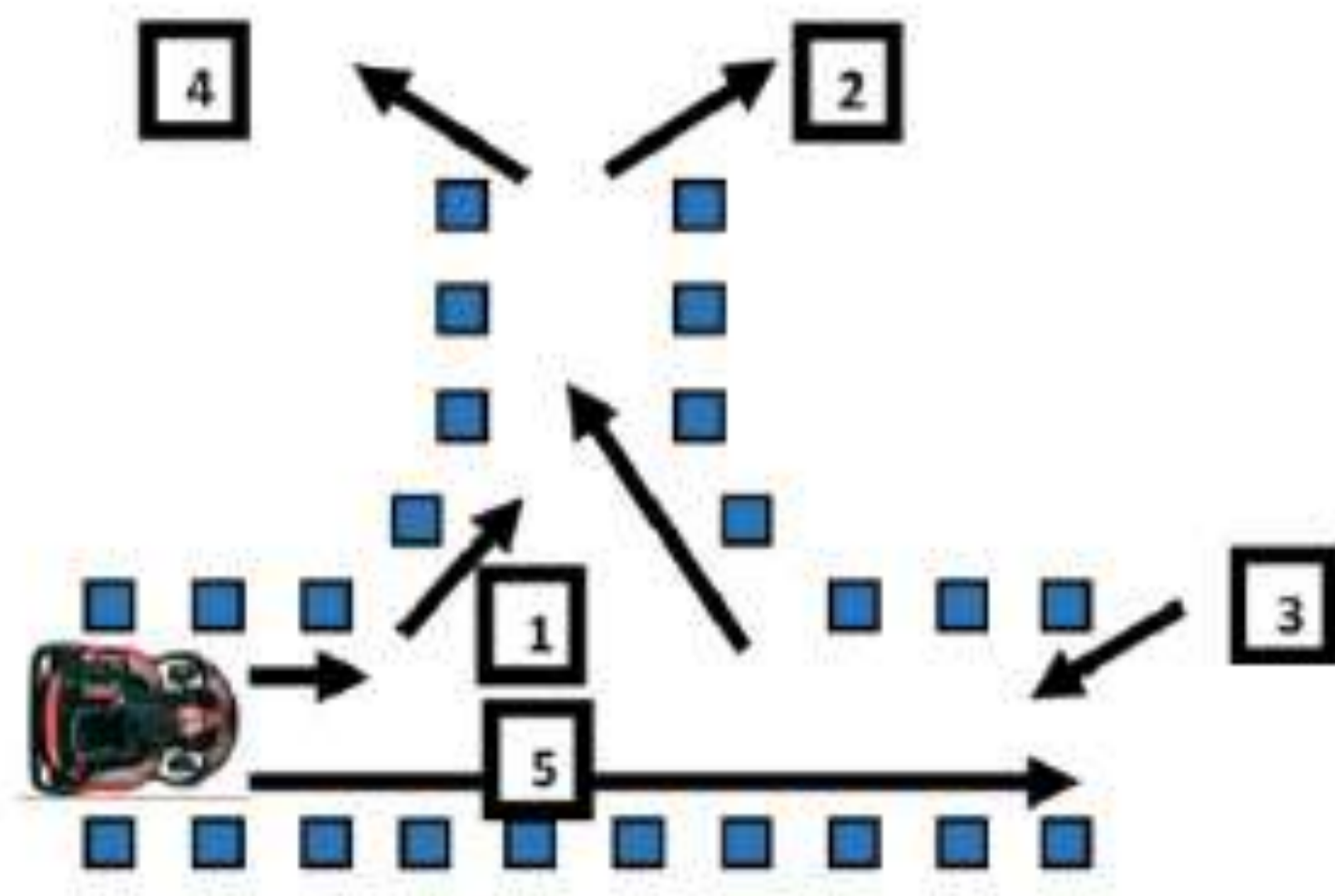
SNAIL SHELL:



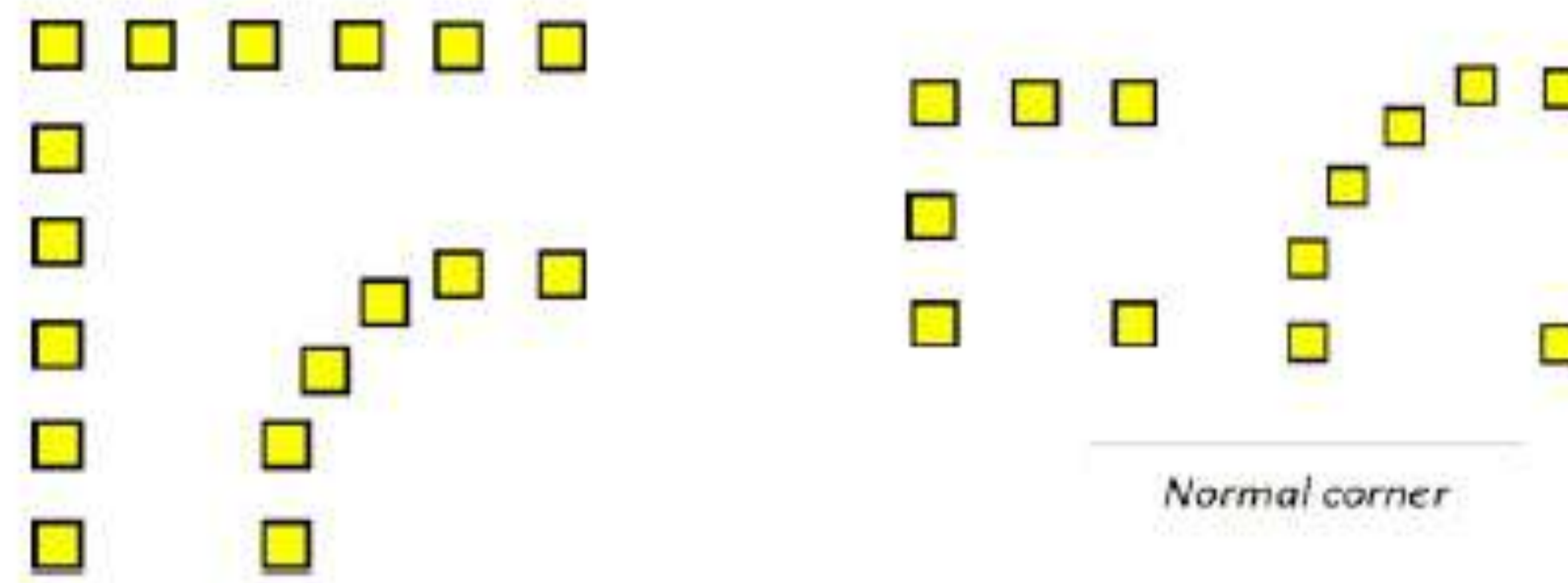
CROSS:



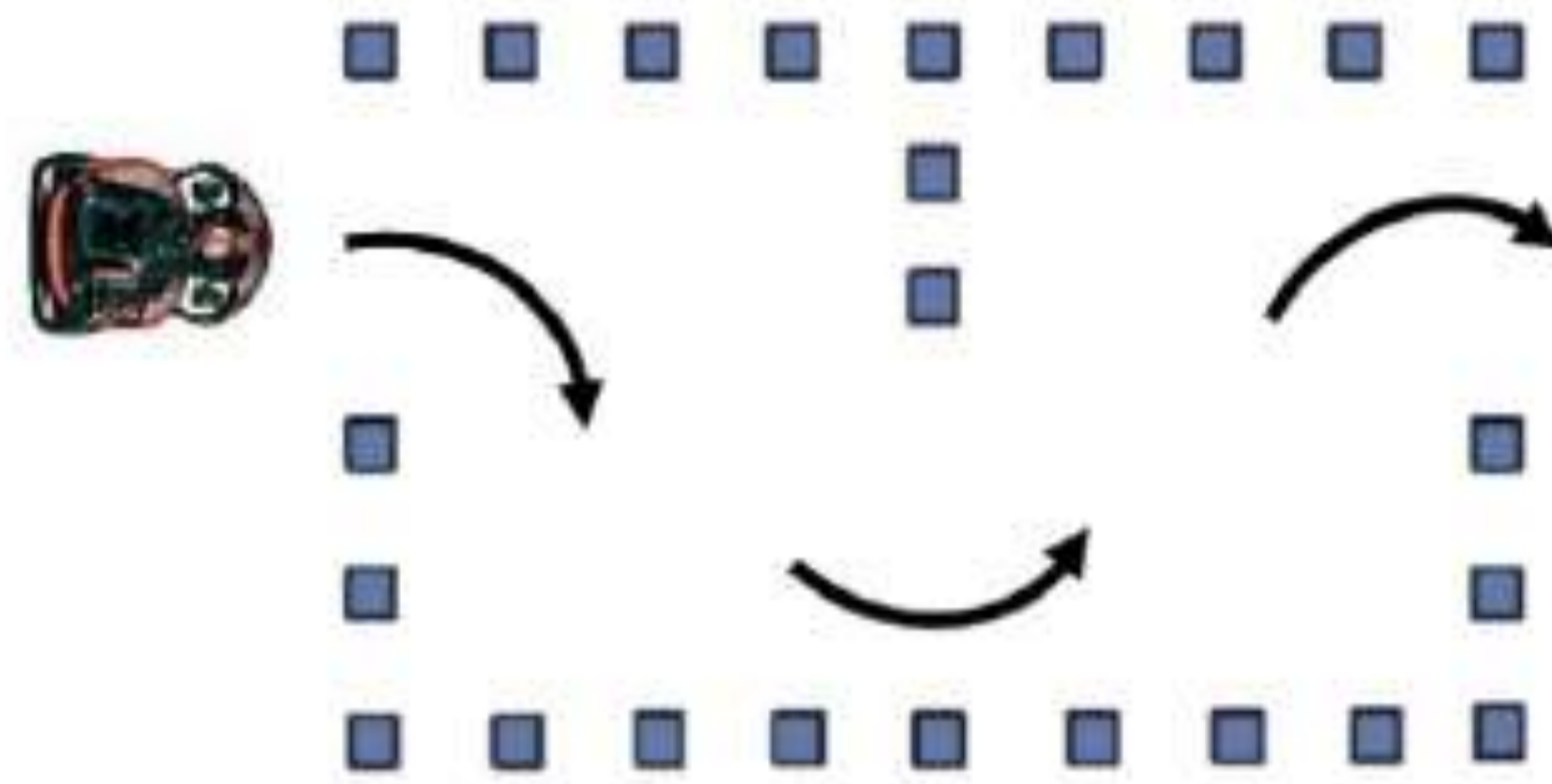
KNOT:



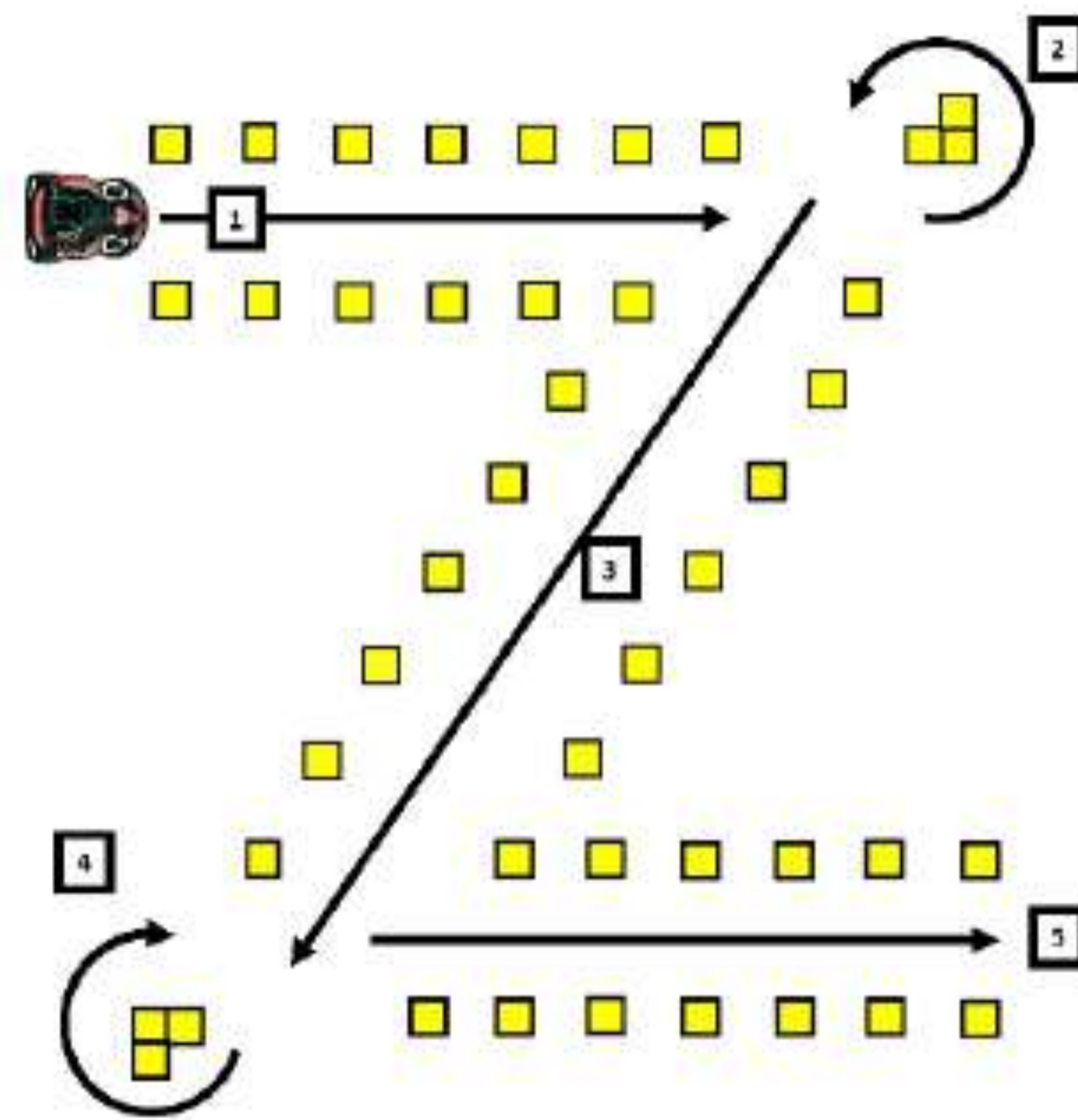
GERMAN CORNER:



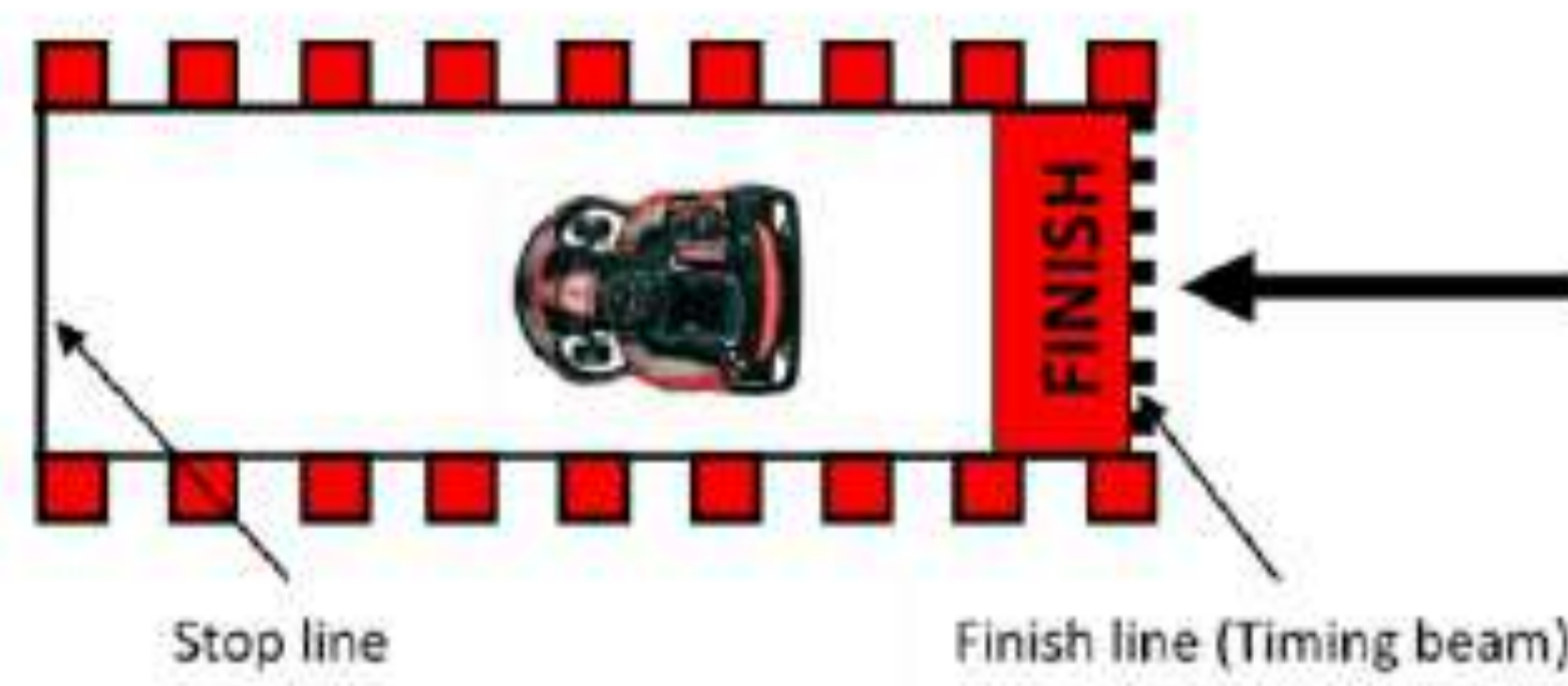
CHICANE:



Z:



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 National Team. A national team must contain minimum of one competitor male or female, maximum of 2 competitors comprising of 1 male and 1 female driver. Two separate cups will be awarded for the best Male competitor and best Female competitor.

Entries are open forthwith and will close on 15th September 2023 Entry fees must be paid by the Entrant and the entry form completed on the Official MAM Motorsports' Games Entries platform.

-END



AUTO GYMKHANA CUP

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



1. GENERAL DESCRIPTION

1.1. Place and date of the Event

Title of the Event : Asia Pacific Motor Sport Championship: Auto Gymkhana Cup

Place of The Event : Sepang

Date of the Event : 30,Sep~ 1,Oct,2023

1.2. Status

National with regional participation

1.3. Category

Auto Gymkhana Male Solo

Auto Gymkhana Female Solo

Auto Gymkhana Male Double

Auto Gymkhana Mixed Double

1.4. Visa numbers

(TBA)

1.5. Location of Event HQ

(*TBA)

1.6. Venue surface

Asphalt surface

2. ORGANIZATION

2.1. Organizer

Name of the Organizer: Motorsports Association Malaysia

Name of the National Sporting Authority: Motorsports Association Malaysia

2.2. Address and Contact Details

Secretariat

Address: Tel:

Email:

Email:

2.3. Organization Committee

Race Director: Dr. Kwong Wing Yeung

Operation Director: Jagjeet Singh

COC: Jagjeet Singh

Chief Steward: Samir Suneja

Secretary: TBA

3. ENTRIES

3.1. Opening date for entries: 1st July 2023

3.2. Closing date for entries: 15th September 2023

3.3. Entry Procedure

The entry application will only be accepted on the official entry form, if affixed with stamp of the ASN, and has been fully completed, all details on the entry form must be completed and returned to Asia Pacific Motor Sports Championship secretariat via email before the entry closing date

3.4. Number of entrants accepted

Sixteen ASN teams from FIA Asia-Pacific Region will compete.

3.5. Entry Fee

Euro 200 (Two Hundred) entry fee for each ASN team

4. ELIGIBLE TEAM

4.1. Each ASN Team should consist of three drivers with the same nationality as of the ASN. The drivers would be better to include both male and female gender. The Teams will pre-declare the names of their 1st Driver (D1), 2nd Driver (D2) and 3rd Driver (D3) in the Entry Form. No alteration to this declaration will be allowed once done. The optimal number of teams will be sixteen.

4.2. The ASN may entry a team with only two drivers and without gender restriction.

5. ELIGIBLE DRIVER

5.1. Minimum age for driver is 18 or the minimum age for getting a normal driving license in his/her own country.

5.2. Driver must be the same nationality of the ASN he/she represents.

5.3. Driver must be nominated by the ASN of its nationality.

5.4. Driver must be the holder of a FIA International Grade D License or National Gymkhana License or equivalent license and always with a starting permission from their ASN.

6. DRIVER'S EQUIPMENT

- 6.1. Safety helmet is mandatory; either full face or open face is acceptable but should meet the FIA standard.
- 6.2. Racing suit, racing shoes and gloves are mandatory.
- 6.3. Uniforms for each national team are also recommended (including drivers and ASN delegate).

7. DRIVERS BEHAVIOR

The drinking of any alcoholic beverages or intoxication by any other means (e.g. narcotics) is absolutely forbidden and any driver found of such an offence will incur the immediate exclusion of the driver from the competition and referrals to the FIA for further sanctions.

8. ELIGIBLE CAR

- 8.1. The Organizer will provide Four _____ standard stock cars for this event.
- 8.2. These cars are right hand drive with _____ transmission and ___-wheel-drive.
- 8.3. Tires that are used with the same brand and type with the same tire pressure setting.
- 8.4. Each Driver will use different car for each run on the same or different pattern course.
- 8.5. Drivers will pick up their cars in rotating order for each run. No switching of cars is allowed throughout the entire event, unless incur mechanic problem before the start. It must confirm by the chief scrutineer and approved by the COC and the Stewards.

9. REGISTRATION & ADMINISTRATION CHECK

- 9.1. Location: Secretariat – Event Headquarters at 8:00 hrs. September 30th 2023.
- 9.2. Documents to be presented.
The following items will be checked at Administration Checks
 - Driver's competition license
 - ASN stamp / starting permission

- Driver's Passport
- Fully fill of all details, signed and stamped original Entry Form

10. DRIVER BRIEFING

- 10.1. The driver's briefing will be held on Date/Time/Place (TBA).
- 10.2. Every driver must attend the driver's briefing without exception.
- 10.3. The ASN delegate/team manager is also needed to present.
- 10.4. The Course Pattern will be distributed to all drivers at the drivers briefing
- 10.5. Any driver absent from the driver's briefing will not be allowed to compete. The drivers are responsible for being present at the time and place notified.
- 10.6. Drawing lots for starting order in Qualify session will be done during the driver's briefing.

11. ACCOMMODATION AND TRANSPORTATION

- 11.1. Accommodation
Refer to the General Information
- 11.2. Local Transportation
Refer to the General Information

12. INSURANCE

The organizer will provide the C liability for all participants. The insurance covers (refer to the General Information):

13. ADVERTISING

- 13.1. Participants own advertising is permitted only on driver's apparel, including helmets, overalls and team uniforms.
- 13.2. The organizer reserves the right to remove or obliterate any advertisement that they consider inappropriate or in conflict with any of the event sponsors.
- 13.3. The organizer has the right to put sponsors sticker that supports the implementation of this event on all cars used by participants following the event.

14. SCRUTINEERING

- 14.1. All cars taking part in the competition will be checked by the duly appointed scrutinizer to ensure the cars and tires condition is in good function and remains equal.
- 14.2. In case of a driver reporting a performance problem of the car after the run, the scrutinizer will check the car and decide whether it is suitable for continuous usage for the safety and fairness concerned.
- 14.3. Drivers are not allowed to adjust any part of the car even the tire pressure except the seat position.
- 14.4. Driver safety equipment will be checked by the scrutinizer.

15. PRACTICE

- 15.1. Every competitor will be given the opportunity to practice with the car to be used for this event; a simple cone pattern will be set up for driver to test the handling of cars on Saturday morning before the Walk Track.
- 15.2. Practice will be done at the event Venue according to the starting order.

16. COURSE PATTERN AND WALK TRACK

- 16.1. This event uses Single Lane only.
- 16.2. The pattern map will be shown by a drawn map with running direction and cone distance indicated. It will be distributed to all drivers at the drivers briefing.
- 16.3. Solo Qualifying use Pattern A
Male/Female Solo Knockout use pattern B
Male Double / Mix Double Knockout use pattern C
- 16.4. There will be a 15 minutes' Walk Track session before the start of each new pattern course. Drivers are allowed to go through the course on foot only.

17. CONE

- 17.1. The identical cone height is 50cm minimum.
- 17.2. Cone is made up of three different colors to help make remembering, with the provision that the first time through the green cone will be on the driver's left side and the red cones will be on the driver's right side. The neutral cones will be in white color.
- 17.3. In some special location, a Double Cone will be in place. This Double Cone will be identified by a smaller Cone standing on top of a standard cone. The time penalty for knock down this cone will be double.
- 17.4. The color of Cones for identify the edge will be in Orange color.

18. START AND FINISH

- 18.1. Driver will stage his car at the starting grid and observe the starting signal under the directions of the starting marshal. Burning tires is not allowed and will attract a time penalty.
- 18.2. Starting signal will be a green flag, while the green flag is waving, the car should immediately cross the starting line to trigger the timer and begin the run.
- 18.3. The reaction time is not counted, but intention to delay start will incur penalty.
- 18.4. The longest delay is 10 seconds, not to start more than 10 seconds after the green flag was waved. A penalty of 2 seconds will be added to stage time.
- 18.5. The timer will stop once the car crosses the finish line.
- 18.6. Ten meters after the finish line will be placed one cone in the middle of the stop box, driver must stop the whole car inside the stop box without touching this cone. Stopping outside the box or knocked down / displaced beyond the cone placement marking, will be penalized 5 (five) seconds.
- 18.7. Driver must complete and finish all stage runs in order to be deemed as having completed the race. In case the driver fails to complete a run (due to route disorientation or breakdown etc.) he shall be deemed DNF (did not finish), and a bogey time of 200 sec. will be given for that stage.

19. FLAGS AND MARSHALS

- 19.1. All Flag Marshals, Start and Finish Marshals would wear an Uniform
- 19.2. In case the marshal observes any cone movement due to a competition car passing by, the marshal will raise a yellow flag (stationary) for 5 Sec. After that run the marshal will approach that cone and check the condition. If displacement is violating the defined placement and will attract a penalty situation, the marshal will raise the YELLOW flag with waving. In case of within limits displacement of the cone and no penalty, the marshal will raise a GREEN flag (stationary for 3 seconds). The information may also be relayed by Hand Held Radios for double confirmation.
- 19.3. In case of a dropped cone which is a confirmed penalty the marshal will raise and keep waving the yellow flag for 3 Sec. He will verify all penalties in his allocated area post the run and use the indications as described in 21-6 to the Spotter who would accumulate the penalties and give to the timing team.
- 19.4. In case of a running off-course , the marshal's will wait to see if the driver is trying to correct the route by retracing his mistake, if not will raise and wave the BLACK flag to indicate a DNF to the driver. The driver must slow down and go towards the Finish Gate on display of this flag. A bogey time will then be 200 sec.
- 19.5. In case of any emergency situation as declared by the COC / Chief Marshal a RED flag would be waived by a marshal, which will be duplicated by all marshals around the track to STOP the run for any form of emergency .The driver should immediately reduce speed and return to the staging area through the Finish Gate.

20. PENALTIES

- 20.1. Driver has to perform the exact given course pattern in order to be deemed to have finished within a stage time. Should the driver run a wrong route, a bogey time will be given for that run.
- 20.2. In case of an off-course drivers the marshal's will wait to see if the driver is trying to correct the course by retracing his mistake, if not will raise and wave the BLACK flag to indicate a boogie to the driver. The driver must slow down and go towards the exit area on display of this flag.

- 20.3. For every cone knocked down or displaced beyond the cone placement marking, a time penalty of 2 (two) seconds will be added to stage time. But not if the cones are touched or displaced but remain inside the cone placement marking. (see Appendix 1)
- 20.4. Intentional delay of starting more than 10 (ten) seconds would attract a penalty of 2 (two) seconds, which will be added to stage time.
- 20.5. For every knocked down or displaced beyond the cone placement marking after the finish line's cone, a penalty of 5 (five) seconds will be added to stage time.
- 20.6. (two) seconds penalty will be added for every time the car comes in contact with the course edge (border barrier or fence) during the race..
- 20.7. (two) seconds penalty will be added for any burning tire action before the start.
- 20.8. Bogey time is 200.000 sec. in this event
- 20.9. During the Double competition, any touching or over taking between the two cars will be disqualified, a 200.000 Sec. Bogey time will be given.

21. QUALIFYING for MALE & FEMALE SOLO

- 21.1. In the Qualifying, each driver will perform 2 (two) runs with the same pattern A.
- 21.2. The Starting Order of the Qualifying run will be determined by drawing lots during the driver's briefing.
- 21.3. The best elapse time out of these two runs will be the qualifying result and serve as reference to the starting order in the later knock out.
- 21.4. All the drivers will be qualified for the first-round knockout.

22. KNOCKOUT for MALE & FEMALE SOLO

- 22.1. During the Solo Knockout, all drivers will run with the pattern B.
- 22.2. The Starting Order of the first round will be determined by the reversed order of the final classification in qualifying.

- 22.3. For the first round, all qualified drivers will have 1 (one) run each. Only the top sixteen male drivers and the top eight female drivers in the first round can move up to the second round.
- 22.4. For the second round, each driver will also has one run. The top eight male drivers can move up to the third round and. the top four female drivers will move up to the semi-final
- 22.5. For the third round, each driver will also has one run. The top four male drivers can move up to the semi-final.
- 22.6. The top two female drivers in the semi-final will move up to the final.
- 22.7. The top two male drivers in the semi-final will move up to the final.
- 22.8. The winner of the final will be the champion

23. QUALIFYING for MALE DOUBLE

- 23.1. Each ASN team may select two male drivers from their team to participate in the Male Double and select one male plus one female driver to pair up for the Mixed Double.
- 23.2. The added up result of the two drivers' record in Solo Qualify (Pattern A) will be the reversed Starting Order for the first round of Double Knockout.

24. KNOCKOUT for MALE & MIXED DOUBLE

- 24.1. All Qualified Teams will participate in the First Round Double Knockout. Each trial consists with 2 Runs using pattern C. The First Run will have the First Driver starts at the fount to lead the run and the Second Driver will start with one meter behind as the follower. For the Second Run, two drivers will reverse their starting position. The added-up elapse time of this two runs will be the result.

24.2. When the Start Signal is given, two cars start to run at the same time. Both cars should run closely and complete the correct route without touching each other or over taking. When they reach the last turn, the leading car will give way to the following car to overtake and run into the finish gate to stop the timer. Then the leading car will come around and stop behind the following car outside the finish gate. The elapse time of this run is counted from the start of the leading car to the finish of the following car. By adding up the elapse time and penalty of the two runs, it then will be the result of this Double Competition.

24.3. The top eight teams in the first round will move up for the second round.

24.4. The top four teams in the second round will move up for the Semi-Final round.

24.5. The top two teams in the Semi-Final will move up for the Final Round.

24.6. The winner will be the better team in the final round.

25. RESULTS

25.1. Publication of provisional results

The provisional results of each run will be announced over a speaker system and posted on the Official Notice Board and will be published 15 minutes after each session ends.

25.2. Final Results will be considered official 30 minutes after posting provided that there are no protests.

26. SCORING

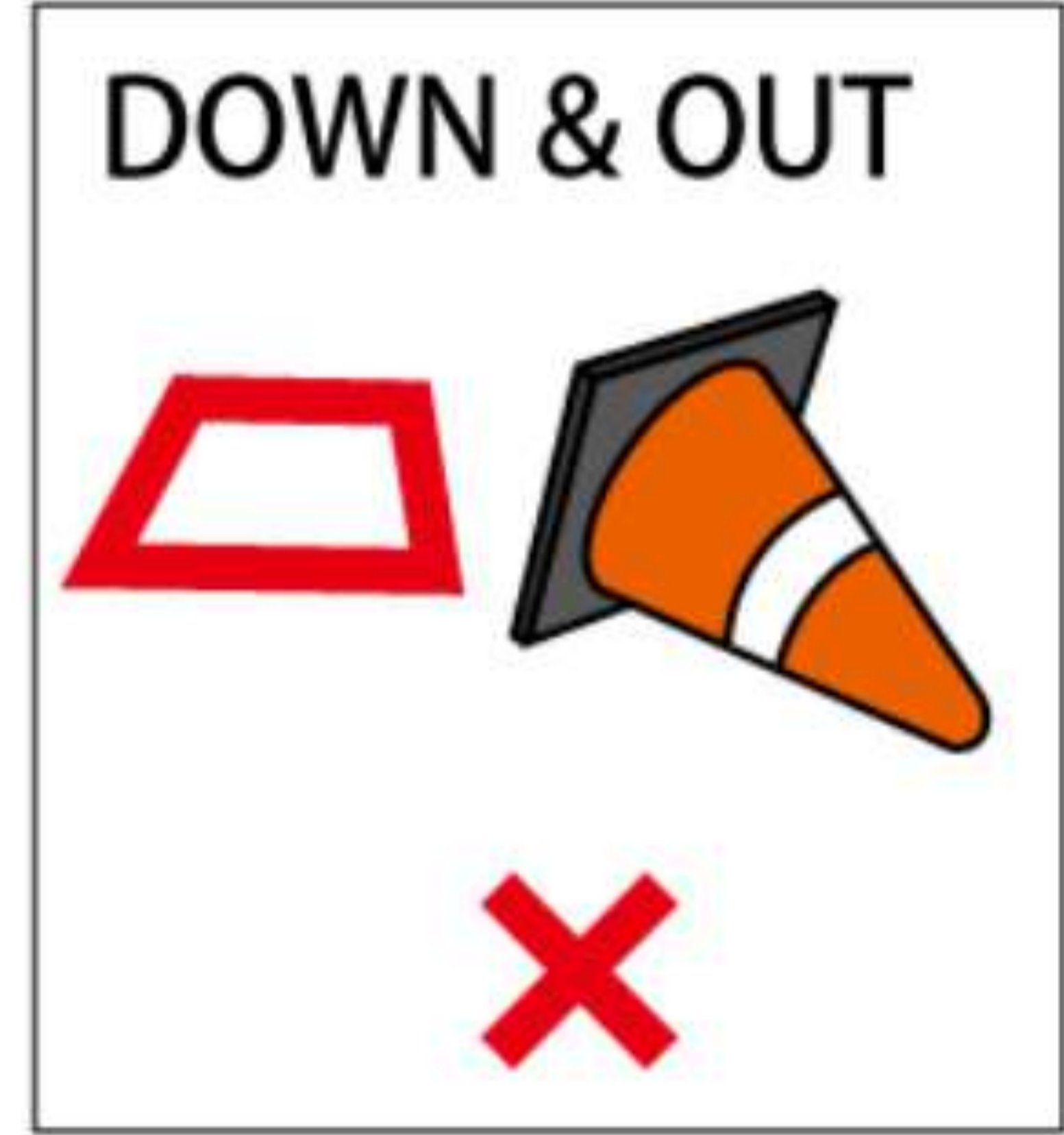
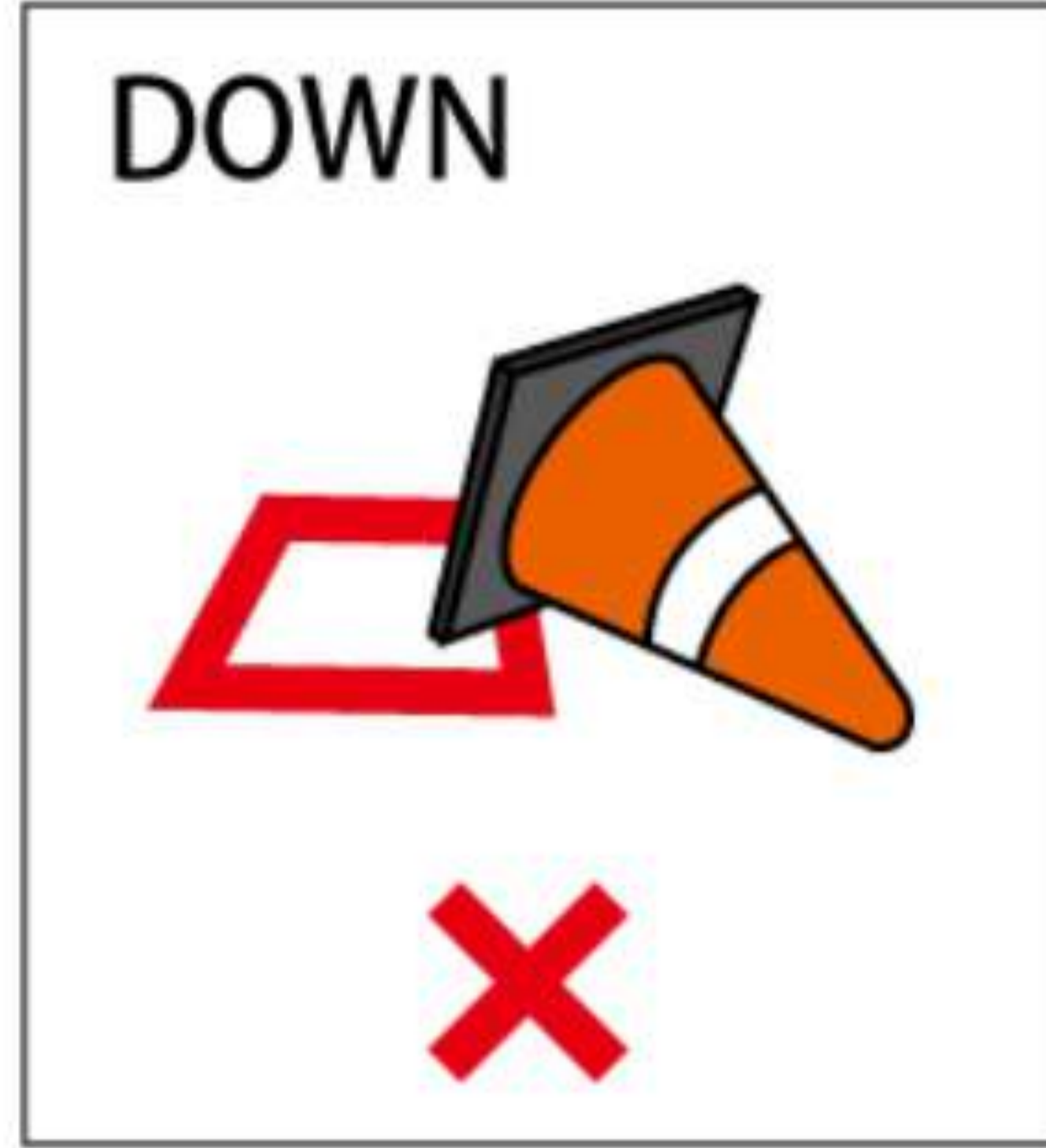
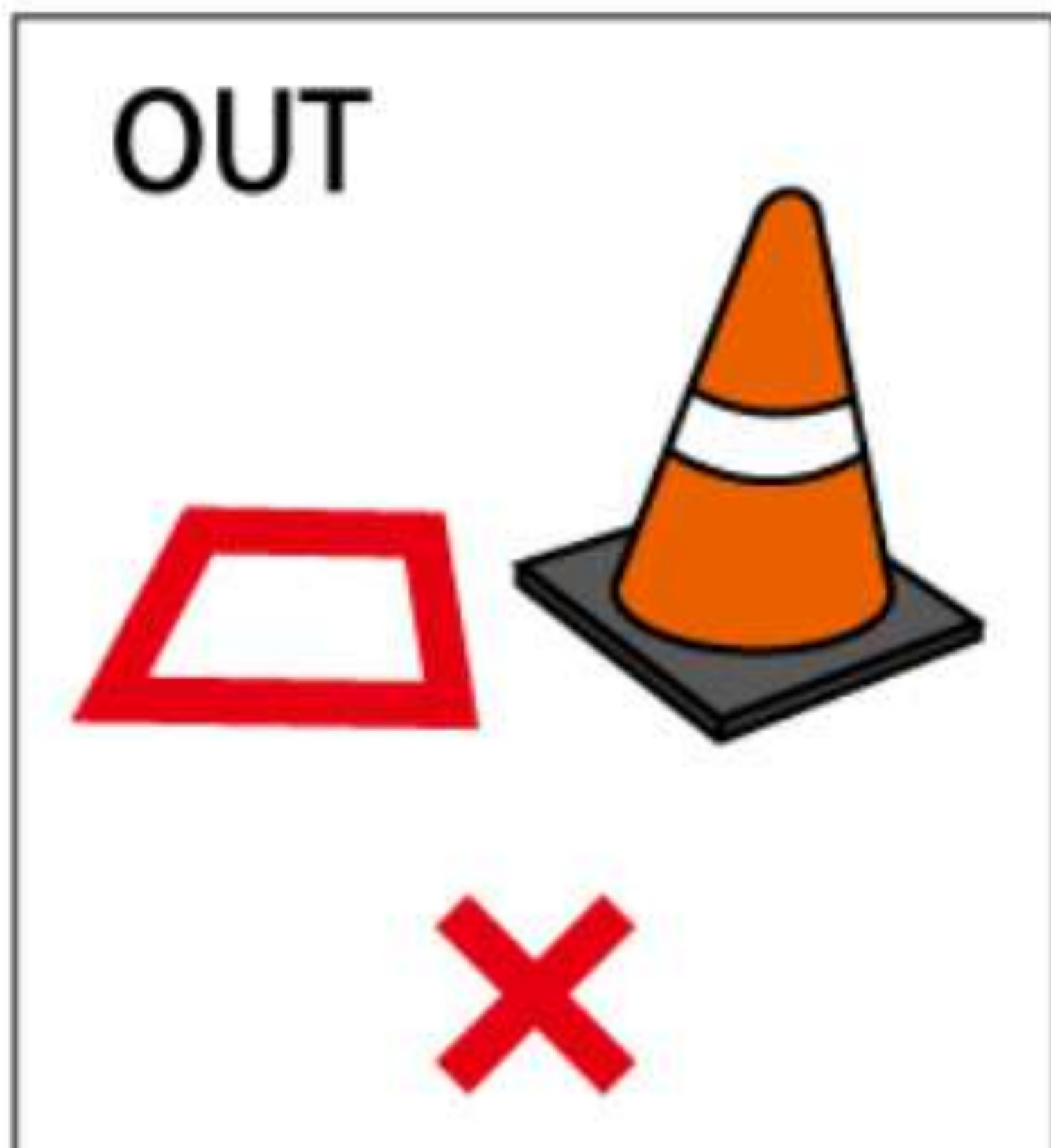
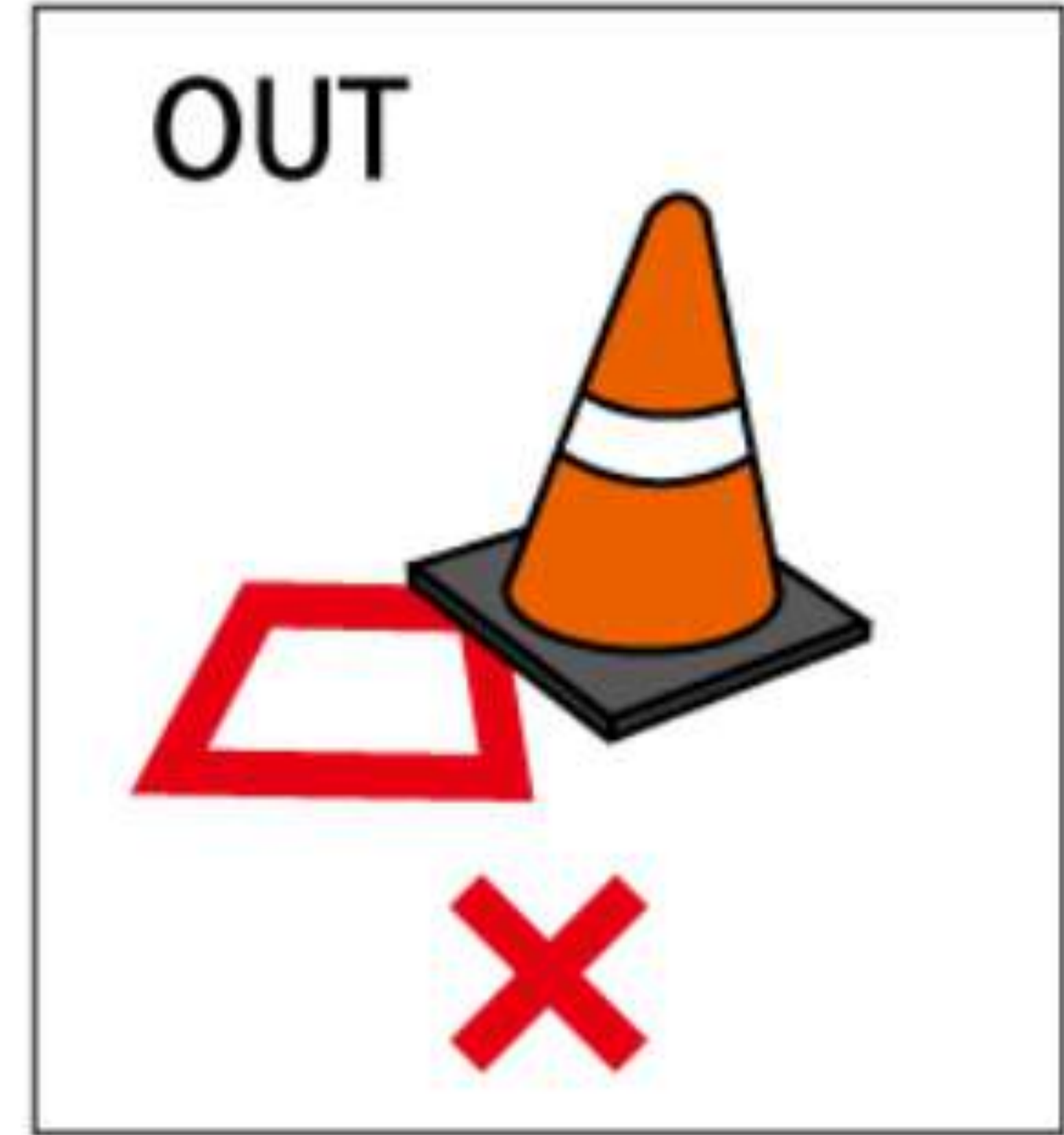
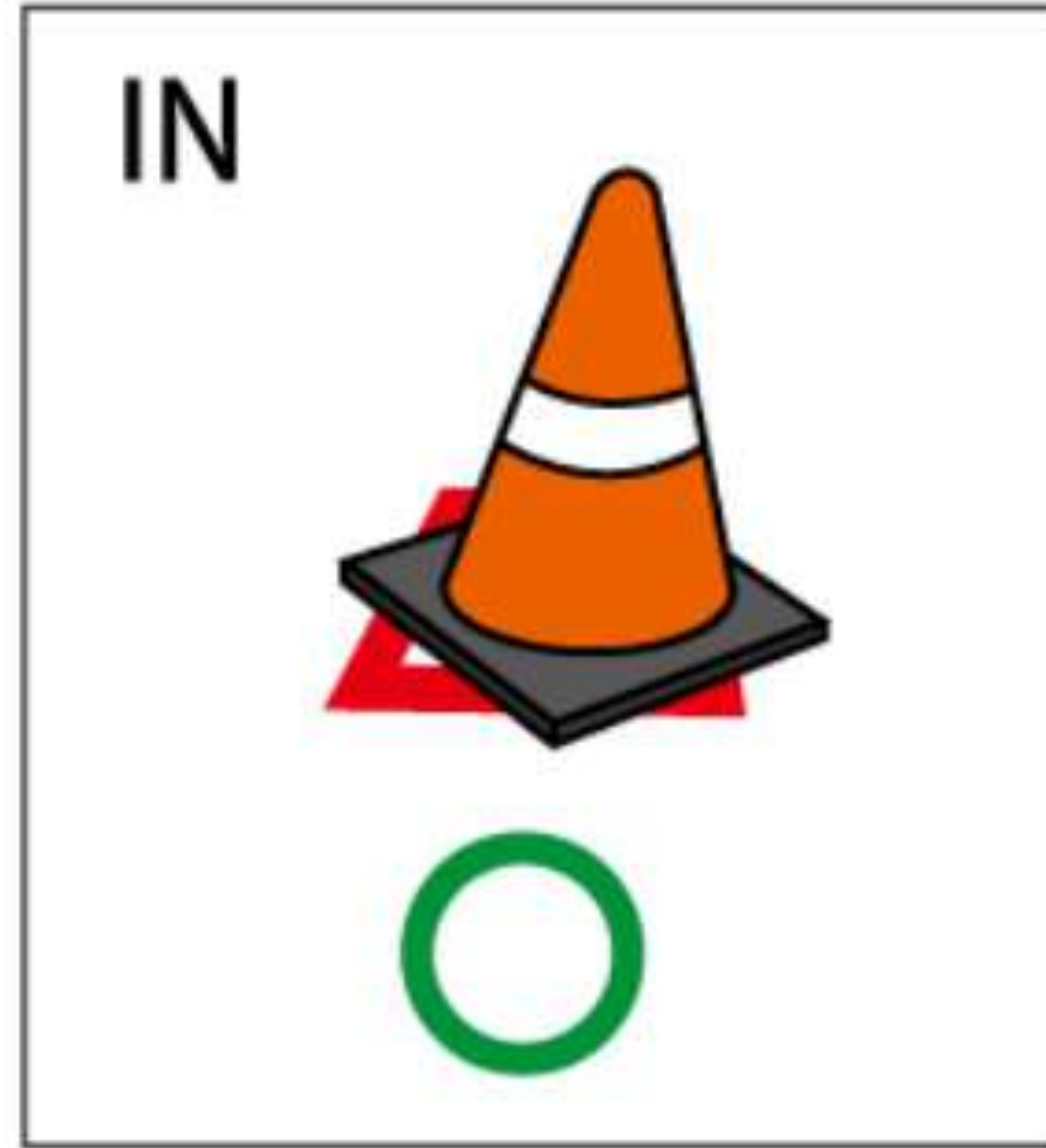
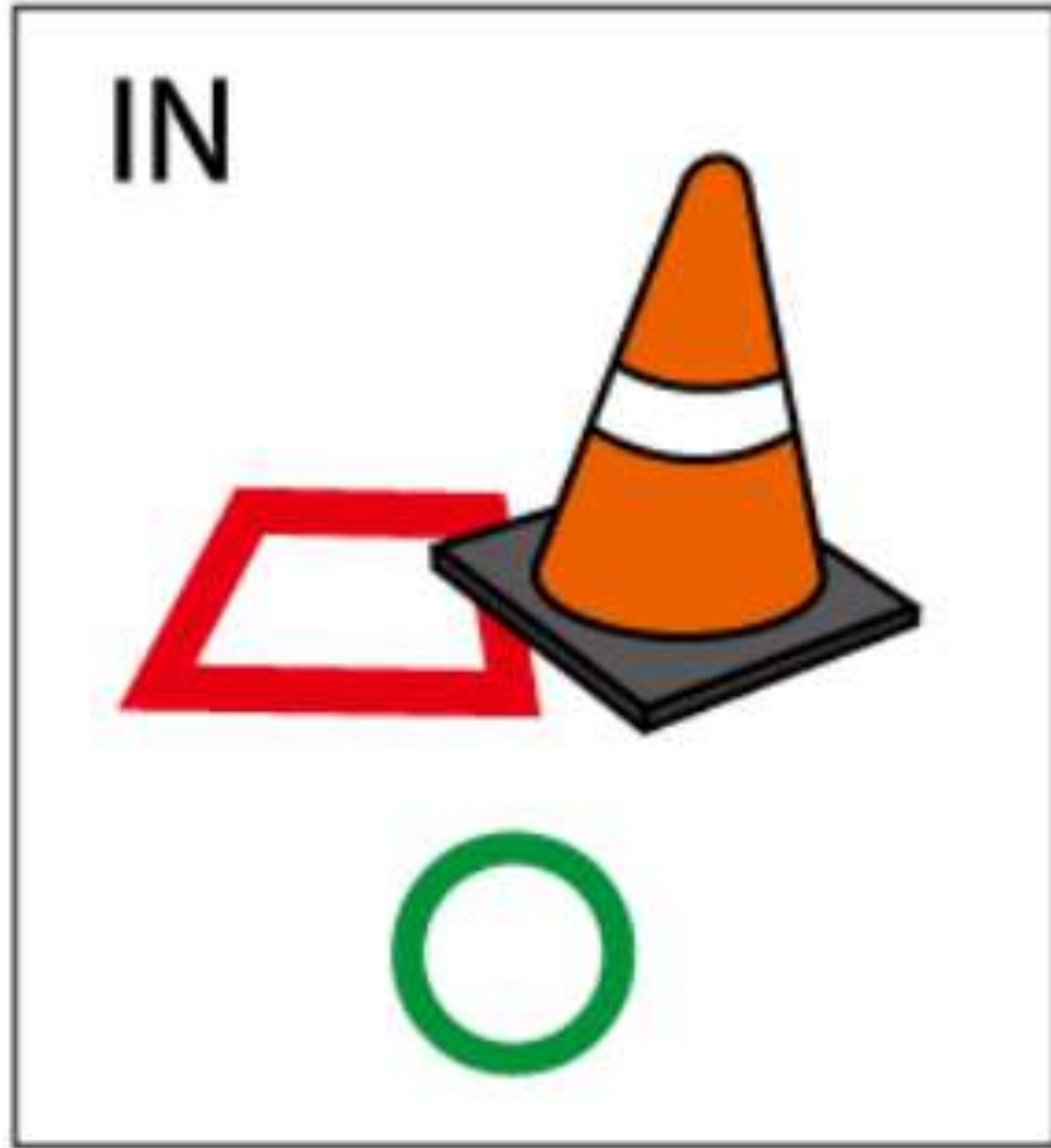
26.1. Top 8 winners in each category will get points from 8,7,6,5,4,3,2,1.

26.2. The total points collected by each teams will be the result for final classification.

The best three teams will get Gold, Silver and Bronze MSG AP Metals.

27. APPENDIX 1

Cone knocked down or displaced.





RALLY TRIAL 2023

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



**VIRTUAL
MARSHAL**

1. INTRODUCTION

The APMC Rally Cup is targeted at giving an exposure to rallying as an event.

The event will be held under the National Competition Rules of the Motorsport Association of Malaysia (MAM), incorporating the FIA International Sporting Code including appendices and these Supplementary Regulations and any Bulletins issued by the Organisers.

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

1.1. Nature of Event & Road Surface : The Rally will feature the following

1.1.1. A Regularity Rally Stage(s) on public roads with one or more legs separated by regroup.

1.1.2. a Controlled Speed Stage(s) on a predominantly sealed surface and partially gravel in a closed car park / area with one or more stages separated by regroup.

1.2. Timing

1.2.1. The Rally will be run through [Virtual Marshal™](#) system.

1.2.2. All crews will run the *Virtual Marshal™* app on their smartphones (Android or iOS).

1.2.3. Regularity Rally Stage(s) will only have Virtual Time Controls and timing of the rally leg(s) would be in full seconds only.

1.2.4. Controlled Speed Stage(s) will have a start and a flying finish control with a stop line. Timing of the controlled speed stage(s) would be up to 1/10th second and would be done by marshal using *Control Marshal™* laser beam.

1.3. Results : The result would be cumulative of penalties incurred as tabulated by a total of the time penalties accrued as below:

1.3.1. In the Regularity Rally segment(s) penalties would be awarded as follows:

1.3.1.1. one penalty for every second late

1.3.1.2. two penalties for every second early

1.3.2. In the Speed segment(s) penalties would be awarded as follows:

1.3.2.1. Penalty equal to actual time taken from start to finish

1.4. Program:

Date	Time	Location	Activity
Friday September 29, 2023	1000 ~ 1300	TBA	Car Collection for those availing car hire facility
	1000 ~ 2100	Sepang International Circuit	Check road book with test time controls using <i>Virtual Marshal™</i> app
	1000 ~ 1700	Sepang International Circuit	Registration, License Check, Documentation & Scrutiny
	1800	Sepang International Circuit	Drivers Briefing (<i>mandatory attendance by at least one member of the driving crew</i>)
Saturday September 30, 2023	0900	Sepang International Circuit	Start of Regularity rally Approximate distance ~130 kms
	1500*	Sepang International Circuit	Finish of Regularity rally & results
Sunday September 01, 2023	0830	Sepang International Circuit	Drivers briefing (<i>mandatory attendance by at least one member of the driving crew</i>)
	0910 ~ 1040	Sepang International Circuit	Controlled Speed Stage(s) Recce - One pass in each direction
	1100 ~ 1300	Sepang International Circuit	Start of Controlled Speed Stage(s) morning session
	1300 ~ 1400	Sepang International Circuit	Lunch Break
	1400 ~ 1600*	Sepang International Circuit	Start of Controlled Speed Stage(s) afternoon session
	1630*	Sepang International Circuit	Provisional Combined Results
	TBA	Sepang	Prize Distribution

Date	Time	Location	Activity
		International Circuit	

2. ORGANISATION

- 2.1. MAM Permit Number TBA
- 2.2. Name of Organiser Address Motorsport Association of Malaysia (MAM)
The Nizra Building,
8, Jalan Seri Penchala, Kg. Sg.
Penchala, 60000 KUALA LUMPUR,
Malaysia.
www.mam.org.my

- 2.3. Status of Event: National

- 2.4. Organising Committee

Chairman	Elton Goonan
Deputy Chairman	TBA
Event Committee	TBA
Chairman of Stewards	TBA
Stewards of the Meeting	TBA

- 2.5. Officials

COC	
DCOC	
CRO	

3. ENTRIES

- 3.1. Entry Procedure : Competitors wishing to participate can fill the competition entry form appended here and submit it to organisers along with entry fee.
- 3.2. Entry Fee: €300 per team
- 3.3. No of Competitors : Maximum **03** entries would be accepted for the event per ASN.

4. ELIGIBLE TEAMS

There are no teams for the event.

5. ELIGIBLE DRIVERS

All crews should hold:

- 5.1. Valid driving licence, including an International driving permit or licence, for driving in Malaysia.
- 5.2. Possess applicable ASN competition licence for participation in competition as per applicable rules of MAM to local as well as foreign participants.

6. CREW SAFETY EQUIPMENT

The following items listed below are the minimum standard of equipment for participations in the event:

- 6.1. Minimum three point seat belt for all crew.
- 6.2. Helmets (Open Face) for all crew only for use during the Controlled Speed Stage. All Crew must supply their own helmets.
- 6.3. Apparel: All crews will wear fully closed-in shoes and one piece cotton suit that covers the whole of their legs and arms, at minimum, is mandatory.

7. LIMITED SERVICE

- 7.1. The Organiser will provide a general service crew team during the event for basic repairs and recovery.
- 7.2. It is recommended that Crews arrange additional support services.

8. ELIGIBLE CARS

- 8.1. For international crews, cars may be rented from official suppliers. For contact details check with the organisers on were at +60122123260 (Mr. Jagjeet).
- 8.2. Only standard production road cars with a maximum engine capacity of 1000cc will be permitted to be used. (Recommended car: Perodua Axia 1.0)
- 8.3. No soft top, convertible or cars fitted with any form of removable roof are permitted.
- 8.4. Performance enhancing modifications to the vehicle are not permitted. The interpretation of a "Performance Enhancing Modification" is at the sole discretion of the Chief Scrutineer whose decision is final.

8.5. Tyres:

- 8.5.1. Must have a treadwear rating of 250 & above or bear other ratings similar in nature to normal street car tyres.
- 8.5.2. All five tyres (including the spare) will be marked at time of scrutiny and will be checked at the completion of the event.
- 8.5.3. Tyres cannot be changed throughout the event unless authorised by the Chief Scrutineer.

9. REGISTRATION & ADMINISTRATIVE CHECKS : As per the Official Guide Book.

10. DRIVERS BRIEFING

- 10.1. Drivers briefing would be held as per the program schedule on Friday September 29, 2023 at 1800 hr.
- 10.2. It is mandatory for at least one (1) member of the driving crew to attend the Drivers briefing and sign on the attendance register. Any crew found in breach of this rule will be reported to Stewards who may impose penalties, fine or both.

11. ACCOMMODATION & TRANSPORT

As per the Official Guide Book.

12. INSURANCE

As per the Official Guide Book.

13. ADVERTISING

No advertising on cars will be permitted. Only advertising as per the Official Guide Book would be permitted at the event site. (Contact Organiser for more details)

14. SCRUTINEERING

This will be conducted as per the event program as noted in article 1.4.

14.1. Scrutineering will consist of checking the following items:

- 14.1.1. Vehicles comply with Article 8;
- 14.1.2. Helmets will be checked for all crews complying to Malaysian / SIRIM standards or better;
- 14.1.3. Minimum of a Three (3) points seat belts be fitted for all crew members;

- 14.1.4. All electrical components of the vehicle must be working and the vehicle should be roadworthy;
- 14.1.5. Be fitted with One (1) internal rear view mirror and Two (2) external rear view mirrors;
- 14.1.6. It is recommended that all competing vehicles carry:
 - 14.1.6.1. A Fire Extinguisher;
 - 14.1.6.2. Towing Eye;
 - 14.1.6.3. First Aid Kit.
- 14.1.7. OE / VO silencer boxes are mandatory. After pre-event scrutiny the Scrutineer shall further do mandatory checks at the start of each leg. Cars found violating this regulation anytime/anywhere during the event shall be disqualified.
- 14.1.8. The use of tinted glass and/or safety film is permitted inside and rear windows. In such cases the crews as well as the contents in the car must be visible from a distance of 5 metres.
- 14.1.9. Competitors may carry mobile device() including mobile phones, tablets or laptops for Safety/ Rally App/ calculation purposes.
 - 14.1.9.1. The same devices must not be used by any competitor for any reason other than safety reasons or calculation purposes.
 - 14.1.9.2. With expectation of 14.1.10.1, using any mobile device for communications will be reported to the CotC who may refer the matter to the Stewards for disqualification.

15. DRIVER CONDUCT DURING THE COMPETITION

As this event is an approved event organised by MAM, for the duration of the Competition, the following conduct is expected of all Competitors, Crews and support members:

- 15.1. All participants must be seated in seats, which face forward only and wearing seatbelts at all times when in a moving vehicle. Any vehicle fitted with a bench-type sideways seat(s) may retain it but must not be occupied.
- 15.2. Any competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs shall be EXCLUDED with no right of protest.
- 15.3. Road Regulations - at all times the local road rules and regulations must be followed:
 - 15.3.1. Any Crew who are stopped by the Local Traffic Police for any reason relating to driving conduct or behaviour may incur a Five (5) Minute penalty.
 - 15.3.2. Any crew reported and found to be breaching local road rules and regulations will incur a Five (5) Minutes and / or, at discretion of stewards, disqualification.

- 15.4. In case of accidents during the event, contact the organiser (phone number will be given out during briefing).
- 15.5. At all times, all Crews must act in a manner, both inside and outside of the vehicle, that will not bring the sport or event into criticism or shame.

16. PRACTICE & RECCE

16.1. REGULARITY RALLY

- 16.1.1. For the Regularity Rally: a practice road book and timing using Virtual Marshal app would be available for all crews. Check the program schedule for date and time.
 - 16.1.2. No recce is allowed for the Regularity Rally. The route and checkpoint remain secret.
- 16.2. Controlled Speed Stage(S:)
- 16.2.1. No unauthorised practice would be allowed for the stage(s).
 - 16.2.2. Recce will be organised as part of the competition as per Article 17.2.1 and noted in the Event program schedule.

17. COURSE OUTLINE

Check Page 4 of the Official Guide Book for a guide map of start locations.

17.1. Regularity Rally:

- 17.1.1. FIA Standard Roadbook will be issued Two (2) minutes prior to their start time to all crews along with speed information (speed chart) to be observed.
- 17.1.2. Crews have to follow the course laid down as per the road book.
- 17.1.3. The route will contain secret checkpoints where the time of arrival would be noted.
- 17.1.4. The time taken for each section comprising of two control points would be compared with ideal time for each section and penalties awarded as follows:
 - 17.1.4.1. 1 second for each second later than ideal time
 - 17.1.4.2. 2 seconds for each second earlier than ideal time
- 17.1.5. See the details of penalties under Article 8

17.2. Controlled Speed Stage:

- 17.2.1. Recce - each crew will be allowed Two (2) recce runs for pacenote writing & checking. This must be conducted as a speed no greater than 30kmh. Any crews found to be breaching this speed will incur a time penalty.
- 17.2.2. Crew Safety Equipment: as per Article 6.
- 17.2.3. Timing : As per Article 1.2.4.

- 17.2.4. Knocking over of cones will invite a penalty of 5 seconds per cone knocked over and this will be added as administrative penalty.
- 17.2.5. Jump start : Any crew detected doing jump start will be given a penalty of 30 seconds.

18. START / FINISH PROCEDURES

18.1. Start Procedure:

- 18.1.1. All leg starts would be to the rounded minute.
- 18.1.2. All control restarts would be based on time in = time out

18.2. Finish Procedure:

All leg ends would be to the second. Early check in at leg end is not allowed.

19. PENALTIES

The table of penalties applicable is given below :

Penalty Number	Description	Applicable at	Quantum
For Regularity Rally			
19.1	For every second late at time control	DTC STC SFTC VTC	1 second penalty
19.2	For every second early at time control	DTC STC SFTC VTC	2 seconds penalty
19.3	Stopping/waiting/idling/zigzagging/reversing/u-turning/jammed rotation of wheels within sight of marshal / post control	DTC STC	5 minutes each
19.4	Missing a Control	DTC STC SFTC VTC	15 Minutes per control
19.4	Lateness exceeding by 15 minutes at any control	DTC STC SFTC VTC	MPL
19.5	Over speeding		50 seconds for every continuous block of 10 secnds
19.6	Missing a Passage Control	PC	30 Minutes
For Controlled Speed Stage			
19.7	For every stage	DTC	Time Taken
19.8	For every cone/maker displaced		5 Seconds

19.9	Leaving the track / shortcut		5 minutes
19.10	Lateness exceeding by 5 minutes at any control	DTC STC SFTC VTC	MPL
19.11	Not wearing helmet		Disqualification
Common For All			
19.12	Not Attending Drivers' Briefing		REPORT TO STEWARDS
19.13	Failure to pass Pre-event scrutiny of vehicle		START REFUSED
19.14	Non attendance at Prize Distribution Ceremony		REPORT TO STEWARDS
19.15	Non attendance at ceremonial start/curtain raiser		REPORT TO STEWARDS
19.16	Arguing with Official		REPORT TO STEWARDS
19.17	Not wearing Seat Belts		Disqualification
19.18	Missing Time Card		DISQUALIFICATION
19.19	Using of Mobile phone for making call by any crew member		DISQUALIFICATION
19.20	Re-entering control area from wrong direction	DTC STC	5 minutes for each violation
19.21	Violation of Article 12.1.4 of the General Prescription		DISQUALIFICATION
19.22	Tampering of official document		DISQUALIFICATION
19.23	Failure to keep scrutiny sheet/sticker on board during the event		DISQUALIFICATION

19.24 Decision of The Judges of Fact (All Officials) shall be final and no protest on the above shall be entertained.

19.25 Penalties for any other offence which is not covered in these regulations shall be decided by the Stewards.

20. RESULTS

20.1. The result would be a cumulative of penalties incurred considering the regularity rally and Controlled Speed Stage(s). Penalties as tabulated by a total of the time penalties accrued as below:

20.2. In the Regularity Rally segment(s) penalties would be awarded as follows:

20.2.1. One (1) penalty for every second late

20.2.2. Two (2) penalties for every second early

20.2.3. Other penalties as defined in Article 18 above

20.3. In the Controlled Speed Stage segment(s) penalties would be awarded as follows:

20.3.1. Penalty equal to actual time taken from start to finish

20.3.2. Penalties for cones displaced, if any.

20.3.3. Other penalties as defined in Article 18 above

GLOSSARY / ABBREVIATION

DTC	Declared Time Control
FIA	Fédération Internationale de l'Automobile
MAM	Motorsport Association of Malaysia
MPL	Maximum Permitted Lateness
PC	Passage Control
SFTC	Self Time Control
STC	Secret Time Control
TBA	To be announced
VTC	Virtual Time Control



E-SPORT CUP

30TH SEPTEMBER - 1ST OCTOBER 2023

SEPANG INTERNATIONAL CIRCUIT



The MAM is organising the Asia Pacific E Sport Cup as part of the 2023 Asia Pacific Motorsport Championship, which will take place at the Sepang International Circuit, Malaysia from the 30th of September 2023 to 1st October 2023.

Only drivers from that region will be nominated by their respective ASN's to take part. The list of countries eligible are Australia, Bangladesh, Cambodia, Chinese Taipei, India, Indonesia, Hong Kong, Japan, Kyrgyzstan, Mongolia, Malaysia, Macau, New Zealand, Nepal, Philippines, Singapore, South Korea, Sri Lanka, Thailand, Vietnam, Uzbekistan. The fastest 12 countries to register a lap time on the leader board will be invited to compete.

1. General Rules

1.1 Summary

The Asia Pacific Motorsport Championship – Esport Cup will be a LAN event and run on location at the Sepang International Circuit in Malaysia.

Drivers will be selected by their countries ASN, with a maximum of two drivers from each country. Entry fee is EUR200 per ASN.

This E Sport Cup is inscribed as a National event with regional participation through the Motorsports Association of Malaysia. Each team/driver must have an E sport licence with their respective ASN. Drivers must be 16 years of age and above.

The gaming platform used will be Assetto Corsa Competizione and it will be run on PC.

There will be two championships run. One for Drivers on the Saturday and one for Teams on the Sunday.

1.2 Reading and understanding the rules

Every driver participating is agreeing to having understood the rules, and agrees to obey by the rules. By entering, you are bound to the rules. Failure to understand the rules is not 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 as well as future Axle Sports events, at the discretion of the stewards. These include any actions, words, posts or contents that bring disrepute to the competition and/or organiser and/or their sponsors/partners.

Any discriminatory or offending actions, words, posts or contents 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 participants not adhering to that and/or bringing the competition into disrepute will be reported to the stewards and may be penalised.

1.4 Communication

All official communication will be through Discord and Zoom. Information and links will be distributed to all parties following the deadline for entries.

In game broadcast will also be using a mixture of Discord and Zoom and all drivers must at all times have Zoom on with the camera showing themselves driving their rig.

Social media posts and streaming details will be shared with the teams and drivers. It is a requirement that all information provided by the organiser 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, but due to video evidence where the driving behaviour of the car cannot be explained with normal game functions, it is at the stewards discretion that 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 onto the PC's.

1.6 Decisions

Decisions by the organiser are final. If a situation is not covered by the rules, the organiser will have the final decision on it. These decisions are not appealable.

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

2. Organiser

Axle Sports Sdn Bhd
Lot No.1, Jalan SS8/6
Sungei Way Free Trade Industrial Zone
47300 Petaling Jaya
Selangor
Malaysia

3. Declaration of Consent

The Participants agree that their names will appear in live streams and press releases handled by Axle Sports, including all pictures, videos and audios.

The Participants agree that Axle Sports 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. Axle Sports 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 Malaysia. Only the personal data that is required to handle the competition and prize is collected and forwarded onto partners of Axle Sports.

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

You hereby agree that Axle Sports 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, news, promotional and marketing mails or materials from Axle Sports. For the avoidance of doubt, Personal Data includes all data defined within the Personal Data Protection Act 2010 including all data you had disclosed to Axle Sports.

5. Premature Termination of the Competition

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

Axle Sports 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

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

7. Legal Disclaimer

There is no legal recourse. The law of Malaysia applies exclusively and the jurisdiction of Axle Sports shall apply in the event of a dispute. If any of the abovementioned 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 user automatically accepts the conditions of entry.

8. Competition Details

8.1 Format

Races will be run on 2022 tracks and all current cars in GT3 are allowed.

Each team will use a car in its country colours. And they must stay with the same car and liveries for the entire championship. Each ASN will be provided a template of their car chosen to create their livery with.

Setup is open and drivers can choose how much fuel to use in qualifying and race. There may also be ballast applied to the manufacturers in the spirit of ensuring an equal Balance of Performance. The amounts will be announced 2 weeks before Championship weekend.

Track: TBA

Conditions: TBA

Entries through Qualifying leader board

Qualifying for the Esport Cup will be through an online leader board that will be held from September 1st to 3rd 2023. All countries must enter and have at least one driver set a time on the leader board. The fastest 12 countries will be selected from

their fastest individual driver on the leader board and invited to enter once the leader board has closed.

Once invited to compete in the Esport Cup, these ASN's will be required to enter 2 drivers for both competitions – Drivers and Teams.

However, the leader board is only a guide for the ASN's and it is entirely at their discretion in how they select their drivers. They may decide to choose them from the leader board or they may use another qualifying mechanism to decide on which drivers to enter. ASN's must send in their entry by the 11th of September.

Driver Competition

There will be two semi-finals for the driver championship. The top 6 in each semi-final will go through to the finals, which are held on the same day. Qualifying for the semi-finals and finals will be 15min each and will be held just before their races. There is no maximum number of laps during qualifying.

Race length will be 45 min for semi-finals and 60 min for finals. All races must have a compulsory pit stop where drivers must take on a minimum of 1 litre of fuel. Pit stop window opens ten min after race start and closes 10 min before race end.

Teams Championship

Drivers from the same country will make up teams and will share a rig for the team's championship. Qualifying will be 15min per driver and the grid will be set through an average of both lap times.

If a country cannot provide two drivers and only one, then they will have 2 seconds added to their qualifying lap time.

Race duration will be 2 hours with a compulsory pit stop to change drivers. Pit stop window will be between 50min and 70min into the race. Teams can designate which driver to start.

Countries with only one driver must serve an additional stop and go penalty in the first 60 min of the race. This is considered an additional stop to the compulsory pit stop that must be served in the pit stop window. During the penalty stop, no refuelling or changing of tyres is allowed.

8.2 Calendar

2023 Notable dates

31 August	Announcement of track(s)
01 – 03 September	Online leader board



11 September	Entry Deadline
29 September	Official Practice
30 September	Drivers Championship
01 October	Teams Championship

8.3 Timetable (Race week) - UTC + 8 hours [KL]HK

Friday 29th September

- 1300 – 1330 Driver Briefing
- 1430 – 1600 Practice on simulator rigs for drivers in semi-final A (45 min)
- 1630 – 1800 Practice on simulator rigs for drivers in semi-final B (45 min)

Saturday 30th September – Drivers Championship

- 1000 – 1030 Official practice for semi-final A
- 1030 – 1045 Qualifying for semi-final A
- 1055 – 1140 Race for semi-final A
- 1200 – 1300 Lunch
- 1330 – 1400 Official practice for semi-final B
- 1400 – 1415 Qualifying for semi-final B
- 1425 – 1510 Race for semi-final B
- 1700 – 1730 Official practice for Finals
- 1730 – 1745 Qualifying for Finals
- 1755 – 1855 Finals race (1 hour)

Sunday 1st October – Teams Championship

- 1030 – 1200 Simulator setup practice
- 1200 – 1300 Lunch
- 1330 – 1345 Official practice
- 1345 – 1400 Qualifying for driver A
- 1415 – 1430 Qualifying for driver B
- 1530 – 1545 Warm up
- 1555 – 1755 Finals race (2 hours)

The organiser reserves the right to change the timetable provided they give fair and proper warning to the competitors. Drivers and Teams will be contacted through their emails and sent a discord link, through which official communication will be sent.

8.4 Championship Points

There is no point system as there are two separate championships run in separate finals on different days.

8.5 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 one 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 and may choose to carry points over from the drivers' championship to the teams championship.

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 an incident which results in a 5 second penalty.

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

8.6 Success ballast

There is no Success ballast

8.7 Cars allowed and ballast

- Aston Martin AMR V8 Vantage GT3
- Audi R8 LMS Evo 2 GT3 2022
- Bentley Continental GT3 2018
- BMW M4 GT3
- Honda NSX Evo GT3
- Ferrari 296 GT3 2023
- Lamborghini Huracan GT3 Evo 2 2023
- McLaren 720S EVO GT3
- Mercedes AMG GT3 2020
- Porsche 911 GT3 R (992) 2023

BOP will be announce two weeks before the Championship starts.

8.8 Settings

Traction control: allowed

ABS: allowed

Stability control: not allowed

Ideal line: not allowed

Automatic gearbox: not allowed

Engine start: No restrictions

Wipers: No restrictions

Lights: Automatic only

Pit limiter: No restrictions

8.9 Prizes

Championship Prizes

Trophies or medals for top 3 in each championship.

9. Eligibility

Participants must be a citizen of the country it represents. Only ASN's of each country entered can choose their 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.

Exceeding the track boundaries repetitively is not allowed and will be automatically penalized with a penalty. You will see the penalty given on your screen.

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

10.6 Race Line

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

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

10.7 Qualifying

In qualifying, it is your own responsibility to find free space on the track when starting a hot lap. A car on a hot lap does not have to yield for a faster car approaching from behind. If you are on an in- or out-lap, however, you have to let faster cars or cars on timed laps pass you without blocking them. If you are on a fast lap approaching a slow car, flashing your lights is a way of notifying them that you're on a fast lap.

Stopping on track – We recommend that you drive back to the pits and do not exit while on track. If you have a problem and need to exit while on track, make sure you do it offline or even in the runoff area. If you block or interfere with another car while on track, you will be reported to the stewards and may get a penalty.

Any infractions in qualifying will result in a drive through penalty in the race, which will be served in the first stint.

10.8 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.

10.9 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 penalised 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 white diagonal flag

A black and white diagonal flag signals when you go off the racing surface. You have to slow down to give back any advantage gained by cutting the track as instructed by the software/game.

11.4 Black flag

A black flag indicates a disqualification.

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 drivers, staff, or the spectators
- Violations of track boundaries
- Unsafe track entry

12.2 Definition of infringements

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

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

- Ignoring black flags

12.3 Possible Penalties

- A) Time penalty (Added to their result post-race)
- B) Deletion of laps
- C) Drive Through
- D) Race ban
- E) Deletion of some or all championship points

*If a driver has a qualifying ban and is taking part, his entry will have to sit out qualifying even if he is not actually qualifying the car.

12.4 Reporting for incidents and penalties

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

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 the 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 or recorded 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 the protests can be made by the drivers involved in defence of the incident protested. However, any decision made is final.

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

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

12.5 Appeal

There are no appeals allowed.



ADDRESS

Motorsports Association of Malaysia

The Nizra Building,
Level 2, No.8, Jalan Sri Penchala,
Sungai Penchala,
60000 Kuala Lumpur, Malaysia.



EMAIL

admin@mam.org.my



FOR ENQUIRIES:

CONTACT US