

23rd – 25th October 2026
Bira Circuit, Chonburi



OFFICIAL GUIDEBOOK

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INTRODUCTION

THE ASIA-PACIFIC MOTORSPORT CHAMPIONSHIP 2026, PROUDLY HOSTED IN THE KINGDOM OF THAILAND, STANDS AS A PREMIER TESTAMENT TO REGIONAL COLLABORATION, ORGANIZED UNDER THE UNIFIED VISION OF THE ASIA-PACIFIC ASNS, WITH THE ROYAL AUTOMOBILE ASSOCIATION OF THAILAND UNDER ROYAL PATRONAGE (RAAT) SERVING AS THE PROUD HOST NATION.

THIS CHAMPIONSHIP REFLECTS OUR STEADFAST COMMITMENT TO ELEVATING THE BENCHMARKS OF MOTORSPORT EXCELLENCE ACROSS THE REGION, WHILE FIRMLY REINFORCING THAILAND'S POSITION AS A WORLD-CLASS DESTINATION FOR ELITE, HIGH-CALIBER COMPETITION. FEATURING A METICULOUSLY STRUCTURED FORMAT AND A COMPREHENSIVE COMPETITIVE FRAMEWORK, THE EVENT OFFERS AN UNPARALLELED PLATFORM FOR THE REGION'S FINEST TALENTS TO SHOWCASE THEIR PRECISION, SPEED, AND TECHNICAL MASTERY ON AN INTERNATIONAL STAGE.

WE EXTEND OUR FORMAL INVITATION AND DEEPEST GRATITUDE TO ALL PARTICIPATING NATIONS, ELITE TEAMS, AND PARTNER ASNS WHOSE COLLECTIVE SPIRIT, PROFESSIONALISM, AND PASSION DRIVE THIS LANDMARK EVENT FORWARD. YOUR PRESENCE EMBODIES THE UNITY, DIVERSITY, AND SHARED AMBITION THAT DEFINE THE GLOBAL MOTORSPORT COMMUNITY.

TOGETHER, LET US STRENGTHEN OUR VIBRANT ECOSYSTEM AND INSPIRE THE NEXT GENERATION OF DRIVERS, ENGINEERS, AND ENTHUSIASTS THROUGHOUT THE ASIA-PACIFIC.

LET THAILAND BE THE ULTIMATE STAGE WHERE PASSION MEETS PRECISION, AND WHERE THE SPIRIT OF MOTORSPORT ACCELERATES INTO A NEW ERA!



LOCATION



Certain Event Locations Liable To Change

KARTING SPRINT/ENDURANCE

- Track Length: Around 1,321 to 1,334 meters.
- Average Speed: 90 Kmph
- Max Speed: 100-115 kmph
- Minimum Speed: 25-35 kmph
- Direction: Clockwise
- Pole: Right Side
- Width of the Start line: 8-10m

KARTING SLALOM

- The Karting Slalom area is located on the main straightaway in front of the grandstand/pit lane (Main Straight) of the main Bira car circuit

AUTO GYMKHANA

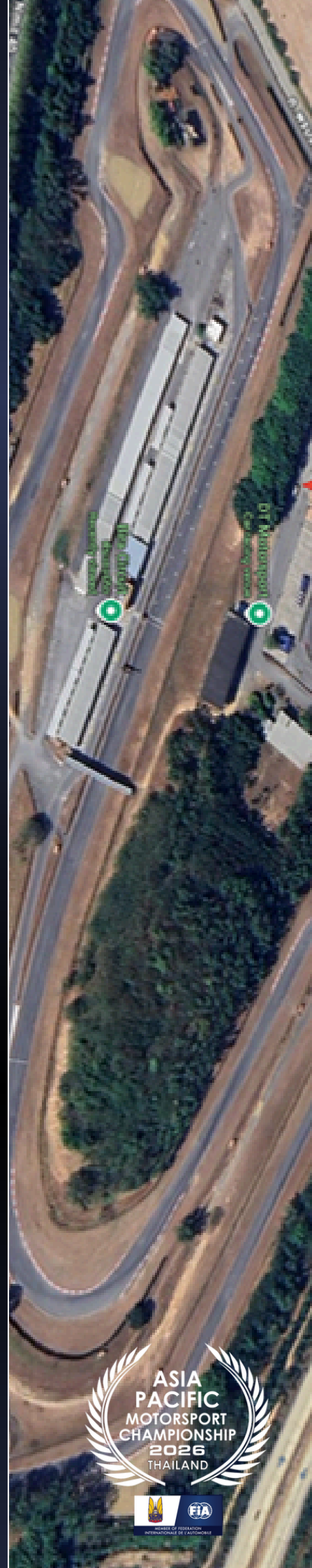
- Eligible Car : Identical cars provided by the organizer (TOYOTA YARIS ATIV)
- Track: Dedicated paddock/tarmac area on the west side of the Bira Circuit main track
- Track Length: Approx. 350 – 500 meters (Custom layout setup with cones inside the Gymkhana zone)

AUTOCROSS

- Event Type: Single-car timed event on a marked course.
- Course Surface: Mixed surface (Gravel and Tarmac / Up hill and Down hill) on the dedicated AUTOCROSS track

E-SPORTS

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



GENERAL INFORMATION

Participation

- Any ASN within the Asia Pacific Region may nominate drivers to take part in the Asia Pacific Motorsport Championship 2026.
- An ASN may also issue National Licences, which can include an inscription restricting the validity to its country or to a specific competition category.
- A Letter of No Objection (NOC) is mandatory for all competitors.

Event Details

- Closest Airport: Suvarnabhumi International Airport
- Location of Events: Bira Circuit, Pattaya, Chonburi
- Currency Used: THB (BAHT) , EUR (EURO)
- Taxi App: GRAB / LINE MAN / BOLT

Entry Dates

- Entry Opening Date: 1st of June 2026
- Entry Closing Date: 10th of October 2026

Ceremony Details

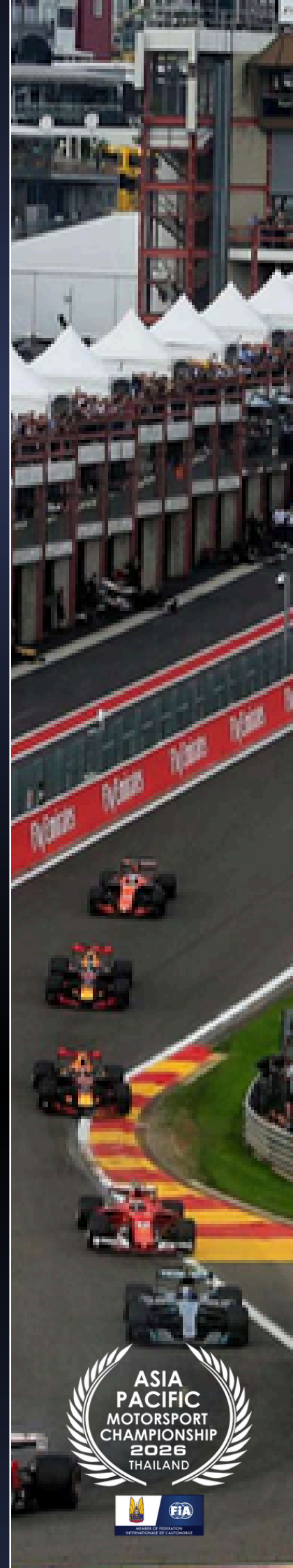
- Opening Ceremony: 18:00 Hrs., 23rd October 2026
- Closing Ceremony: 19:00 Hrs., 25th October 2026

Entry Fees

- Karting Sprint: €400 (per Individual)
- Karting Endurance: €700 (per Team – Arrive & Drive)
- Karting Slalom: €100 (per Individual)
- Autocross: €500 (per Individual – Arrive & Drive)
- Auto Gymkhana: €200 (per Individual – Arrive & Drive)
- E-Sport: €100 (per Individual per Category – Arrive & Drive)

License Requirements

- **National / International Competition License issued by ASN, along with a No Objection Letter from ASN.**

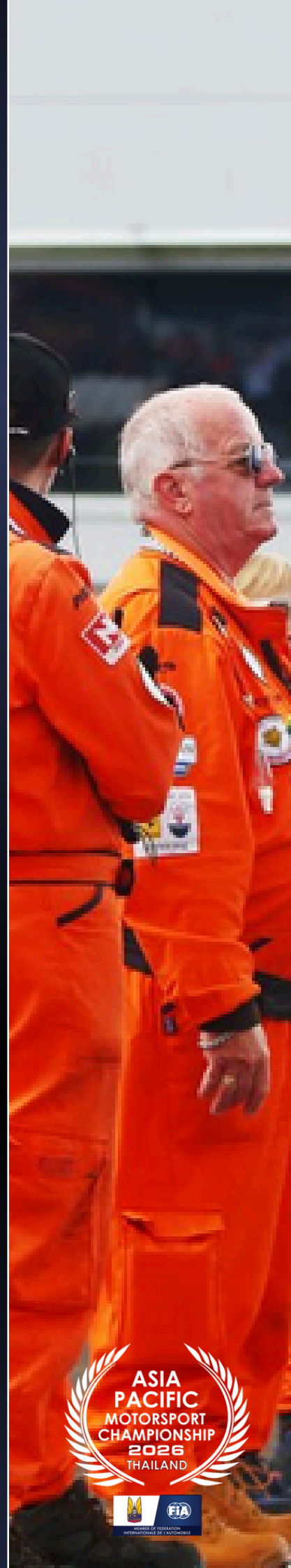


Volunteers and Officials

The RAAT will be welcoming volunteers and officials to assist in the APMC 2026. There will be an invitation e-mails to you!

RAAT to sponsors

- Accommodation costs at the hotel (ECO HOTEL by Thammasat) for local association field officials and executives for 3 nights
- Food and beverage expenses at the racing venue, including breakfast at the hotel
- Transportation costs via shuttle service between the hotel and the racing venue
- Welcome and farewell event admission fees



ELIGIBILITY

KARTING SPRINT

- Cadet: 8-12 years
- Junior: 12-15 years
- Senior: 16 & above

KARTING ENDURANCE

- Age: 12 years and above (2 drivers per team)

KARTING SLALOM

- Cadet: 8-12 years
- Junior: 12-15 years
- Senior: 15 -31 years
- Master: 31-45 years
- Veteran: 45 years old and above
- Ladies: 8 years & above

E-SPORTS

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

AUTOCROSS

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

AUTO GYMKHANA

- Male Solo: 18 years and above (2 drivers per team)
- Female Solo: 18 years and above (2 drivers per team)

UPDATED REGISTRATION RULES:

Access: Open to all drivers (No quota restrictions per country)

Process: First-Come, First-Served basis

Note: Slots are strictly limited and will close as soon as capacity is reached! the registration closing date of 10th October 2026.



ACCOMMODATIONS & TRANSPORTATION

HOTELS

1. ROYAL CLIFF BEACH HOTEL PATTAYA (5 STARS BEACHFRONT RESORT)

KEY POINT : +66 38 250 421

- Mini Suite Plus Sunrise View THB 4,500

2. HEALTH LAND RESORT AND SPA (4 STARS CITY RESORT & SPA)

KEY POINT : +66 33 154 999

- Deluxe Room THB 1,900
(Same price for single or double beds.)

3. THE HERITAGE PATTAYA BEACHFRONT RESORT (4 STARS CITY / BEACHFRONT RESORT)

KEY POINT : +66 38 250 888

- Deluxe King THB From 2000 – 3000 THB
- Deluxe Twin THB From 2200 – 3000 THB

VEHICLE RENTAL SERVICE

HERTZ

Refer to approval E-mail after the application completion



ACCOMMODATIONS

HOTELS #1

1. ROYAL CLIFF BEACH HOTEL PATTAYA (5 STARS BEACHFRONT RESORT)

KEY POINT :+66 38 250 421

- MINI SUITE PLUS SUNRISE VIEW THB 4,500



PATTAYA CITY



ACCOMMODATIONS

HOTELS #2

2.THE HERITAGE PATTAYA BEACHFRONT RESORT (4 STARS CITY / BEACHFRONT RESORT)

KEY POINT : +66 38 250 888

- Deluxe King THB From 2000 – 3000 THB
- Deluxe Twin THB From 2200 – 3000 THB



PATTAYA City



ACCOMMODATIONS

HOTELS #3

3. Health Land Resort And Spa

(4 Stars City Resort & Spa)

KEY POINT : +66 33 154 999

- Deluxe Room THB 1,900
(Same price for single or double beds.)



PATTAYA CITY



VEHICLE RENTAL SERVICE

Special prices for APMC 2026 attendees !!!

Receive your booking code via email once your application is approved.

Hertz

Economy (Auto) Toyota Yaris Ativ 1.2 5 2 91 Oct		770 THB / Day
Economy (Auto) Honda City 1.0 Turbo 5 2 91 Oct		770 THB / Day
Mini MPV (Auto) Toyota Veloz 1.5 7 3 91 Oct		1,139 THB / Day
Full Size SUV (Auto) Toyota Fortuner 2.4 7 3 91 Oct		1,870 THB / Day

>>>>
**HERTZ CAR
HIRE.**
LET'S GO! *Let's Go!*



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

REGISTRATIONS & REGULATIONS

23rd – 25th October 2026

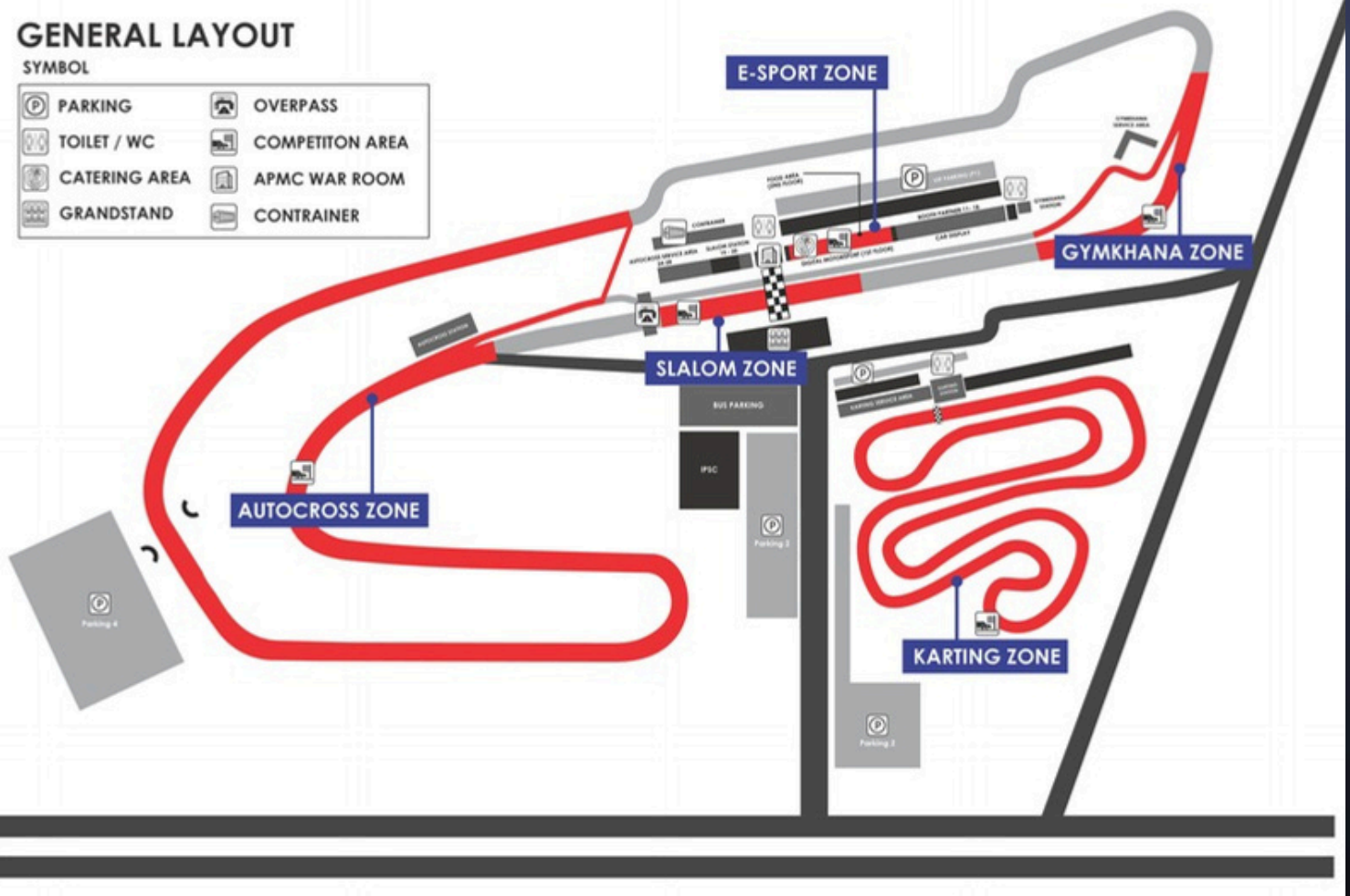
Bira Circuit, Chonburi



GENERAL LAYOUT

SYMBOL

	PARKING		OVERPASS
	TOILET / WC		COMPETITION AREA
	CATERING AREA		APMC WAR ROOM
	GRANDSTAND		CONTRAINER



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

KARTING SPRINT

23rd – 25th October 2026

Bira Circuit, Chonburi



The RAAT is organizing the Asia Pacific Karting Sprint Cup as part of the 2026 Asia Pacific Motorsport Championship, which will take place at the Bira Circuit, Chonburi, from 23rd October 2026 to 25th October 2026.

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

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

1. REGULATIONS

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

2. GENERAL UNDERTAKINGS

All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code 2026 («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations») the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

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

- The Sprint (2-Stroke) is run over one single Competition.
- The Competition will have the status of National Competition, with foreign participations

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

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

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

3. CLASSIFICATIONS

Article 19 of the Specific Prescriptions.

4. ENTRANTS' APPLICATIONS

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

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

4.3. Applications to participate in the Sprint must be submitted to the RAAT by the 10th October 2026 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses, Copy of the Passport and by the entry fees to the order of the RAAT. Successful applicants are automatically admitted to the Sprint Competition.

4.4. In case of more applications to participate than available seats (30 per category), complete dossiers with payment will be accepted as a priority.

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

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

5. 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/her license and passport.

The number of entries in the Sprint will be limited to 30 per Category.

6. ELIGIBLE DRIVERS

6.1. For the Cadet Sprint Competition: Drivers who are at least 8 years old (or who reach their 8th birthday by the event) and 12 years old as a maximum on the date of the event.

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

6.3. For the Senior Sprint Competition: Drivers who are at least 16 years old (or who reach their 16th birthday by the event). There is no maximum age.

6.4. The drivers must provide a No Objection Letter from the ASN they are representing and have been selected by the ASN of that country. (2 drivers per class per ASN)

6.5. Should the RAAT 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 RAAT secretariat.

6.6. 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 RAAT before the 10th October 2026.

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

7. ELIGIBLE KARTS AND EQUIPMENT

7.1. For the Cadet Sprint Competition: The Competition is reserved for Cadet karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:
IAME X30 60cc.

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

7.2. For the Junior Sprint Competition: The Competition is reserved for Junior karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:
IAME X30 125cc.

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

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

7.4. For the Senior Sprint Competition: The Competition is reserved for Senior karts, as defined by the FIA Karting Technical Regulations, with the following specific characteristics for the engine:
IAME X30 125cc.

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

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

8. DRIVER EQUIPMENT

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

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

8.2. Helmet

- All Cadet drivers MUST WEAR a proper neck brace.

8.3. For Drivers under 15 years old:

- Snell-FIA CM (CMS2016/CMR2016)
- Must be lightweight (<1,500 g including visor & paint).

8.4. For Drivers over 15 years old:

- FIA 8859-2024, FIA 8878-2024, FIA 8860-2018, Snell K2020/K2025, SA2020/SA2025 or equivalent Snell/FIA standards.
- K2025 & SA2025 only valid if dual-certified with FIA standards.

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

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

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

- Number of chassis: 1
- Number of engines: 1 (1 additional engine is allowed for spare)
- Sets of «slick» tyres: 2 as prescribed for the Sprint
- Sets of «wet» tyres: 1 as prescribed for the Sprint

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

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

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

9. MAXIMUM NUMBER OF SLICK & WET WEATHER TYRES

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

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

9.2. Distribution: Tyres will be distributed in the Servicing Park.

9.3. 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.

9.4. 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.

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

9.6. 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.

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

10. FUEL & FUEL/OIL MIXTURE

There will be no fuel impounded in Parc Ferme area. All fuel used need to be from following type and purchased at nominated fuel station.

Benzene 95



Susco Petrol Station

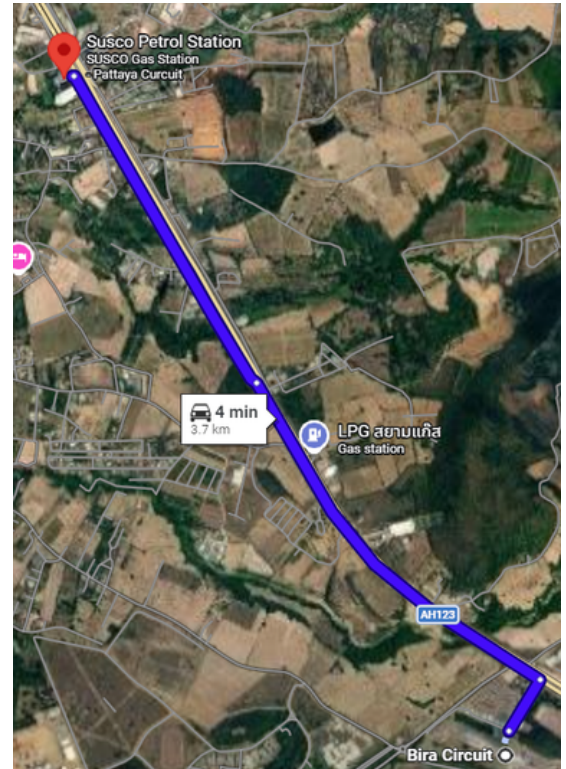
66 2 ถนนหมายเลข 36 Pong, Bang Lamung District,
Chon Buri 20150

<https://maps.app.goo.gl/7C4EKmswGAg23fv59>

FUEL TESTING

Fuel samples maybe taken by scrutineering for examination. Scrutineering has the right to replace fuel of any participant at any time during the event. Samples will be taken with Digatron FT64 Fuel Tester. Allowed dielectric (dC) **value is maximum 20 (with a margin of 1)**. Any value over will be reported to the stewards.

Scrutineering team will have fuel sample onsite and will be able to test competitor fuel only as a reference. The fuel tested after each official session is the only official measurement that is valid.



11. GENERAL SAFETY

Article 2.14 of the General Prescriptions.

12. RUNNING OF THE COMPETITION

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

12.1. QUALIFYING PRACTICE

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

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

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

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

12.2. QUALIFYING HEATS

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

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

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

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

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

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

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

12.3. POINTS TABLE FOR QUALIFYING HEATS

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

12.4. SUPER HEAT

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

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

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

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

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

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

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

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

12.5. POINTS TABLE FOR SUPER HEAT

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

12.6. FINAL

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

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

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

13. STARTING GRIDS

Article 2.19 of the FIA Karting General Prescriptions.

14. STARTING PROCEDURE

14.1. Article 2.20 of the FIA Karting General Prescriptions.

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

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

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

15. SUSPENDING A RACE

Article 2.21 of the FIA Karting General Prescriptions.

16. RESUMING A RACE

Article 2.22 of the FIA Karting General Prescriptions.

17. FINISH

Article 2.23 of the FIA Karting General Prescriptions.

18. PARC FERMÉ

Article 2.13 of the FIA Karting General Prescriptions.

19. INCIDENTS

Article 2.24 of the FIA Karting General Prescriptions.

20. ENTRIES

20.1. Entry fees must be paid by the Entrant and the entry form completed on the Official RAAT Motorsport Championship Entries platform via the Registration Form via the APMC Website.

20.2. The RAAT must have received entry fees through the dedicated RAAT-Motorsport Championship platform Registration Form via the APMC 2026 Website, at the latest on the closing date of entries, set at 10th October 2026.

20.3. The entry fee is EUR400 per individual, will include the entry fee only to the Competition. Fuel & tyres will be the responsibility of the Driver/Entrant.

21. ASIA PACIFIC MOTORSPORT CHAMPIONSHIP 2026

21.1. The Asia Pacific Motorsport Championship 2026: Karting Sprint Cadet, Karting Sprint Jr & Karting Sprint Sr Cup will contribute one Gold, one Silver and one Bronze medal per category, towards the overall Asia Pacific Motorsport Championship medal table.

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

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

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

22. USE OF THE TRACK

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

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

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

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

23. OVERTAKING/DEFENDING

23.1. GENERAL

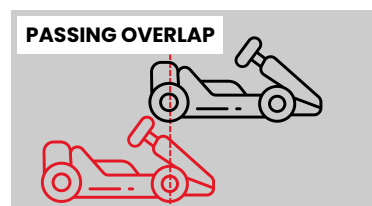
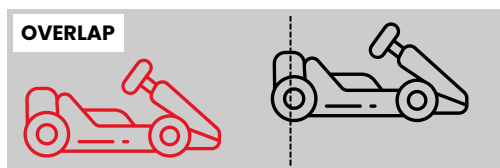
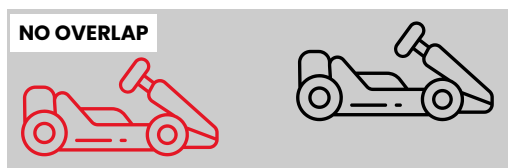
23.1.1. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards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

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

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

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

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



23.2. CORNER APPROACH

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

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

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

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

23.3. Corner Exit

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

23.3.2. If the kart in front is 'nudged' wide and loses position this would be considered a breach and could incur a penalty (see also Article 13F).

24. BEING LAPPED

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

25. GENERAL SAFETY

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

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

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

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

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

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

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

25.8. If a driver is involved in a collision, he/she must not leave the circuit without the Stewards' agreement.

25.9. No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.

25.10. The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the Pit Entry.

25.11. Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.

25.12. In each session of the Race Meeting, drivers must at all times wear the full equipment defined under Art.6 of these Regulations (Art.7 of the FIA Karting Technical Regulations).

25.13. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, bikes/scooters, Segways, wheelbarrows, pogo- sticks and other such equipment by extension. The driving of karts in the Paddock Area is forbidden under all circumstances.

25.14. In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director or Clerk of the Course in collaboration with the Chairman of the Stewards. Normally, racing will only be halted if driving conditions become dangerous, e.g., in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.

25.15. It is the Entrant's responsibility to ensure that all persons concerned by his/her Entry observes all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the event, he/she must nominate a representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the Entrant and/or separately for ensuring that the provisions are observed.

25.16. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

25.17. It is imperative that, when seated in the kart, drivers are positioned so as to enable full and proper use of the steering wheel and pedals without overstretching. Further, the driver's eye-level in relation to the top of the steering wheel and Nassau Panel must permit adequate visibility straight ahead.

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

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

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

26. CODE OF CONDUCT

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

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

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

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

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

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

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

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

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

27. INCIDENTS

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

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

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

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

28. PENALTY CATALOGUE

28.1. FALSE START

TYPE A – During the formation lap, while approaching the start line, a kart has two wheels on or outside the tram lines before the red lights are extinguished to start the race (as illustrated by kart No. 2 on the right).

Penalty: 3 seconds

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

Penalty: 5 seconds

28.2. JUMP START

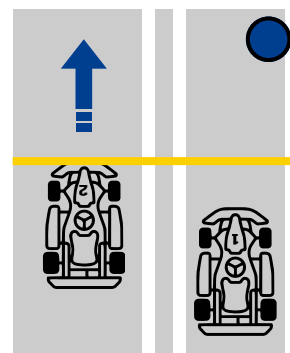
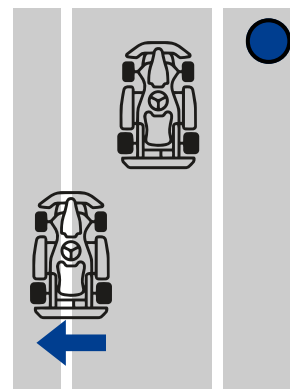
A **JUMP-START** is declared by a Judge of Fact when a kart either

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

Penalty: 5 seconds

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

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



28.3. CUTTING-IN

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

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

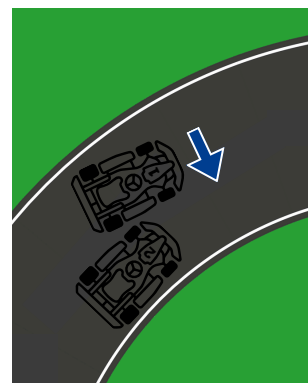
An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) Minimum 5 seconds

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



28.4. OVERTAKING WITH ADVANTAGE

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

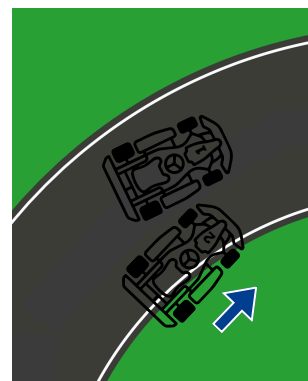
An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

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



28.5. CROWDING, PUSHING or SQUEEZING

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

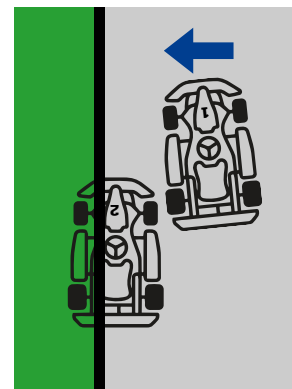
For this provision to apply, kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).

An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) Minimum 5 seconds



28.6. BUMPING or CONTACT

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

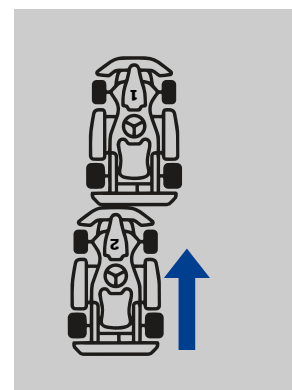
Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.

An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



28.7. SHORT-CUTTING OR EXCEEDING CIRCUIT LIMITS

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

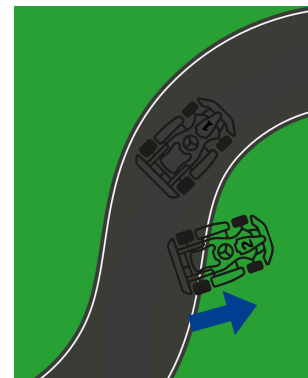
The reasons for leaving the track are irrelevant.

An advantage is gained if (either/or):

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

Penalty (no advantage gained) : Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



28.8. WEAVING or BLOCKING

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

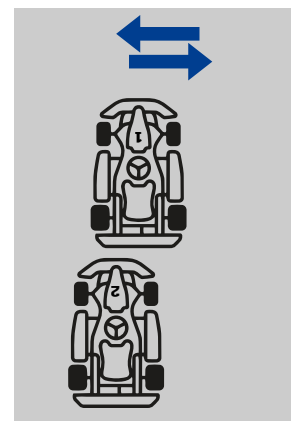
The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking maneuver is irrelevant.

An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



28.9. TECHNICAL INFRINGEMENT

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

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

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

Typical examples of a technical might include:

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

Penalty: Disqualification

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



28.10. FORMATION LAP OFFENCES

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

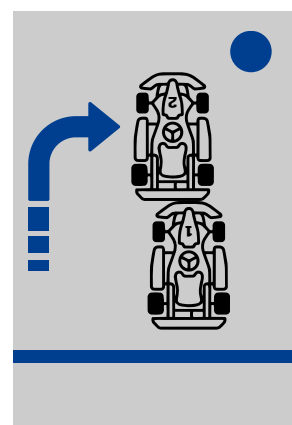
Penalty: 5 seconds

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

Penalty: 5 seconds

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

Penalty: Grid penalty in future race

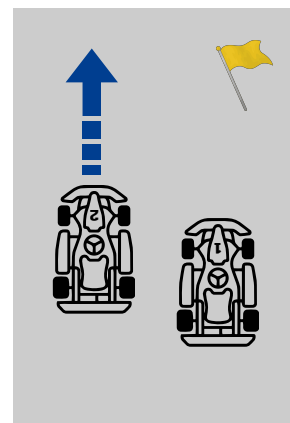


28.11. IGNORING FLAG SIGNALS

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

Typical examples of ignoring flag signals might include:

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



Penalty: Minimum 5s up to Disqualification

28.12. CAUSING A COLLISION

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

An advantage is gained if (either/or):

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

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) : Minimum 5 seconds



28.13. FRONT FAIRING MOUNTING KIT

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

TYPE A – DETACHMENT – A Judge of Fact reports the front fairing of a kart to be in an unacceptable position as defined in the Sporting Regulations of the Event.

Penalty (Race): 5 seconds

Penalty (Qualifying): Deletion of fastest lap

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

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

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

NOTE:

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

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

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

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

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

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

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

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

29. JUDICIAL MATTERS

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

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

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

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

29.5. POINTS PENALTIES:

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

30. JUDGES OF FACT

The Judges of Fact at each race event shall normally be the Starter, Chief Timekeeper, Scale Marshal, Barcode Officials, Grid Marshal and Chief Scrutineer.

Any other appointed Judges of Fact will be specified in the Supplementary Regulations or Competitor Bulletins.

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

Race Week Calendar – Schedule

Friday 23rd October 2026

Time	Class	Duration	Program	Remark
8.00 - 8.20	-	20mins	Track inspection	
8.30 - 9.00	-	30mins	Track walk	
9.00 - 9.13	Cadet B	13mins	Paid Practice	
9.15 - 9.28	Cadet	13mins	Paid Practice	
9.30 - 9.43	Junior	13mins	Paid Practice	
9.45 - 9.58	Senior	13mins	Paid Practice	
10.00 - 10.13	Cadet B	13mins	Paid Practice	
10.15 - 10.28	Cadet	13mins	Paid Practice	
10.30 - 10.43	Junior	13mins	Paid Practice	
10.45 - 10.58	Senior	13mins	Paid Practice	
11.00 - 11.13	Cadet B	13mins	Paid Practice	
11.15 - 11.28	Cadet	13mins	Paid Practice	
11.30 - 11.43	Junior	13mins	Paid Practice	
11.45 - 11.58	Senior	13mins	Paid Practice	
12.00 - 13.00	All class	60mins	Lunch	
13.00 - 13.13	Cadet B	13mins	Paid Practice	
13.15 - 13.28	Cadet	13mins	Paid Practice	
13.30 - 13.43	Junior	13mins	Paid Practice	
13.45 - 13.58	Senior	13mins	Paid Practice	
13.00 - 17.00	All class	240mins	Scrutineering	

Race Week Calendar – Schedule

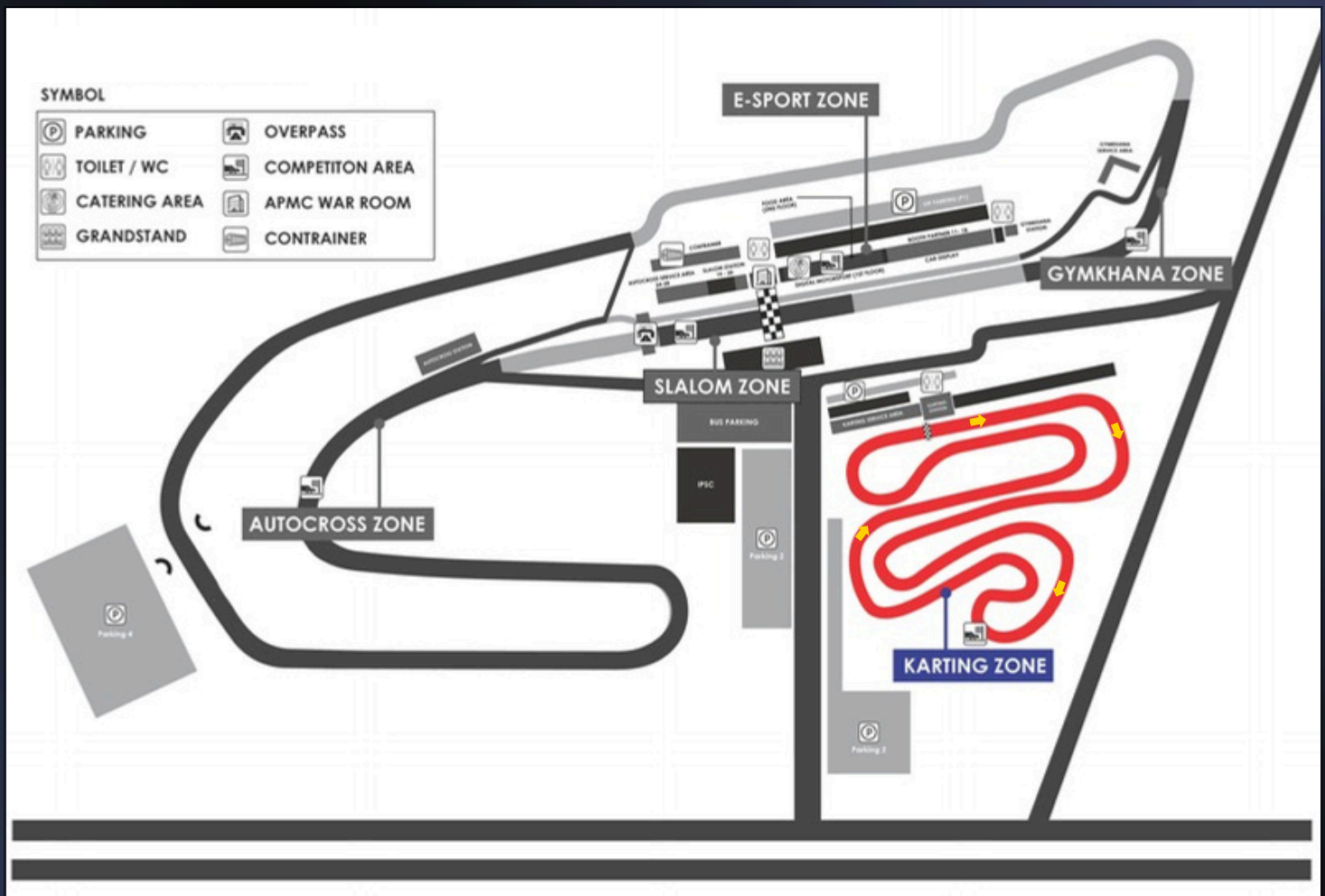
Saturday 24th October 2026

Time	Class	Duration	Program	Remark
7.30	-		Track Open	
7.30 - 7.50	All class	20mins	Track Walk	
8.00 - 8.13	Cadet B	13mins	Official Practice	
8.15 - 8.28	Cadet	13mins	Official Practice	
8.30 - 8.43	Junior	13mins	Official Practice	
8.45 - 8.58	Senior	13mins	Official Practice	
9.00 - 9.15	-	15mins	Media briefing	
9.15 - 9.45	-	30mins	Karting Sprint Driver Briefing	
10.15 - 10.23	Cadet B	8mins	Qualifying	
10.33 - 10.41	Cadet	8mins	Qualifying	
10.51 - 10.59	Junior	8mins	Qualifying	
11.09 - 11.17	Senior	8mins	Qualifying	
11.20 - 11.35	Cadet B	8laps	Heat1	
11.40 - 11.55	Cadet	10laps	Heat1	
12.00 - 12.15	Junior	10laps	Heat1	
12.20 - 12.35	Senior	10laps	Heat1	
12.35 - 13.30	All class	45mins	Lunch	
13.30 - 13.45	Cadet B	8laps	Heat2	
13.50 - 14.05	Cadet	10laps	Heat2	
14.10 - 14.25	Junior	10laps	Heat2	
14.30 - 14.45	Senior	10laps	Heat2	

Sunday 25th October 2026

Time	Class	Duration	Program	Remark
8.00 - 8.15	-	15mins	Track Walk	
8.20 - 8.28	Cadet B	10mins	Warm Up	
8.30 - 8.38	Cadet	10mins	Warm Up	
8.40 - 8.48	Junior	10mins	Warm Up	
8.50 - 8.58	Senior	10mins	Warm Up	
9.00 - 9.20	Cadet B	10laps	Super Heat	
9.25 - 9.45	Cadet	14laps	Super Heat	
9.50 - 10.10	Junior	14laps	Super Heat	
10.15 - 10.35	Senior	14laps	Super Heat	
10.40 - 11.00	Cadet B	10laps	Final	
11.05 - 11.25	Cadet	16laps	Final	
11.30 - 11.50	Junior	18laps	Final	
11.55 - 12.15	Senior	18laps	Final	
12.15 - 13.00	All class	45mins	Lunch	

KARTING SPRINT LAYOUT



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

KART ENDURANCE

23rd – 25th October 2026
Bira Circuit, Chonburi



The Royal Automobile Association of Thailand Under Royal Patronage (RAAT) is organizing the Asia Pacific Endurance Cup 2026 as part of the 2026 Asia Pacific Motorsport Championship, which will take place at Bira Circuit, Chonburi, Thailand, from 23rd October 2026 to 25th October 2026.

The APMC Karting Endurance Cup 2026 will be awarded to the nation obtaining the highest amount of points in the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition.

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

RULES & REGULATIONS

Session	Duration
Qualifying Session	15 Minutes
Race Session	2 Hours

Competition Format

- The Endurance (4-Stroke) is run over one single Competition.

Qualifying Session

- The qualifying session duration shall be 15 minutes.
- Grid positions shall be determined based on each driver's fastest lap time.
- In the event that two competitors record identical fastest lap times, the second-fastest lap time shall determine the ranking order.
- Failure to participate in the qualifying session shall be deemed as withdrawal from the session.
- Cars shall be allocated by lottery draw twice:
 1. Qualifying Session
 2. Race Session

Starting Procedure

- The race shall commence using a Rolling Start procedure in accordance with FIA Sporting Regulations.

Team Structure

- Each team shall consist of 2 drivers.
- Drivers who are at least 12 years old (or who reach their 12th birthday by the event). There is no maximum age. 2 drivers per team.

Race Session

- Total race duration shall be 2 Hours + 1 lap.
- The starting order shall be based on the qualifying results.
- The winner shall be the team completing the highest number of laps within the allotted race time.

Regulations

Regulation	Requirement
Mandatory Driver Change at Each Pit Stop	Yes
Mandatory Driver Changes	Minimum 3 Times
Driver Change Penalty	-5 Laps per missing driver change

Penalties

Infringement	Penalty
Insufficient Driver Changes	-5 Laps per Missing Driver Change
Weight Below Minimum Requirement	-5 Laps
Unauthorized Pit Exit	-5 Laps
Illegal Vehicle Adjustment	Disqualification (DQ)
Use of Communication system in helmet or Recording Devices	Disqualification (DQ)

Driver Change Regulations

- Every driver change must involve a different driver from the previous stint.
- Drivers who have completed a stint must sign the official control sheet after every driver change.
- Before entering the weighing scale:
 - - The engine must be switched off.
 - - The vehicle must be pushed manually onto the scale.
- Before rejoining the track, drivers must receive authorization from the pit exit marshal indicated by a green flag signal.
- Failure to comply shall result in a -5 Laps penalty.

Weight Regulations

- The combined minimum weight of the race vehicle and driver must not be less than 215 kilograms.
- Ballast management and calculation are the responsibility of the competitor/team.
- Only organizer-approved ballast weights may be used.
- Failure to meet the minimum weight requirement shall result in a -5 Laps penalty.
- Failure to install ballast or incomplete ballast installation shall result in a -5 Laps penalty.

Fuel Regulations

- Refueling is prohibited during the first hour of the race.
- Refueling may only be conducted at the designated refueling area.
- Refueling operations shall be handled exclusively by official marshals appointed by the organizer.
- A maximum of 5 refueling marshals shall be available simultaneously.
- In cases where multiple teams request refueling simultaneously, priority shall be determined on a first-come, first-served basis.
- Teams may specify the desired amount of fuel to be added.

Vehicle Technical Regulations

- Any modification or adjustment to the race vehicle is strictly prohibited during the competition, including:
 - - Wheel alignment adjustments
 - - Tire pressure adjustments
 - - Vehicle setup modifications
- Violations shall result in Disqualification (DQ).
- Identical chassis and engines are supplied by the organization and its partners to promote a level playing field throughout the APMC 2026. Only components provided by the organisation and available to all competitors can be used. Karts will be allocated on 23rd October 2026 using a random draw by RAAT.

Communication & Recording Devices

- The use of communication system in helmet devices during the competition is prohibited.
- Cameras, video recording devices, and onboard recording equipment are strictly prohibited.
- Violations shall result in Disqualification (DQ).

Replacement Vehicle Regulations

- If a race vehicle becomes damaged and unable to continue, the team may continue the race using a replacement vehicle.
- The replacement procedure shall automatically count as a driver change.
- The retiring driver must report and sign at the designated official control point.
- A maximum of 5 replacement vehicles shall be available.
- Once all replacement vehicles have been used, any subsequent retirement shall be classified as Did Not Finish (DNF).
- In the event of a car breakdown on the track, the driver must manually ballast the car to match its original weight.

Sporting Governance

- Sporting regulations shall follow FIA standards and the applicable provisions outlined in the APMC Sporting Manual.
- Any matter not specifically covered herein shall be subject to the final interpretation and decision of the Race Director and Stewards of the Meeting.

STARTING GRIDS

Article 2.19 of the FIA Karting General Prescriptions.

STARTING PROCEDURE

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

- Article 2.21 of the FIA Karting General Prescriptions.

RESUMING A RACE

- Article 2.22 of the FIA Karting General Prescriptions.

FINISH

- Article 2.23 of the FIA Karting General Prescriptions.

PARC FERMÉ

- Article 2.13 of the FIA Karting General Prescriptions.

INCIDENTS

- Article 2.24 of the FIA Karting General Prescriptions.

ENTRIES

- Entry fees must be paid by the Entrant and the entry form completed on the Official RAAT Motorsport Championship Entries platform via the Registration Form via the APMC Website.
- The RAAT must have received entry fees through the dedicated RAAT-Motorsport Championship platform Registration Form via the APMC 2026 Website, at the latest on the closing date of entries, set at 20th September 2026.
- The entry fee is EUR700 per Endurance Team, will include the entry fee and all necessary expenses. (Fuel, Tires, Kart Maintenance)

Damage Deposit

- A sum of THB 10,000 should be placed as a cash deposit by each Team at the time of registration / scrutineering as a minimum loss against vehicle damage. This sum shall not be considered final in the event of damage. By submission of entry, the competitor agrees to settle any loss caused as a result of vehicle damage as determined by stewards / technical delegate. Damage bills will be at actual (from the vendor), and The Team or drivers will be liable for the sum in full. A list of component costs will be supplied as an ASR.

Race Week Calendar – Schedule

Friday 23rd October 2026

Time	Class	Duration	Program	Remark
8.00 - 8.20	-	20mins	Track inspection	
8.30 - 9.00	-	30mins	Track walk	
12.00 - 13.00	All class	60mins	Lunch	
13.00 - 17.00	All class	240mins	Scrutineering	
14.00 - 16.00	Endurance	120mins	Paid Practice	

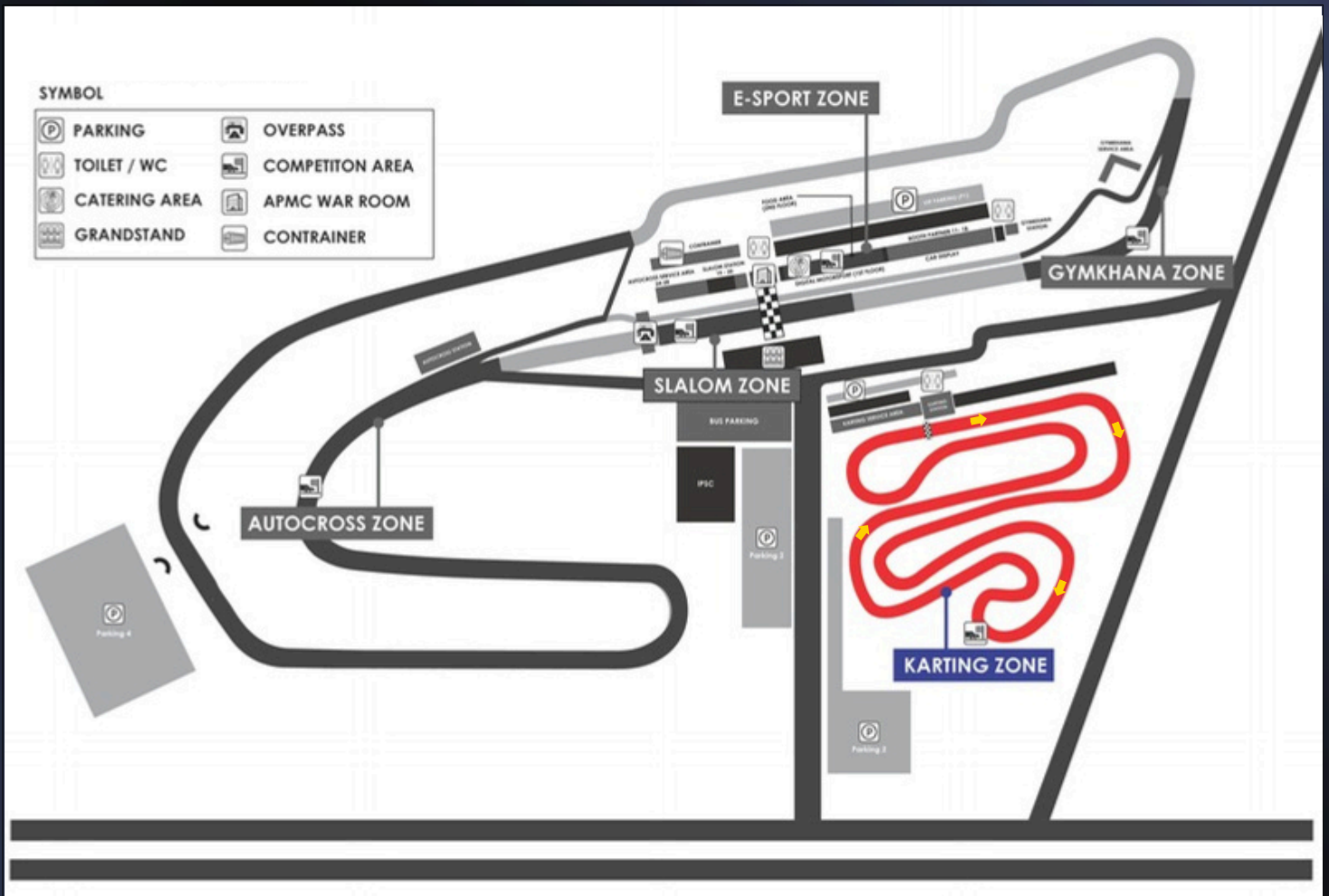
Saturday 24th October 2026

Time	Class	Duration	Program	Remark
7.30	-		Track Open	
7.30 - 7.50	All class	20mins	Track Walk	
9.00 - 9.15	-	15mins	Media briefing	
9.45 - 10.15	-	30mins	Karting Endurance Driver Briefing	Kart Draw
12.35 - 13.30	All class	45mins	Lunch	
14.50 - 15.05	Endurance	15mins	Qualifying	

Sunday 25th October 2026

Time	Class	Duration	Program	Remark
8.00 - 8.15	-	15mins	Track Walk	
12.15 - 13.00	All class	45mins	Lunch	
13.00 - 15.00	Endurance	120mins	Race	

KARTING ENDURANCE LAYOUT



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

AUTOCROSS

23rd – 25th October 2026
Bira Circuit, Chonburi



The Royal Automobile Association of Thailand Under Royal Patronage (RAAT) is organizing the Asia Pacific Autocross as part of the 2026 Asia Pacific Motorsport Championship, which will take place at Bira Circuit, Chonburi, Thailand, from 23rd October 2026 to 25th October 2026.

The APMC Autocross Cup 2026 will be awarded to the nation obtaining the highest amount of points in the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition.

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

REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code 2026 («the Code»), the Code of Driving Conduct, the Technical Regulations («the Technical Regulations»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

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

PRINCIPLE AND RUNNING

Formal Welcome Ceremony:

In acknowledgement of all Nations, Teams and Drivers taking part in the Asia-Pacific Motorsport Championship 2026

Location:

Bira Circuit, Chonburi, Thailand . All APMC registered competitors and Officials are required to be in attendance.

Driver's Briefing:

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

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

COMMUNICATION

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

iOS:

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



Android:

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

1. INTRODUCTION

1.1. The aim of the APMC Autocross Cup

The aim of the APMC Autocross Cup 2026 is targeted at creating inter-country/ASNs participation and promotion of Autocross-style events by providing an equal and accessible platform to all participants through defined tracks and equally powered and equipped AutoCross Car.

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

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

1.2. Briefings

The aim of each briefing is to remind entrants and drivers of points concerning safety and organization, whether general or specific, and to provide clarification concerning the interpretation of the regulations.

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

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

1.3. Nature of Event & Track Surface

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

The Competition will have the status of National Competition.

1.4. Timing

1.4.1. Timing will be via RAAT precision timing equipment.

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

1.4.3. The start will be in the form of a standing start with a staging area. Jump starts as well as “Burn-Outs” will incur Disqualification.

1.4.4. There will be a stop-box at the finish. Drivers must come to a complete stop within this box. Failure to stop within this box will incur a penalty of 5 seconds.

1.5. Results

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

2. ORGANIZATION

2.1. Name of Organizer & Address

Royal Automobile Association of Thailand Under Royal Patronage (RAAT)
151 Ratchadapisek Road, Jatujak, Bangkok Thailand 10900

2.2. Event Website

<https://www.apmc2026.com>

2.3. Status of Event

National event with Foreign participation

2.4. Key Officials

RACE DIRECTOR	TBA
STEWARDS OF THE MEETING	1. TBA 2. TBA 3. TBA
TECHNICAL DELEGATE	TBA
STARTER	TBA
CHIEF SAFETY OFFICER	TBA
COMPETITOR RELATIONS OFFICER (CRO)	TBA

3. ENTRIES

3.1. Entry Procedure

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

3.2. Entry Fee

EUR 500 per competitor, payable upon submission of entry

3.3. Damage Deposit

A sum of THB 20,000 should be placed as a cash deposit by each driver at the time of registration / scrutineering as a minimum loss against vehicle damage. This sum shall not be considered final in the event of damage. By submission of entry, the competitor agrees to settle any loss caused as a result of vehicle damage as determined by stewards / technical delegate. Damage bills will be at actual (from the vendor), and drivers will be liable for the sum in full. A list of component costs will be supplied as an ASR.

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

4. ELIGIBILITY

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

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

4.3. Applications to participate in the Autocross must be submitted to the RAAT by the 10th of October, 2026 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses, a copy of the passport and by the entry fees to the order of the RAAT.

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

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

4.5.1 Classes of Entries

- **Junior**

Age: below 16 years old

(As of January 1st 2026, the participant must be under 16 years old)

- **Senior**

Age: above 16 years old

(As of January 1st 2026, the participant must be at least 16 years old)

4.6. Applications shall include:

4.6.1. Confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his / her own behalf and on behalf of everyone associated with his participation in the Competition, to respect them.

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

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

4.6.4. Participating ASNs have to communicate the name of their selected driver(s) to the RAAT before the 9th of October 2026.

5. DRIVER SAFETY EQUIPMENT

5.1. Drivers must use their own personal equipment as per the FIA recognised standards. For reference, the comprehensive list of required equipment and the relevant standards are listed below:

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

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

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

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

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

6. RUNNING OF THE COMPETITION

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

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

6.3. Drivers will be provided one, AutoCross cars with performance variables – engine, gearbox, suspension, tyres and weight as specified. In the event of the AutoCross provided having technical problems a substitute will be provided in the same specification and condition. The assignment of AutoCross cars shall follow a random assignment by draw or start order as determined by the organizers and announced prior to each round.

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

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

7. Autocross SELECTIONS

The specifications of the competing cars will be as follows:

7.1. Chassis

Can-Am Maverick X3

7.2. Engine

Rotax ACE 900cc turbocharged triple-cylinder 200-hp

7.3. Tyres

Widths built at 64-inch or trophy-truck inspired 72-inch widths, fitted with up to 32-inch tires on beadlock wheels.

7.4. Transmission

High-airflow CVT system

7.5. Suspension

Arched double A-arm front and torsional trailing-arm X (TTX) rear suspension, with available FOX or Smart-Shox semi-active technology

7.6. Weight

All cars provided shall bear the same weight of 881 kg.

7.7. Safety

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

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

8. SERVICE

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

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

9. INSURANCE/DEPOSIT/DAMAGES

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

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

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

10. RESULTS

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

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

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

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

10.5. The fastest three drivers will be awarded Gold, Silver and Bronze medal accordingly. These medals will contribute towards the overall Asia Pacific Motorsport Championship medal table. The award for the Asia Pacific Motorsport Championship will be presented to the ASN who places first in the medal table across all disciplines of the Asia Pacific Motorsport Championship.

Race Week Calendar – Schedule

Friday 23rd October 2026

TIME	DURATION	PROGRAM
09:30 – 10.30	30 MINS	Driver Briefing
11.00 – 12.00	1 HOURS	Track Walk + Practice
12:00 – 13:00	1 HOURS	Lunch
14.00	-	Official Practice

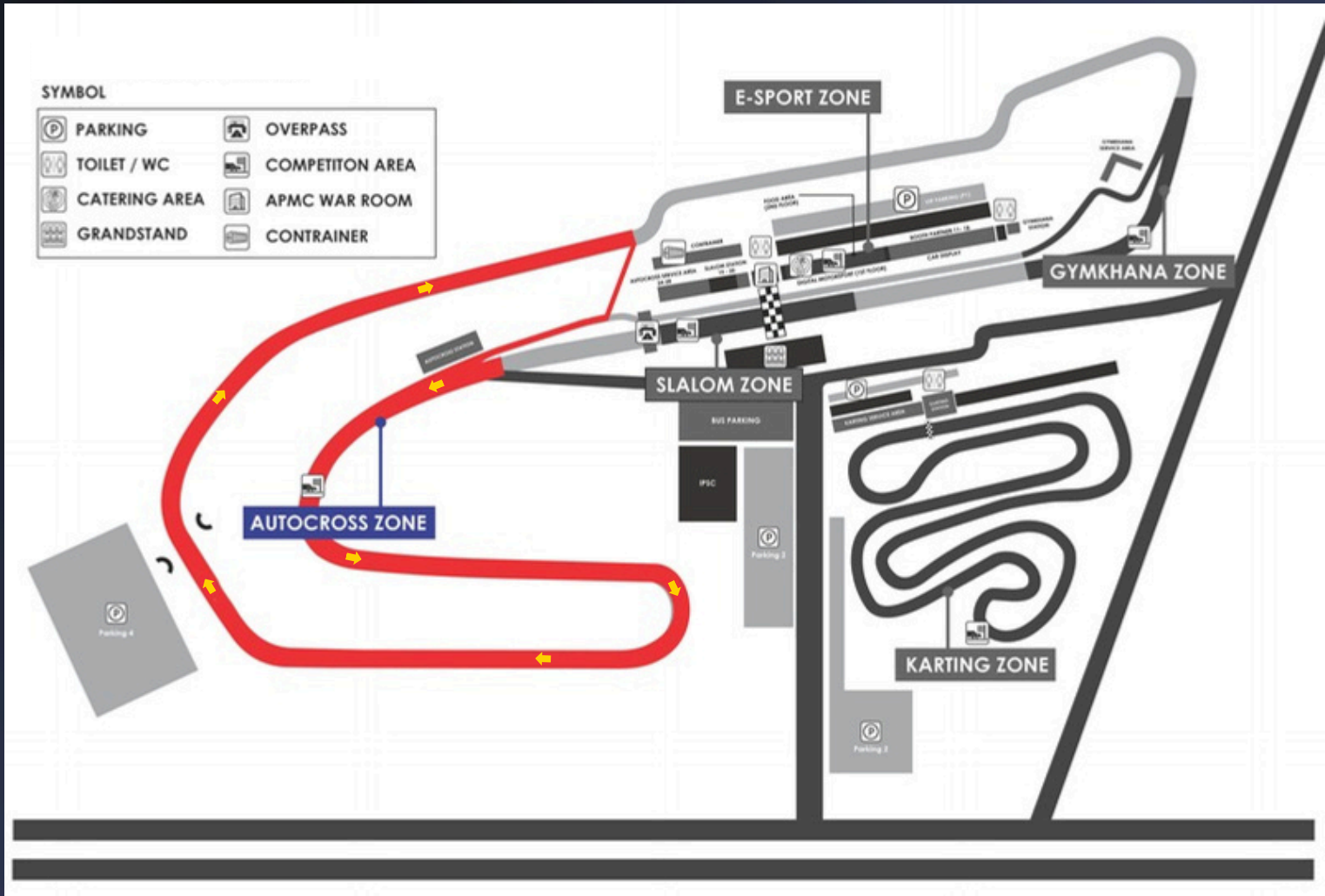
Saturday 24th October 2026

TIME	DURATION	PROGRAM
12:00 – 13:00	1 HOURS	Track Walk
13.00	-	Run 1
16.00	-	Run 2

Sunday 25th October 2026

TIME	DURATION	PROGRAM
12:30	-	Pre Final
16.00	-	Final

AUTOCROSS LAYOUT



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

AUTO GYMKHANA

23rd – 25th October 2026
Bira Circuit, Chonburi



REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code 2026, and these Supplementary Regulations of the Competition concerned.

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

PRINCIPLE AND RUNNING

Formal Welcome Ceremony:

In acknowledgement of all Nations, Teams and Drivers taking part in the Asia Pacific Motorsport Championship 2026, a formal Welcome Ceremony will take place on Friday 23rd October 2026 at TBA. All APMC Auto Gymkhana registered competitors and Officials are required to be in attendance.

Driver's Briefing:

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

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

COMMUNICATION

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

iOS:

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

Android:

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

1.Introduction

The Royal Automobile Association of Thailand Under Royal Patronage (RAAT) is organizing the Asia Pacific Auto Gymkhana Cup as part of the 2026 Asia Pacific Motorsport Championship, which will take place at Bira Circuit, Chonburi, Thailand, from 23rd October 2026 to 25th October 2026.

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

The Cup is run over one single competition. The number of entries for the competition will be limited to 16 nations (ASNs).

The 2026 Asia Pacific Motorsport Championship (APMC)-Auto Gymkhana Cup, 2026 Asia Auto Gymkhana Championship (AAGC) - Round 3 Thailand is run in compliance with these Supplementary Regulations (SR).

2.Organization

a.Organizer:

- Name : Royal Automobile Association of Thailand
- ASN : RAAT
- Office Address : 151 Ratchadapisek Road, Jatujak, Bangkok Thailand 10900
- Tel : +66 89 817 8584
- Fax : TBA
- Email : admin@raat.or.th
- Web : TBA

b.Key Officials:

- Championship Director : Dr. Kwong Wing YEUNG
- Round Director : TBA
- Clerk of the Course (COC) : TBA
- COC's Deputy : TBA
- Chief Scrutineer : TBA
- Chief Medical Officer : TBA
- Chief Timing Officer : TBA
- Chief Marshal : TBA
- Venue Manager : TBA
- Chief Safety Office : TBA

·Stewards:

- Chairman : Championship Steward
- Member : International Steward
- Member : ASN Steward
- Secretary : TBA

3.Location of HQ

Bira Circuit , PATTAYA , Chonburi, Thailand

4.Entry of the Event

Opening date & Closing date : **Entries will open on 1st of June and close on 10th of October.**

Entry Form :

-Available at the link below:

<https://www.apmc2026.com>

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

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

-Full driver info and digital photo

Entry limit :

- 32 Teams (2 person per team)

Entry fee :

- EUR 200 per person

Required documents : Email the following document to : admin@raat.or.th and C.C. ceo@ctmsa.org.tw

- Entry form with ASN stamp : As per Appendix 1
- Driver photo & motorsport profile
- ASN starting permission letter with ASN Stamp
- Proof of payment to APMC registration
- Flight schedule and air-ticket copy

5.Payment

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

6.Event Week Schedule

DAY 1 : Friday, 23rd October, 2026

- 08:30 - Breakfast
- 09:30 - Registration, Administration Check
- 12:30 - LUNCH
- 15:30 - Steward Meeting
- 16:00 - Driver's Briefing
- 19:00 - Welcome Dinner and Party

DAY 2 : Saturday, 24th October, 2026

- 07:30 - Breakfast
- 08:20 - Depart to Event venue
- 09:15 - Track Walk (T)
- 09:30 - Practice Start
- 10:50 - Track Walk (Q1)
- 11:20 - Qualifying 1 - 1
- 13:00 - LUNCH
- 14:00 - Qualifying 1 - 2
- 15:30 - Qualifying 1 - 3
- 17:30 - Depart to Hotel

DAY 3 : Sunday, 25th October, 2026

- 07:30 - Breakfast
- 08:20 - Depart to Event venue
- 09:15 - Track Walk (Q2)
- 09:45 - Qualifying 2 - 1
- 11:20 - Qualifying 2 - 2
- 12:30 - LUNCH
- 13:30 - Qualifying 2 - 3
- 15:00 - Track Walk (Knock-Out)
- 15:00 - Solo Knock Out
- 17:30 - Depart to Hotel

7.Event Description

- a.Event Title : 2026 Asia Pacific Motorsport Championship (APMC) Auto Gymkhana Cup and Asia 2026 Auto Gymkhana Championship (AAGC) Round 4 Thailand
- b.Event Location : Bira Circuit, Chonburi, Thailand
- c.Track Surface : Asphalt
- d.Status : FIA ASN Championship with foreign participation

8.Eligible Team

- a.Each team shall consist of 2 drivers of same nationality
- b.Teams with only one gender may be accepted.
 - Male Solo: 18 years and above (2 drivers per team)
 - Female Solo: 18 years and above (2 drivers per team)

9.Eligible Driver

- a.Minimum age: 18 years or legal driving age in the driver's country.
- b.Drivers must hold the nationality of the ASN they represent.
- c.Drivers must hold a valid FIA International Limited Speed Competition Licence or a National Gymkhana Licence or equivalent licence, in any case should always have their ASNs starting permission.

10.Driver's Equipment

- a.Mandatory equipment:
 - i.Approved helmet (full/open face, FIA standard)
 - ii.Racing suit
 - iii.Racing gloves
 - iv.Racing shoes
- b.National Team apparel is recommended.

11.Driver's Behaviour

- a.Attendance at the drivers' briefing is mandatory.
- b.Use of Alcohol and/or substance intoxication results in immediate exclusion and reporting to the driver's ASN.

12.Eligible Car

a.One make car will be provided as following

- i.Make & Model : Toyota Yaris ATIV prepared cars
- ii.Drive Train : Automatic, Front Wheel Drive, Right-Hand Drive
- iii.Wheels, tyre make & model, sizes and tyre pressure : Identical across all vehicles
- iv.Quantity : 6 units

b.Cars will be assigned by rotation

c.Choosing or switching cars is forbidden unless incur mechanical problem which confirmed by chief scrutineer and approved by the COC and Stewards

13.Registration & Administration Check

- a.Date and Time : Refer to 2026 APMC Official Guidebook Auto Gymkhana SR Clause 6
- b.Location : TBA
- c.Documents required:
 - i.Competition license
 - ii.ASN stamped starting permission
 - iii.Passport & e-ticket with INVOICE (photo copy)
 - iv.Original signed Entry Form with ASN Stamp
- d.Gears required : (for scrutineering)
 - i.Approved helmet.
 - ii.Racing suit
 - iii.Racing gloves
 - iv.Racing shoes

14.Driver Briefing

- a.Date & Time :- Refer to 2026 APMC Official Guidebook Auto Gymkhana SR Clause 6
- b.Location : Official Hotel(Conference Room – LVL #) / Track Vanue
- c.Attendance is mandatory for by all drivers.
- d.Course pattern distributed during the drivers briefing via digital / printed.
- e.Absent drivers will be referred to stewards, for suitable sanctions.
- f.Starting order would be reverse of Race No or draw of lots.

15.Advertising

- a.Personal sponsor logos allowed on driver gear/apparel only.
- b.Organizer may require drivers to wear T-shirts or jackets with event sponsors' logos.
- c.Organizers can remove or cover any conflicting or inappropriate advertisements.
- d.Only organizer may apply sponsor decals to vehicles.

16.Scrutineering

- a.All vehicles and tires undergo scrutineering for condition to ensure they meet safety, performance and parity.
- b.Drivers may not alter car settings (except seat position).
- c.If vehicle performance issue were reported before or during a run started, the scrutineer will assesses whether the vehicle is safe and fair for continued use. Scrutineer's assessment is always final and binding. Regardless of the reason, re-run are not permitted.
- d.Properly worn safety gears will be checked at starting grid.
- e.If car underperforms, scrutineer may withdraw it.

17.Car Testing

- a.Date & Time :- Refer to 2026 APMC Official Guidebook Auto Gymkhana SR Clause 6
- b.Starting order will be according to the driver's number in reverse.
- c.A car test session with driving practice will be arranged for every driver before the official start of the event.
- d.A car test session with Pattern (T) will be set up for drivers to test the handling of the car.
- e.Car testing pattern (T) will be released during driver briefing.

18.Course Pattern & Walking

- a.Single Lane track will be used
 - i.Pattern (T) – Car testing purposes
 - ii.Pattern (Q1) – Qualifying 1
 - iii.Pattern (Q2) – Qualifying 2
 - iv.Pattern (KO) – Knock out
- b.Map with direction arrow and cone layout will be given out during briefing
- c.15 min course walking session on each new pattern
- d.Participants are allowed to go through the course on foot only.

19.Cones

- a.Standard cone height: min. 60 cm
- b.Cone color system:
 - i.Green on left
 - ii.red on right
 - iii.white = neutral
 - iv.Special cones ("double cone") have mini cone on top = 4 sec penalty if knocked
- v.Orange cones = course edge markers

20.Start & Finish

- a.At the starting line, drivers must align their cars under the guidance of the starting marshal and await the starting signal. Performing Tyres Burnouts are prohibited and will result in a time penalty.
- b.Drivers must launch vehicle in forward driving mode with both hand on the steering wheels.
- c.Upon the starting signal, vehicle must immediately cross the starting line to activate the timer and commence the run.
- d.Reaction time is not factored, but any deliberate delay in starting will incur penalties.
- e.Timing ceases when the car crosses the finish line. Drivers must halt their cars before touching any cones past the finish line and come to a complete stop within the designated finish box. Touching or knocking down of cones at finish boxes may result Penalty of 5 seconds.
- f.Drivers must accurately complete the route to qualify. Failure to complete a run (due to disorientation or breakdown) results in disqualification (DNF), signaled by a black flag, and a bogey time is assigned for that stage.
- g.Finish box dimension please refer to Appendix 3.

21.Flag And Marshals

- a.All marshals in uniform
- b.Yellow flag (stationary): cone were contact
- c.Yellow flag (waving): cone penalty confirmed
- d.Green flag: cone moving without penalty
- e.Black flag: off-course
- f.Red flag: emergency, stop immediately

22. Penalties

- a. Off-course: 200 sec (bogey time)
- b. Cone knocked/displaced beyond zone: +2 sec (refer to Appendix 4)
- c. Stop box cone hit: +5 sec
- d. Touching course edge: +2 sec (per time of contact)
- e. Burnout at start: +2 sec
- f. Intentional start delay >10 sec: +2 sec

REASON	START REFUSED	DSQ	PENALTY
Entry Fee not Paid	Yes	-	-
Documentation Incomplete	Yes	-	-
Late Sign-in on Driver's Briefing	-	-	EUR 100
Did not wear seatbelt during race	-	-	EUR 100
Racing Gear Not worn properly	-	-	EUR 100
Performing unsafe testing or practice	-	Yes	-
Unsporting manner	-	Yes	-
Unable to depart from start line	-	Yes	-

23. Male & Female Solo Qualifying

- a. Each driver performs 3 runs per pattern, total of 2 pattern
- b. Best elapsed time of (Pattern (Q1) + Pattern (Q2)) = qualifying result
- c. Starting order: Reverse of Car test results
- d. Qualifying pattern (Q1) & (Q2) will be released during driver briefing.

24. Male & Female Solo Knockout

- a. Pattern (KO) will be used.
- b. Top 16 male and top 16 female drivers of qualifying result qualify to Knockout
- c. Running format: Single Solo Timed run, Top 50% ranking progress to next stage of the knockout.
- d. If result tie, it will be decided by the previous run ranking. The higher ranking previous run will be awarded with a higher ranking in the tie round.
- e. Knockout stages: Round of 16 → Quarter Final → Semi Final → Final.
- f. If time permitted, 3rd & 4th position runs will be given before the Final Run started. Else it will be decided by the Semi Final Result.
- g. Only TWO(2) male and TWO(2) female driver from the same ASN will qualify to top 8 of the knockout.
- h. Knock Out pattern (KO) will be released during driver briefing.

25. Results

- a. Provisional results announced over speaker & posted on official bulletin board.
- b. A suitable Digital Notice board and access would be informed during driver briefing.
- c. Published 15 minutes after each heat.
- d. Results become official after 30 minutes if no protest.

4. Trophies & Prizes

- a. Podium Ceremonies :
 - i. Date and Time : Refer to 2026 APMC Main itinerary
 - ii. Location : Refer to 2026 APMC Main itinerary
- b. Trophies awarded for :
 - i. APMC Gymkhana Cup Male Solo : 1st, 2nd, 3rd
 - ii. APMC Gymkhana Cup Female Solo : 1st, 2nd, 3rd
 - iii. APMC Gymkhana Cup Best ASN : 1st, 2nd, 3rd
 - iv. Qualifying Male Solo : 1st, 2nd, 3rd, 4th, 5th
 - v. Qualifying Female Solo : 1st, 2nd, 3rd, 4th, 5th
- c. Attire : Racing Suit for all Drivers
- d. Attendance : Mandatory for all Drivers

26. Scoring

- Male Solo final (Top 8) : 1st to 8th = 10, 8, 6, 5, 4, 3, 2, 1 points
- Female Solo final (Top 8) : 1st to 8th = 10, 8, 6, 5, 4, 3, 2, 1 points
- ASN Team Champion :
1st, 2nd, 3rd
- Highest total points
- Tie-breaker = more 1st places, then 2nd place and so on
- The Solo Points will be added to the 2026 AAGC Annual Championship points

6. Protest & Appeals

a. Protest :

- i. Fee : EUR200
- ii. Deadline : Within 30 minutes of provisional result
- iii. Refundable if protest is upheld

b. Appeals :

- i. Not permitted under any circumstance

1. Transport

- a. Hotel – Event shuttle provided
- b. Airport – Hotel Transfer provided

27. Accommodation

- Participants need to book and pay their accommodation directly from the official hotels

28. Insurance

Covered by organizer (3rd party liability only): TBA

- Death
- Permanent injury
- Medical/ hospital:

Appendix

APPENDIX 1

APMC 2026 / 2026 AAGC ROUND (4) Thailand – OFFICIAL ENTRY FORM

Country: _____

Event Date: _____

1. ENTRANT INFORMATION

ASN Country

Name of Contact Person Function

Email Mobile No.

ASN Delegate / Representative / Team Manager Sex

E-mail Passport No.

Phone Mobile

2. TEAM STATUS

☐ Part of ASN Nominated National Team

☐ Additional / Private Team

3. DRIVERS INFORMATION

First / Last Name Sex

Nationality Passport No.

Date of Birth Licence No.

Email Mobile

Occupation FB / IG

Diet:

☐ No Restriction ☐ Vegetarian ☐ Halal ☐ Others: _____

Brief History in Motorsport:

Media documents & photographs

Also give a link or attach profile pictures in driving suits for Media release and also and social media details like Instagram and face book facebook id for tagging.

Do tag all aagac.offical and apms .offical insta and facebook ids in all your responsible social media posts.

COMMON DECLARATION

I confirm that I have read and understood the provisions of the International Sporting Code and its appendices and the applicable Sporting and Technical Regulations, and we agree, on our own behalf and on behalf of everyone associated with our participation in the 2026 AAGC, to observe and be bound by them (as supplemented or amended). I declare that I have examined this Entry Form and that the information given is true, correct and complete. I understand that any change to the details given on this Entry Form must be notified to the APMC / AAGC Director, at the latest on the official closing date for entries, so that the APMC/AAGC Director may reappraise our entry.

I understand that failure to notify the AAGC Director, any changes made to the details supplied on this form may result in our exclusion from this event.

I understand that, in order to be valid, the entry must be completed by all the documents required.

I understand that any entries sent after this date will be considered null and void. We understand that it is up to each ASN to ensure that the information given on the entry form is correct. The hosting ASN accepts no responsibility in the event of false or incorrect information.

() I agree with the Common Declaration,

ASN
STAMP

Signature:

Date: / /2026

Entrant ASN Delegate / Representative: _____

Driver: _____

(Please return this form to the organizing ASN with a copy to the APMC / AAGC secretariat with drivers' digital photos, Passport Copy, Licence Copy, and a copy to the AAGC secretariat.)

Race Week Calendar – Schedule

Friday 23rd October 2026

TIME	PROGRAM
09:30	Registration, Administration Check
12:30	LUNCH
15:30	Steward Meeting
16:00	Driver's Briefing (LOCATION)
19:00	Welcome Dinner and Party

Saturday 24th October 2026

TIME	PROGRAM
09:15	Track Walk (T)
09:30	Practice Start
10:50	Track Walk (Q1)
11:20	Qualifying 1 - 1
13:00	LUNCH
14:00	Qualifying 1 - 2

Saturday 24th October 2026

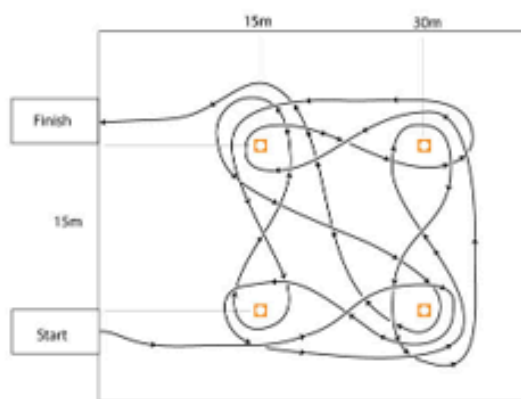
TIME	PROGRAM
15:30	Qualifying 1 - 3
17:30	Depart to Hotel

Sunday 25th October 2026

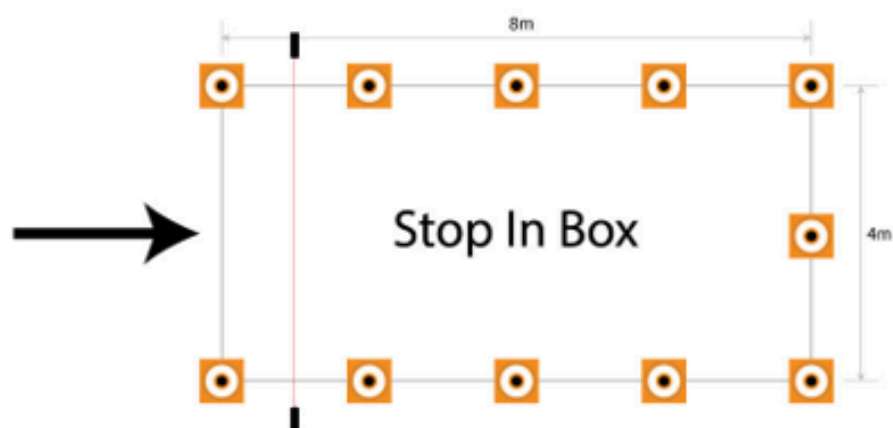
TIME	PROGRAM
09:15	Track Walk (T)
09:45	Qualifying 2 - 1
11:20	Qualifying 1 - 1
12:30	LUNCH
13:30	Qualifying 2 - 3
15:00	Track Walk (Knock-Out)
15:00	Solo Knock Out

APPENDIX 2 : RECOMMENDED CAR TEST PATTERN T - 5 FIGURE OF 8

*PATTERN WOULD BE DIFFERENT FOR AMPC 2026 AND GIVEN IN THE DRIVERS BRIEFING



APPENDIX 3 : FINISH BOX

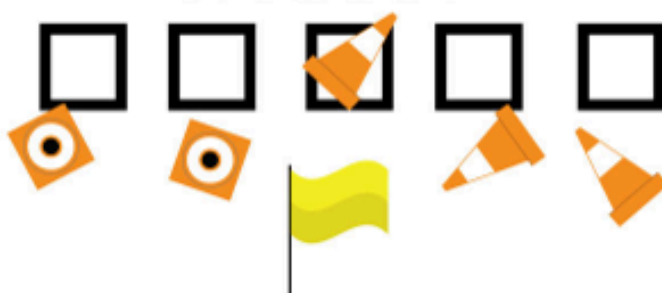


APPENDIX 4 : COURSE CONE PENALTY

NO
PENALTY

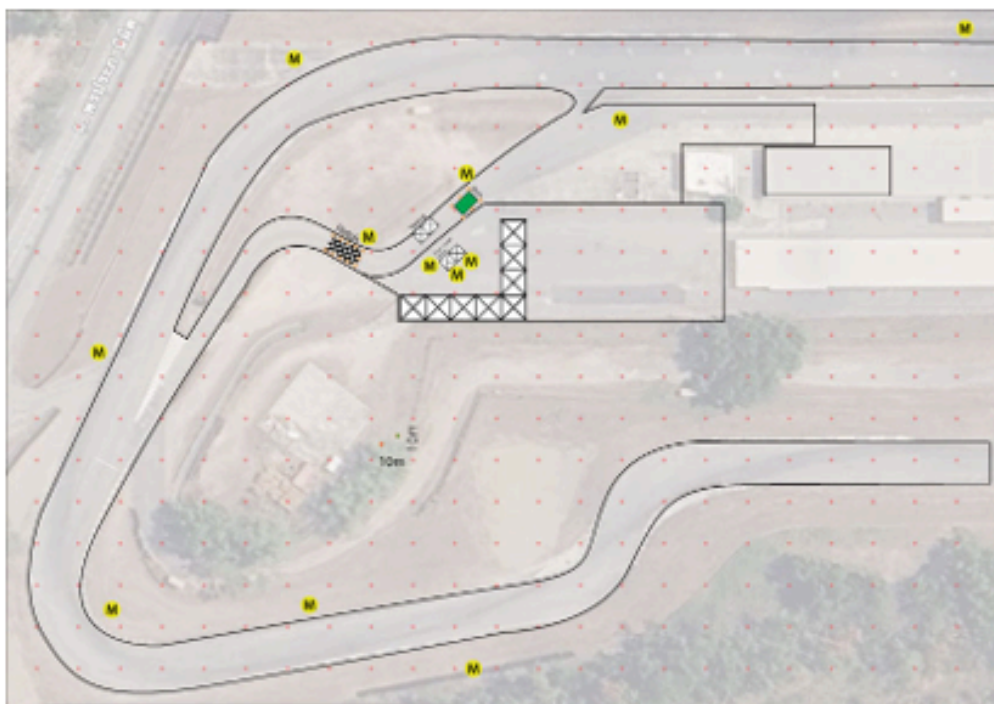


PENALTY



SAMPLE LAYPUT FOR SINGLE LANE SETUP

Final setup will be provided at the drivers briefing :

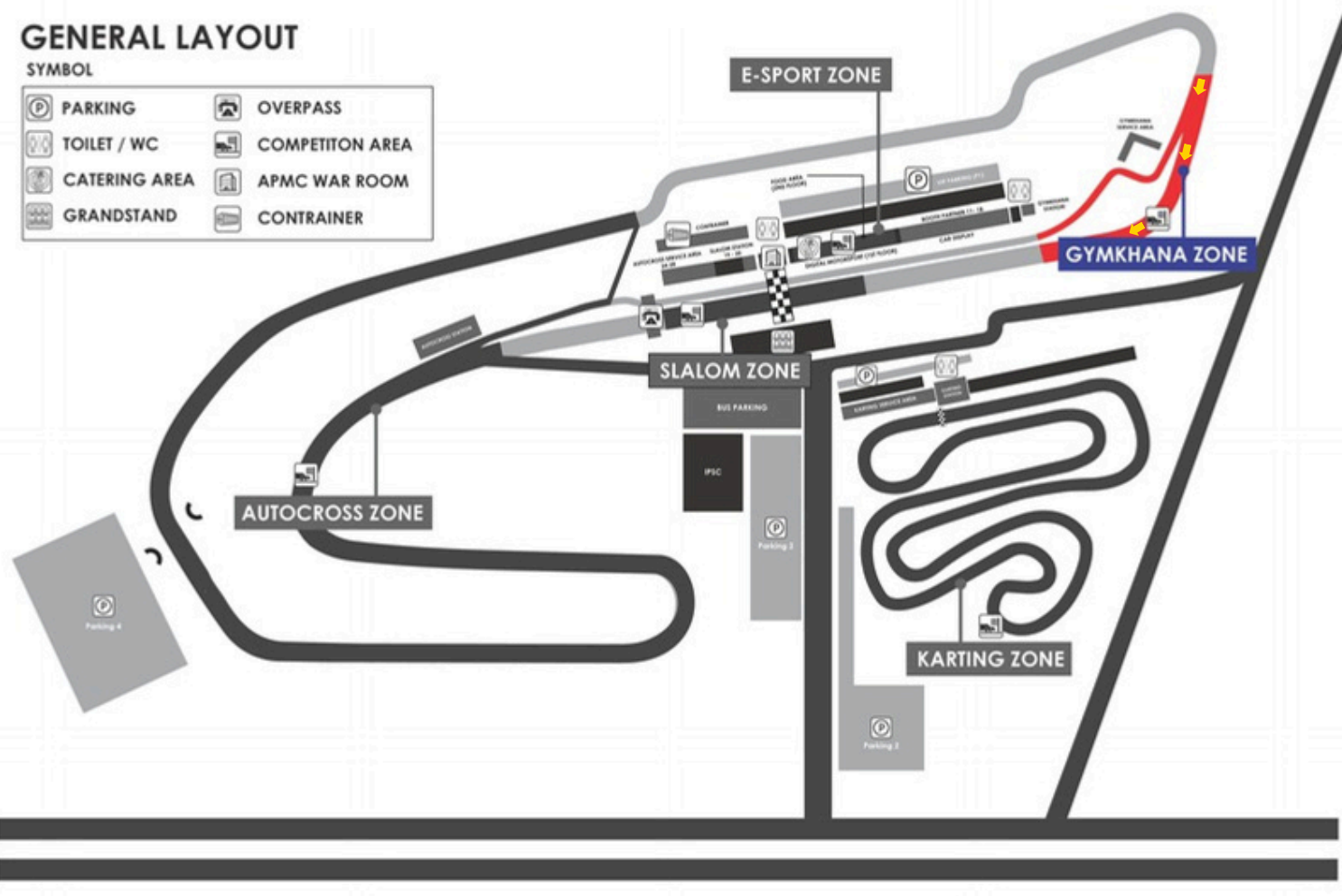


AUTO GYMKHANA LAYOUT

GENERAL LAYOUT

SYMBOL

PARKING	OVERPASS
TOILET / WC	COMPETITION AREA
CATERING AREA	APMC WAR ROOM
GRANDSTAND	CONTAINER



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

KARTING SLALOM

23rd – 25th October 2026

Bira Circuit, Chonburi



The Royal Automobile Association of Thailand Under Royal Patronage (RAAT) is organizing the Asia Pacific Slalom Cup 2026 as part of the 2026 Asia Pacific Motorsport Championship, which will take place at Bira Circuit, Chonburi, Thailand, from 23rd October 2026 to 25th October 2026.

The APMC Karting Slalom Cup 2026 will be awarded to the nation obtaining the highest amount of points in the Competition. All parties concerned (ASNs, Organizers, Promoters, Entrants, and circuits) undertake to apply and observe the rules governing the Competition.

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

1. Organiser & Promoter

THE ROYAL AUTOMOBILE ASSOCIATION OF THAILAND UNDER ROYAL PATRONAGE
151 Ratchadaphisek Road, Lad Yao Subdistrict, Chatuchak District,
Bangkok

2. Event Name

ASIA-PACIFIC MOTORSPORT CHAMPIONSHIP 2026 THAILAND – Karting Slalom

3. Type of Event

Slalom for karts, Single Start

4. Date & Venue

23rd, 24th & 25th October 2026

Bira Circuit, Pattaya

Dates and Venues mentioned here are provisional and subject to changes. Any changes including postponement, abandonment or cancellation of any round shall be in accordance to the relevant provisions in the NCR of RAAT.

5. Event Status

This is a “National with Foreign Participation” competition inscribed with RAAT

6. Event Permit/Permit No

The organising permit shall be issued by RAAT

7. Jurisdiction

Held under the FIA International Sporting Code, including Appendices and Under the National Competition Rules (NCR) of the ROYAL AUTOMOBILE ASSOCIATION OF THAILAND UNDER ROYAL PATRONAGE (RAAT)

8. Event Timetable and Schedule

Timetable and Schedule will be published and updated prior to the event by an ASR.

9. Officials

RAAT Steward (Chairman of the Stewards)	Mr. Nuttapol Singhabootra
RAAT Steward	Mr. Mark Sidney Murphy
Club Steward	Mr. Ryan Avan Keith GRAY
Clerk of the Course	Mr. Pornthep Luckram
Deputy Clerk of the Course	TBA
Secretary of the Meet	SARINAH BINTI BAIN
Assistant Secretary of the Meet	TBA
Chief Medical Officer	TBA
Deputy Chief Medical Officer	TBA
Chief Scrutineer	TBA
Deputy Scrutineer	TBA
Chief Course Marshal	TBA

•The names of Officials appointed and approved for each round of the event shall be made available via an Additional Supplementary Regulations (ASR).

•The duties, roles and responsibilities of all named Officials of the event shall be as prescribed and defined in the NCR of RAAT.

10. Competition License/Eligibility

(a) THAI PARTICIPANTS

A valid National or International competition license, issued by RAAT, including RAAT "One Event" competition license

(b) FOREIGN PARTICIPANTS

- Foreign competitors may participate in this event, at the discretion of Organiser under certain restrictions.
- A valid National or International competition license issued by a foreign ASN affiliated to the FIA.
- A Medical Certificate of Aptitude (if it is not stated on the license)
- A Start Permission (if a foreign license holder) from the ASN issuing the license to the Driver.

11. Registration

Entries are open forthwith and will close one week before the event date.

- Where a competitor is under the age of 18, the Entry for the event must be countersigned by a Parent, Legal Guardian or their authorised representative as Guarantor. Such Guarantor shall be considered as being the 'Minor's' Entrant and as such shall be subjected to these Rules.
- The Guarantor must attend the event with the Minor, and sign on as his/her Entrant.
- Registration will be considered complete when the forms, documents and payment are accepted by the Organiser.
- Competitors can register for one class only according to their age group.
- Entry fees: Euro 100 per entry. (Inc Practice Day) Participants must form an orderly queue and Practice will take on the first day (Friday 23rd October) from 9am until 3pm ****

12. Briefing

- Competitors must attend any and all meetings or briefings when this is required and / or scheduled by the SRs, ASRs, by the Clerk of the Course, or by the Stewards of the Event.
- Competitors who do not attend this mandatory briefing shall be reported to the Stewards for further action, which may include exclusion from the event and/or other disciplinary action deemed necessary by the Stewards. Should the competitors be allowed to participate, a monetary fine of THB2,000 will be imposed and the Driver must attend a separate briefing with the Clerk of the Course prior to taking part in the competition.

Competitors reporting late (beyond the specified time) for the Drivers Briefing shall present himself/herself to the Stewards. Should the competitors be allowed to participate, the competitor shall be penalised with a monetary fine of THB2,000 , must attend a separate briefing with the Clerk of the Course prior to taking part in the competition.

13. Protest & Appeals

(a) PROTEST –

- **Protest or Appeal cannot be made against a judge in relation to a statement of fact, which shall be accepted as a fact unless corrected as provided in the NCR.**
- **All protest shall be made in accordance to the NCR of RAAT as stipulated and provided in PART X – PROTESTS**
- **Protest fee THB5,000 (EUR 130)**
- **All fees shall be made in cash (BAHT)**

(b) APPEAL –

- **All Appeal shall be made in accordance to the NCR of RAAT as stipulated and provided in PART XI – APPEALS.**
- **Appeal fee THB50,000 (EUR 1,310)**
- **All fees shall be made in cash (BAHT)**

14. General Undertaking and Conditions

- Each Competitor and Team participating in this meeting, is deemed to be conversant with the NCR of RAAT, the Supplementary Regulations (SR) of the event, and undertakes to submit, without reservations to all provisions and consequences thereof.
- Each Competitor may be represented by his team and/or team manager with the qualification that the team obtains and RAAT Entrant license.
- Each Competitor and Team participating in this event shall bear the prime responsibility for the compliance and/or non-compliance to these regulations by all persons connected to his or her entry.
- Any breach of these or other valid Rules appertaining to the event shall, whether or not a penalty is specified, be subject to any or all of the penalties specified in these regulations and NCR of RAAT, where applicable and necessary.
- Actions contrary to the Regulations, any SR or ASRs, the directions of officials or any other inappropriate behaviour outside of applicable general competition procedures may result in penalties being applied in accordance with the NCR of RAAT.

15. Code of Conduct

- All competitors and teams must keep safety and professionalism in mind at all times. Negligence of any kind, or violation of any safety matter shall not be tolerated and shall be reported to the Stewards for further action.
- Any competitors, teams, crew members or other participants compromising others during the event MAY be immediately disqualified from participating in the current event and shall be reported to the Stewards for further action.
- Competitors and Teams have the right to clarify and discuss any matters with the officials and/or judges and such clarification and discussion must be made in the proper and appropriate manner.
- If the competitors and/or his members conduct themselves in any manner deemed inappropriate and unprofessional throughout the participation in the event, they shall be reported to the Stewards. This shall also be applicable for matters uploaded on the internet or on any social media platforms.

16. Interpretation of Regulations

- Only the Clerk of the Course can give binding information about the event, or in his absence the Deputy Clerk of the Course.
- For any rules not stated in this regulation, the interpretation of the rules set by RAAT will be applicable.

17. Classes of Entries

- Cadet

Age: 8 to 12 years old

(As of January 1st 2026, the participant must be at least 8 years old, and under 12 years old)

- Junior

Age: 12 to 15 years old

(As of January 1st 2026, the participant must be at least 12 years old, and under 15 years old)

- Senior

Age: 15 to 31 years old

(As of January 1st 2026, the participant must be at least 15 years old, and under 31 years old)

- Master

Age: 31 to 45 years old

(As of January 1st 2026, the participant must be at least 31 years old, and under 45 years old)

- Veteran

Age: 45 years old & Above

(As of January 1st 2026, the participant must be at least 45 years old)

- Ladies

Age: 8 years old & Above

(Minimum of 8 years old as of January 1st 2026)

- Proof of age is needed to determine the age of the competitor, and the onus of providing such proof at the start line remains the responsibility of the competitor.
- In the case of a Minor (Below the age of 18) the parent or guardian should provide the proof of age via a copy of a birth certificate.

18. Prizes

Awards are given to the overall winners in each class --

1st – 3rd winner Trophy

Awards will also be given to overall winners of RAAT licensed holders in each class –

1st – 3rd winner Trophy

The Overall winner of each category will be determined from the official classifications of the Final race of the day with minimum penalties.

19. Classification of Karts & Engines

The organisers will provide drivers with 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 time table.

20. 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.

21. Telemetry

The use of all systems of telemetry is forbidden.

22. Course

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 time table. 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.

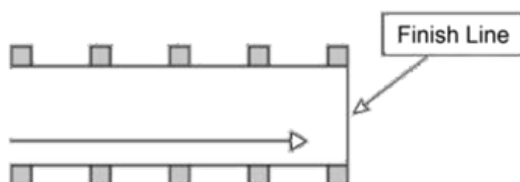
23. Course Tests

23.1 Cones: When a challenge consists of just one cone, the direction to be followed when driving around the cone will be indicated by a cone lying horizontally on the ground. The top of the horizontal cones will point towards the base of the upright cones, showing the driving direction.

23.2 Track lane: A straight track lane consists of a minimum of 3 to a maximum of 5 cones on each side. Each side will be marked as a whole. A curved track lane consists of a minimum of 5 to a maximum of 10 cones on each side. Each cone is counted as a mistake. If the cones are placed base-to-base along inside radius, they will be marked as a whole. Only one mistake is counted if cones are moved.

23.3 Stop and safety line: Once the driver has driven through the finish line, the speed must be reduced significantly. A stop line will be set up before the entrance to the changeover area. The competitor must bring their kart to a stop before that line.

23.4 Finish lane: A finish lane is provided before the stop line. The stop line is not part of this challenge. The finish sensor barrier will be located immediately before the first cones of the finish lane. The cones in the finish lane are scored individually. The challenge is completed when the kart comes to a stop. The competitor must not leave the finish lane until instructed by the official.



24. Organization of the Event

24.1 Practice Sessions and Heats

- Based on the time available, organizers may allow a practice run to competitors. Competitors will be allowed 2 official competition runs.
- It is the Organizers discretion whether or not to start according to class.
- Start order according to class: the start order for run #1. Competitors in all classes will be determined by the drawing of lots. Run #2 will be in reverse order of run #1.
- The following applies to both runs:
- Participants will be called for their first start. It is the responsibility of each participant to ensure that they arrive at the start line in time. Only the relevant participant and one legal guardian may be admitted to the prestart area and/or the course.
- All competitors will be allowed to walk the course as a means of familiarization. An official may drive the kart and show a demonstration of the course.

24.2 Clothing Checks

- Participant's clothing must be checked before the start. Participants with inadequate clothing or clothing that does not comply with the conditions specified in these Regulations will not be admitted to the start.

24.3 Starting Procedure

- The order to start will be given individually, with the engine running, from the pre-start line. The order to start is given with the start signal.

24.4 Judges of Fact

- The Organizer will appoint a sufficient number of judges of fact who will be responsible for indicating time penalties.

24.5 Outside Assistance

- Outside assistance is only permitted if required by the driver by hand signal. Only the marshals/judges of fact may provide assistance in such cases.

25) Classification of Final Positions

- Classification will be based on driving times and time penalties. Participants should attempt to drive the course marked out by cones without making mistakes.
- There will be two heats and the driving times from both heats and any time penalties (expressed in seconds). The driver with the lowest total driving time (inclusive of time penalties) is the winner of the respective class. In the case of a dead heat, the fastest driving time of an additional heat will be the deciding factor. In the case of a dead heat in all driving times, a maximum of one deciding heat with the same kart will be organized. If this is not sufficient to decide the tie, all participants thus affected will share the same position.

26. Time penalties

- Summary of time penalties expressed in seconds:
- Plastic cone displaced or not left standing in a vertical position- 2 seconds penalty
- Omitted or incorrect completion of a test- 10 seconds penalty
- Stop line crossed with part of the kart- 2 seconds penalty
- The location of the cones will be clearly marked around the entire base of the cones. A plastic cone is considered to be displaced if two sides of the cone has been displaced outside its marked location.
- In a lane, each cone displaced or not left standing in a vertical position will count as a mistake.
- A mistake will only be counted if a plastic cone is displaced or not left standing in a vertical position due to direct impact from the vehicle.
- Omitting a test (fully or partially) may result in disqualification

A maximum time penalty of 10 seconds may be given for each test, irrespective of the number of cones displaced or not left standing in a vertical position.

27. Prize Giving

The Prize Giving ceremony will be held after the end of the last final race. All competitors must collect their prizes in person and wear their racing overalls. Place and time of prize giving will be informed to the competitors before the final races on Sunday.

28. Posting of Results

Results of each race will be announced over the public address system as soon as possible after each race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests or Stewards' enquiries.

29. Reservation of Rights

The Organisers may at their discretion and with the consent of the Stewards of the Meet:

- a) Abandon, cancel or postpone the event due to unforeseen circumstances.
- b) To amalgamate classes if the minimum of 6 entries in a class is not achieved.

Race Week Calendar – Schedule

Friday 23rd October 2026

TIME	DURATION	PROGRAM
14.30-15.00	30 MINS	Driver briefing
15.00-16.00	1 HOURS	Track walk + Practice

(Total 1 hour to 1 and 1/2 hour can be flexible depends on Sprint and EDR time table)

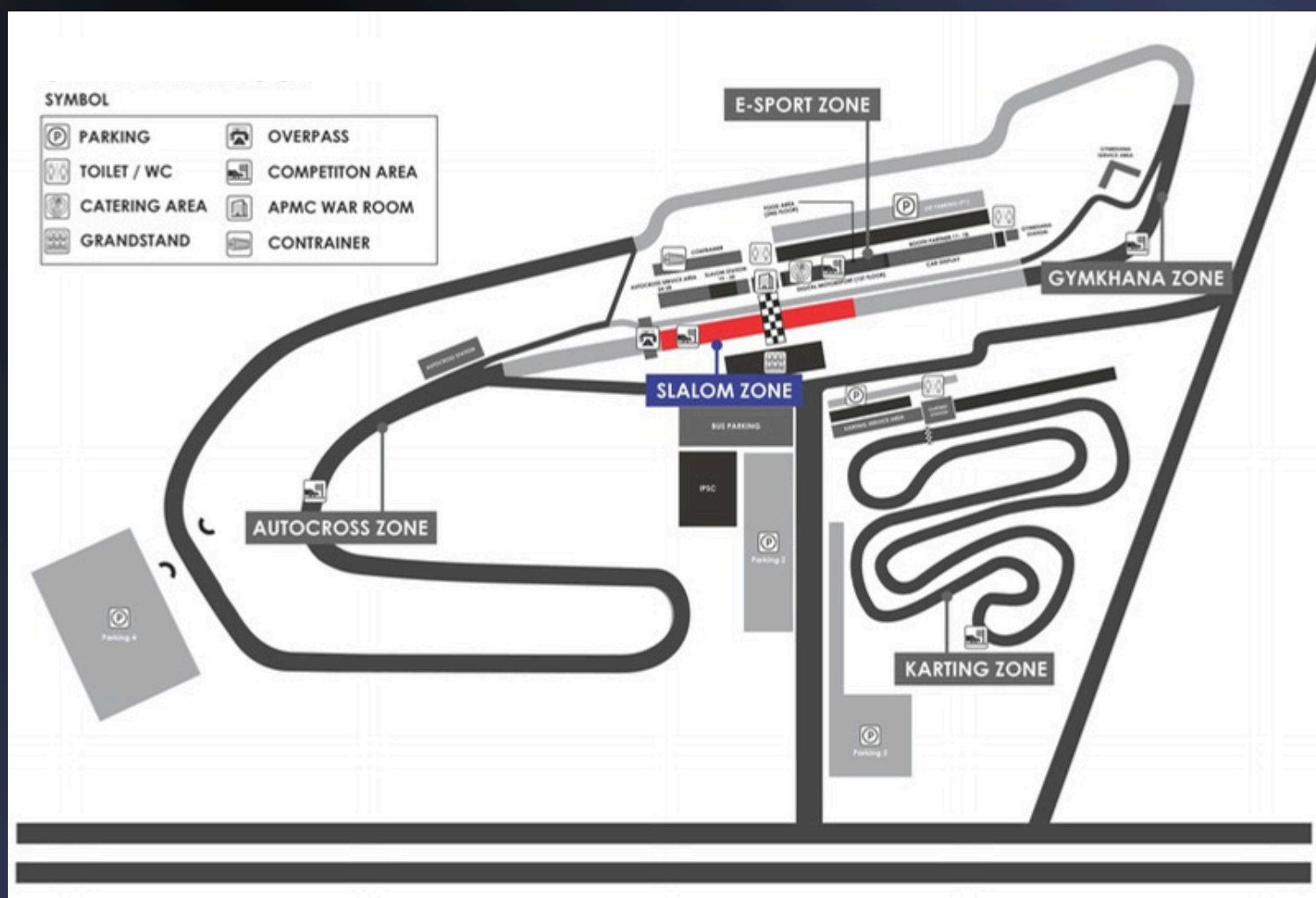
Saturday 24th October 2026

TIME	DURATION	PROGRAM
14.30-15.00	30 MINS	Driver briefing
15.00-16.00	1 HOURS	Track walk + Practice
16.00-17.00	1 HOURS	knockout (16 teams)

Sunday 25th October 2026

TIME	DURATION	PROGRAM
14.30-15.00	1 HOURS	Knockout (8 teams)
15.00-16.00	40 MINS	Knockout (4 teams)
16.10-16.40	30 MINS	Knockout (2 teams)
16:40 - 17:00	20 MINS	FINAL

KARTING SLALOM LAYOUT



ASIA-PACIFIC 2026

MOTORSPORT CHAMPIONSHIP // // THAILAND

E-SPORT

23rd – 25th October 2026
Bira Circuit, Chonburi



1.Preamble

The Royal Automobile Association of Thailand under Royal Patronage (RAAT) is organizing the Asia Pacific Motorsport Championship 2026 which will take place at Bira Circuit, Chonburi, Thailand from 23rd to 25th October 2026.

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

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

2.Organizer

The Royal Automobile Association of Thailand under Royal Patronage (RAAT)

Address: 151 Ratchadaphisek Road, Lat Yao, Chatuchak,Bangkok 10900, Thailand

Email: admin@raat.or.th

3.Event Name

Asia Pacific Motorsport Championship E-Sport Cup 2026

4.Event Type

The Asia Pacific Motorsport Championship – eSports will be a LAN event. This eSports event is inscribed as an international event with regional participation through RAAT.

5.Event Permit and Permit Number

The organising permit shall be issued by RAAT. The permit number will be defined in the Additional Supplementary Regulations (ASR).

6.Jurisdiction

The Championship is held under the FIA International Sporting Code, including Appendix E – ESPORTS INTERNATIONAL SPORTING CODE, Appendices, and under the National Competition Rules (NCR) of RAAT.

7.Officials

Race Director :	Mr. Alex Yoong
International Steward (Chairman):	Mr. Choong Chien Mao, Alvin (MSS)
International Steward:	Mr. Syed Hossain (AAB)
RAAT Steward:	Mr. Amran Ma (RAAT)
Secretary of The Meet:	Mr. Tanakorn Pornlertrangsarn

The name of Officials appointed and approved for this event shall be made available via an ASR.

The duties, roles and responsibilities of all named Officials of the event shall be as prescribed and defined in the National Competition Rules (NCR) of RAAT.

Duties of the Race Director:

The Race Director shall have overriding authority in the following matters:

- a) The control of practice, qualifying and races;
- b) Adherence to the timetable;
- c) Host and organise a Drivers' Briefing;
- d) Call extra Drivers' Briefings, if deemed necessary;
- e) The making of any proposal to the Stewards to modify the timetable in accordance with the Regulations, if deemed necessary;
- f) The stopping of any participant in accordance with the Regulations;

If it is necessary for the Race Director's duties and responsibilities to differ from the above, these duties will be set out in an ASR.

8.Eligibility & Licensing

8.1 Eligibility and Registration

- a) Once ASN's have been invited to enter, they must submit the names of their drivers and which competition they are entering.
- b) Only a maximum of 2 drivers per ASN per competition are allowed to be entered.
- c) Drivers must be 16 and above to enter.
- d) Any participant under the age of majority, i.e. 18 years old (each a "minor") must have permission from a parent or legal guardian to participate. If it is determined that a participant is a minor and does not have parental or legal guardian's consent to participate, they will be disqualified and not be permitted to continue in the Challenge.
- e) Participants must be a citizen of that country they represent and passport or citizen proof may be required.

8.2 Licensing Requirement

All drivers must hold an International Esports licence issued by their respective ASN.

9.Event Date & Venue

Online Qualification Leaderboard: Assetto Corsa – 18th– 20th September 2026

iRacing – 25th – 27th September 2026

APMC Finals – Bira Circuit, Chonburi, Thailand : 23rd – 25thOctober 2026

10. Competitions

There will be two competitions – The first one will be on Assetto Corsa and the second one will be on iRacing. Both competitions will be run on separate days and on PC.

11. Format

11.1. Format

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

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

Assetto Corsa

Car – GT3 Cars (BCRC pack)

Track Pool

- A) Shanghai
- B) Bahrain
- C) Buriram

iRacing

Car – FIA Formula F4 Car

Track Pool

- A) Okayama
- B) Autódromo José Carlos Pace
- C) Phillip Island

This competition will consist of Quarter Finals, Semi Finals and a Grand Final for each discipline. Please see 11.3 for further details.

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

11.2. Format

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

Assetto Corsa : 18th – 20th September 2026

iRacing : 25th – 27th September 2026

Car and Track for qualifiers

Assetto Corsa

Car – GT3 Cars

Track – Shanghai

iRacing

Car – FIA F4

Track – Okayama

The fastest 15 countries will be selected from their fastest individual driver on the leaderboard in each discipline and invited to enter once the leaderboards have closed. Once invited to compete, these ASN's will be required to enter 1 or 2 drivers for each competition.

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

ASN's must send in their entry by the 10th October 2026.

11.3. Qualification Ranking

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

Quarter Final A	Quarter Final B	Quarter Final C
1st ASN - Driver 1	1st ASN - Driver 2	2nd ASN - Driver 1
2nd ASN - Driver 2	3rd ASN - Driver 1	3rd ASN - Driver 2
4th ASN - Driver 1	4th ASN - Driver 2	5th ASN - Driver 1
5th ASN - Driver 2	6th ASN - Driver 1	6th ASN - Driver 2
7th ASN - Driver 1	7th ASN - Driver 2	8th ASN - Driver 1
8th ASN - Driver 2	9th ASN - Driver 1	9th ASN - Driver 2
10th ASN - Driver 1	10th ASN - Driver 2	11th ASN - Driver 1
Quarter Final A	Quarter Final B	Quarter Final C
1st ASN - Driver 1	1st ASN - Driver 2	2nd ASN - Driver 1
2nd ASN - Driver 2	3rd ASN - Driver 1	3rd ASN - Driver 2

Each Quarter Final will be one race from which the top 6 from each group will qualify to the semi finals.

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

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

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

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

Race sessions

Free Practice – 15 minutes

Qualifying – 5 minutes (solo qualifying)

Race – 20 minutes

11.4. Race Week Calendar

23rd October 2026 – Registration / Free Practice (Limited Rigs)

24th October 2026 – Assetto Corsa

25th October 2026 – iRacing

Time	Program
10 AM – 11 AM	AC Quarter Final Group A Practice
11 AM – 12 PM	AC Quarter Final Group B Practice
12 PM – 1 PM	AC Quarter Final Group C Practice
2 PM – 3 PM	iRacing Quarter Final Group A Practice
3 PM – 4 PM	iRacing Quarter Final Group B Practice
4 PM – 5 PM	iRacing Quarter Final Group C Practice

Saturday 24th October 2026 – Assetto Corsa

Time	Program
0900 – 0920 Hrs.	Quarter Final Group A Sim Setup and Practice
0920 – 0925 Hrs. (5 mins)	Quarter Final Group A Qualifying
0930 – 0950 Hrs. (20 mins)	Quarter Final Group A Race (20 Mins)
1000 – 1020 Hrs.	Quarter Final Group B Sim Setup and Practice
1020 – 1025 Hrs. (5 mins)	Quarter Final Group B Qualifying
1030 – 1050 Hrs. (20 mins)	Quarter Final Group B Race (20 Mins)
1100 – 1120 Hrs.	Quarter Final Group C Sim Setup and Practice
1120 – 1125 Hrs. (5 mins)	Quarter Final Group C Qualifying
1130 – 1150 Hrs. (20 mins)	Quarter Final Group C Race (20 Mins)
1215 – 1230 Hrs.	LCQ Sim Setup and Practice
1230 – 1250 Hrs. (20 mins)	LCQ Race (20 Mins)
1400 – 1415 Hrs.	Semi Final Group A Sim Setup and Practice
1415 – 1435 Hrs. (20 mins)	Semi Final Group A Race (20 Mins)
1500 – 1515 Hrs.	Semi Final Group B Sim Setup and Practice
1515 – 1535 Hrs. (20 mins)	Semi Final Group B Race (20 Mins)
1630 – 1645 Hrs.	Final Sim Setup and Practice
1645 – 1705 Hrs. (20 mis)	Final (20 Mins)

Sunday 25th October 2026 – iRacing

Time	Program
0900 – 0920 Hrs.	Quarter Final Group A Sim Setup and Practice
0920 – 0925 Hrs. (5 mins)	Quarter Final Group A Qualifying
0930 – 0950 Hrs. (20 mins)	Quarter Final Group A Race (20 Mins)
1000 – 1020 Hrs.	Quarter Final Group B Sim Setup and Practice
1020 – 1025 Hrs. (5 mins)	Quarter Final Group B Qualifying
1030 – 1050 Hrs. (20 mins)	Quarter Final Group B Race (20 Mins)
1100 – 1120 Hrs.	Quarter Final Group C Sim Setup and Practice
1120 – 1125 Hrs. (5 mins)	Quarter Final Group C Qualifying
1130 – 1150 Hrs. (20 mins)	Quarter Final Group C Race (20 Mins)
1215 – 1230 Hrs.	LCQ Sim Setup and Practice
1230 – 1250 Hrs. (20 mins)	LCQ Race (20 Mins)
1400 – 1415 Hrs.	Semi Final Group A Sim Setup and Practice
1415 – 1435 Hrs. (20 mins)	Semi Final Group A Race (20 Mins)
1500 – 1515 Hrs.	Semi Final Group B Sim Setup and Practice
1515 – 1535 Hrs. (20 mins)	Semi Final Group B Race (20 Mins)
1630 – 1645 Hrs.	Final Sim Setup and Practice
1645 – 1705 Hrs. (20 mis)	Final (20 Mins)

11.6. Driver Infractions – Penalty Points

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

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

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

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

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

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

11.7. Cars

Assetto Corsa – GT3 Cars

iRacing – FIA F4 car

11.8. Settings

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

11.9. Driver Aids

Assetto Corsa

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

iRacing

All driving aids are disallowed except clutch assist.

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

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

11.10. Prizes

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

12. Sporting Code

12.1 General sportsmanship

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

12.2 Important basics

Ensure 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.

12.3 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.

12.4 Overtaking and defending

All participants 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 divebombing (too high closing speed) is also not allowed.

12.5 Track Boundaries

The track boundaries follow 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 you 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 your final race time. Automatic penalties that are given in-game such as track limits, speeding in the pitlane, exceeding stint limits etc. cannot be removed by Race Control.

12.6 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.

12.7 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.

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.

12.8 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.

12.9 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, you will not be penalised provided it is done in a safe manner.

13. Flag Signals and their Meaning

13.1 Yellow flag

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

13.2 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.

13.3 Black and orange flag (iRacing only)

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

13.4 White flag (iRacing only)

The white flag indicates the last lap of the race.

14. Incidents and Penalties

14.1 Definition of incidents

"Incident" means any occurrence or series of occurrences involving one or more participants, or any action by any participant, which is reported to race control by other drivers which include but is not limited to:

- a) Causing a collision which disadvantages competitors
- b) Forcing a participant off the track
- c) Illegitimately preventing a legitimate overtaking manoeuvre by another participant
- d) Illegitimately impeding another participant during overtaking
- e) Dangerous driving
- f) Using in-game text chat during qualifying or race sessions
- g) Lack of respect, foul language or bad attitude towards other participants, staff or spectators
- h) Violations of track boundaries
- i) Unsafe track entry

14.2 Definition of infringements

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

- a) Cutting a corner
- b) Hitting another driver
- c) Careless driving
- d) Track limit infringements
- e) Ignoring blue flags
- f) Ignoring black flags

14.3 Possible Penalties

- a) Time penalty (added to their result post-race)
- b) Deletion of laps
- c) Drive throughs
- d) Race ban

14.4 Reporting for incidents and penalties

The timeline for reporting of incidents are 15 minutes after the end of the race i.e. when the result screen is shown. All reporting of incidents must be done on Discord.

They must be specific with drivers involved, which lap, corner and any other relevant details.

15. Protest and Appeal

15.1 Protest

- a) All Protests shall be made in accordance to the NCR of RAAT as stipulated and provided in PART X – Protests.
- b) Protest Fee is THB 5,000. All fees shall be made in cash (BAHT)

15.1.1 Protest Submission Guidelines

- a) Protests must be submitted within 30 minutes after the race ends i.e. when the result screen is displayed.
- b) A protest fee of THB 5,000 must accompany the written protest on Discord.
- c) The protest must include:
 - i. Names of the competitors involved.
 - ii. The specific race, lap and corner involved and a clear description of the incident.
- d) Incomplete reports may be ignored by the Stewards.
- e) Acceptance and further review are at the discretion of the Stewards.

15.1.2 Evidence Requirements

- a) Protests must include a video clip using the chase cam view of the offending car.
- b) Video evidence (submitted or in-game review) will determine the severity and penalty of an incident.

15.2 Appeal

- a) All Appeal shall be made in accordance to the NCR of RAAT as a stipulated and provided in PART XI – APPEALS.
- b) The Appeal Fee is THB 50,000. All fees shall be made in cash (BAHT).

15.1.3 Rebuttals and Restrictions

- a) Participants defending a protest may submit a rebuttal on discord.
- b) If a protest is dismissed, no further protest on that same incident may be lodged by the same participant.
- c) Unsportsmanlike conduct may result in:

i. Race bans

ii. Disqualification

In every other incident, the judge of fact will be the Organiser.

15.2 Appeal

- a) All Appeal shall be made in accordance to the NCR of RAAT as a stipulated and provided in PART XI – APPEALS.
- b) The Appeal Fee is THB 50,000. All fees shall be made in cash (BAHT).

16. General Rules

16.1 Reading and understanding the rules

Every participant 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.

16.2 General behaviour

Every participant must always show good behaviour. Any discriminatory or offending actions, words, posts or contents are forbidden and can, at the discretion of the Stewards, lead to permanent exclusion from the Challenge as well as future events conducted by the Organiser and/or Promoter. These include any actions, words, posts or content that bring disrepute to the Challenge and/or Organiser and/or Promoter and/or their sponsors/partners.

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

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

16.3 Communication

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

16.4 Cheating

Any cheating in game to get a competitive advantage will result in exclusion.

Participants are 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. Participants 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 installed in the PCs.

16.5 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 participants. This includes supplementary regulations, bulletins and driver briefing notes. These additional SRs, bulletins and briefing notes will take priority.

17. Declaration of Consent

The participants agree that their names will appear in live streams, social media and press releases handled by the Organiser, and/or Promoter including all pictures, videos and audio.

The participants agree that the Organiser and/or Promoter can make and broadcast photographs and movie recordings (e.g. internet stream), on which the winners and participants are identifiable/ This includes statements, interviews and similar captured on audio and video. The Organiser and/or Promoter is entitled to use these recordings.

18. Data Privacy

All personal data is collected and processed in accordance with the statutory provisions governing data protection in Thailand. Only the personal data that is required to handle the competition and prize is collected and forwarded onto the Promoter.

All employees and partners of the Organiser and/or Promoter are obliged 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 the organiser may collect, obtain, store and process your personal data that you provide for the purpose of receiving updates, news, promotional and marketing updates, news, promotional and marketing mails or materials from the organiser. For the avoidance of doubt, Personal Data includes all data defined within the Personal Data Protection Act 2010 Thailand's Personal Data Protection Act (PDPA) B.E. 2562 (2019) including all data you had disclosed to the Organiser and/or Promoter.

19. Premature Termination of the Competition

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

The organiser 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.

20. Technical Issues

In the event of any technical issues once the race has started, the race session will continue as planned.

If there are any technical issues on the host side, the race may be halted and restarted at the discretion of the Race Director.

If a race is halted and more than 75% of the distance has commenced, then results may be published with full points given.

Should the race be halted with more than 25% and less than 75% of race completion, then the Race Director may restart the race with shortened race length. Or if time is limited, it is at the Race Director's discretion whether the race should be restarted. Half points may be given if more than 25% and less than 75% of the race is completed.

In case of a sudden disconnection of 50% or more of the field in a single incident, a red flag will be thrown and the race started at the Race Director's discretion.

If there is a sudden disconnection of 25% or more of the field in a single incident but less than 50% and the race is less than 25% old, the race will be restarted. If the race is more than 25% old, the race will continue but half points will be awarded at the end of the race.

21. Changes

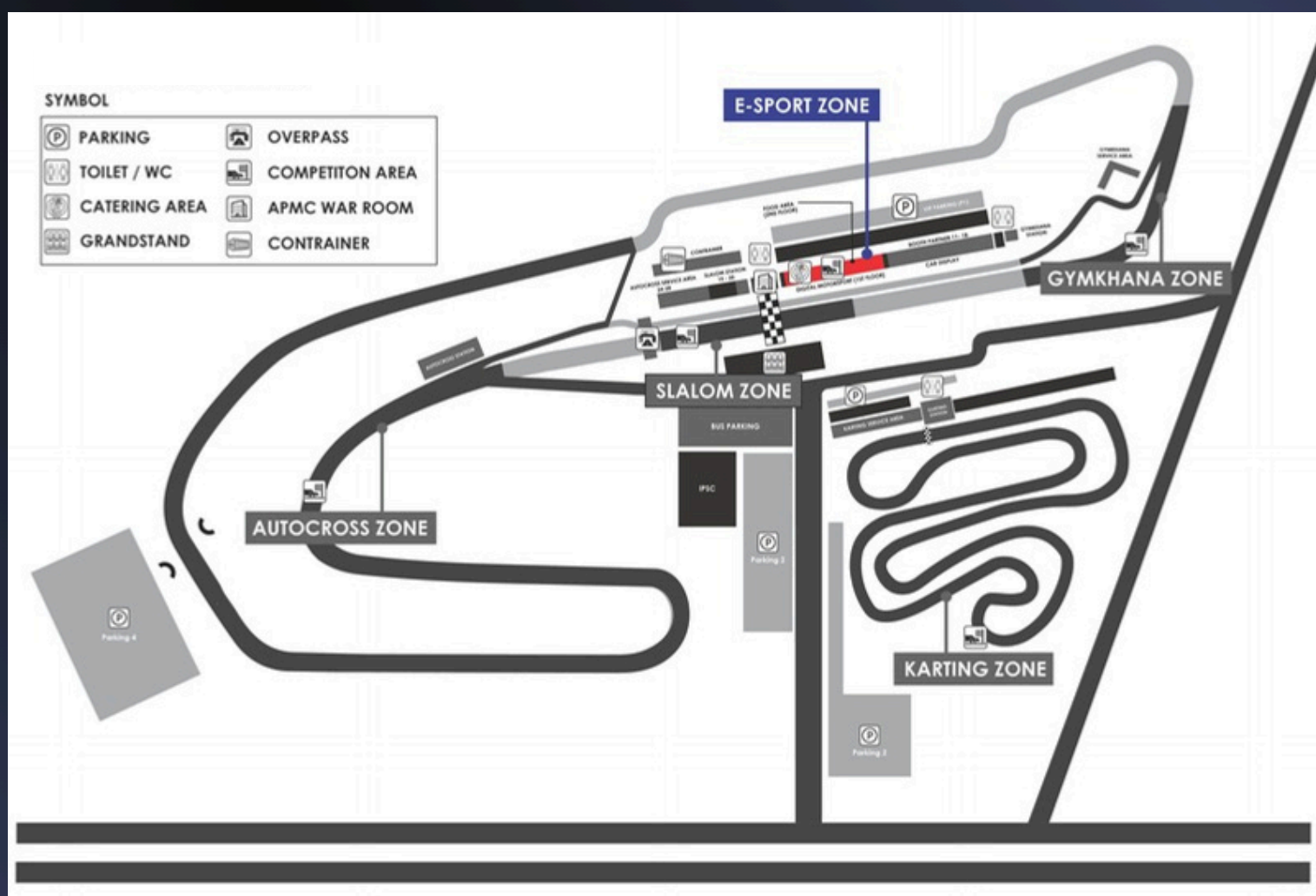
The organiser explicitly reserves the right to amend or modify these conditions at any time, with effect for the future. The drivers shall be notified about this at a suitable point.

22. Legal Disclaimer

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

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

E-SPORT LAYOUT





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For Enquiries:

CONTACT US

