



SPORTING REGULATIONS

KATU by SLAS 2023

Organized and Conducted by

SRI LANKA AUTOMOBILE SPORTS (SLAS)

In association with Sri Lanka Air Force

On

2nd and 3rd of December 2023

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A. GENERAL

A.1 THE ORGANISERS AND PROMOTORS

A.1.1 The **Katu by SLAS 2023** is organized and conducted by the Sri Lanka Automobile Sports hereinafter called as **SLAS**.

A.1.2. The **KATU BY SLAS 2023** will consist of several Mass start race events conducted on a Tarmac Circuit. The **KATU BY SLAS 2023** will be held under the National Sporting Code and the latest Appendices of the Sri Lanka Automobile Sports and these Sporting Regulations and Supplementary Regulations issued by **SLAS**.

A 1.3. The **Katu by SLAS 2023** will be held on the 3rd of December 2023 commencing 9.00am with qualifying / practice on the 2nd of December 2023 commencing at 7.00am.

Competitors should report to the Chief Paddock Marshal at 6.30am on both days.

Ignorance of the Rules and Regulations will not be accepted as an excuse for violation and non-compliance.

B. Entry Fees

Motor Cars	Rs. 15,000.00
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C. OPENING / CLOSING OF ENTRIES:

Entries are open presently.

Entries will Close on 17th November 2023 at 16.00hrs as below.

Entries should reach the Secretary of the Meet Sri Lanka Automobile Sports Office No 12, Ministry of Sports, No 33, Torrington Place, Colombo 07.

Entries could also be sent via online. <https://tudo.lk/sport-club/slas-katu-23>

LATE ENTRIES WILL NOT BE ACCEPTED.

C.1 The onus of ensuring that entries are received at the above address, in time, rests entirely with the competitor.

C.2 The entrant must ensure that all information pertaining to his/her vehicle, as called for in the Entry Form, and as required by these Regulations and the latest SLAS Appendix G, and its appendixes, is provided at the time of handing over the Entry. Documentary evidence of the declaration made must be handed over together with the Entry Form along with the correct entry fees.

- C.3 **Incomplete and/or illegible Entries will not be accepted, even though the entry fees are paid.**
- C.4 The Entrant is held entirely responsible for ensuring that his/her vehicle conforms to the declarations made in his /her entry Form. Any deviation detected could result in exclusion from the Meet and or further disciplinary action against the competitor.
- C.5. It is the competitor's responsibility to ensure that all persons concerned by his/her entry observe all the requirements of the Codes, the latest Technical Regulations of SLAS (Appendix G and its amendments), and these Sporting Regulations.
- C.6 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice, qualifying and the race.
- C.7 The presentation of a car for scrutinizing will be deemed an implicit statement of conformity.
- C.8 All participants will indemnify the MINISTRY of Youth Affairs and Sports, the Department of Sports Development, SLAS, the Sri Lanka Air force and all their employees, agents, sponsors and anyone connected with the race meet as per the indemnification signed by the Competitors.
- C.10 All persons concerned in any way with an entered Car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass provided by the organizers at all times.

D EVENTS -CARS

1. Group E cars up to & including 1000cc,(One Make Nissan March)
2. Group E cars up to and including 1300 (One Make Ford Laser/Mazda 1300cc)
3. Group N cars up to and including 1300cc (One Make Ford Laser/Mazda 1300cc)
4. Group N cars up to and including 1500cc (One Make Ford Laser/Mazda 1500cc)
5. Group A cars Mini 7
6. Group A cars up to 1050cc
7. Group H cars, SLH 1600cc
8. Group H cars, SLH 2000cc (One Make- Subaru Legacy)
9. Group H cars, Nissan March One Make 1300cc
10. Group H cars, up to 1275cc
11. Group GT cars up to 3500cc
12. Formula McLarens 1300cc
13. Formula Ford 1600
14. Modified Formula Cars up to 1665cc

NOTE;

Please refer to the SLAS Appendix „G“ effective from 21st March 2021 and the latest amendments with specific revisions, for Individual Technical Regulations.

Organizers reserve the right to Include Parades and Demonstrations.

The Organizers will have the right to decide on canceling events based on **Rule Number F.1.** Events will not be run concurrently under any circumstances unless otherwise specified.

Under Extreme circumstances Organizers in Conjunction with the Stewards / Race Director / Clerk of the Course reserve the right to postpone or continue to finish the race meet or any specific event on the following day or on a day permitting or cancel, if deemed necessary.

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F. MINIMUM AND MAXIMUM NUMBERS AND OTHER CONDITIONS FOR ENTRIES:

F.1 Minimum number of entries required scheduling an event, and minimum number of starters required to start an event is given in the tables below;

MOTOR CARS

Minimum no. of Entries for Scheduling an Event	Minimum no. of Starters to Conduct an Event on Race Day
08	06

If there are insufficient entries for an event to be scheduled, or run, that particular event will be cancelled and the entry fees will be refunded.

F.2 **The maximum number of Entries accepted for an Event on a First come First served basis will be as shown in the table below;**

Type of Vehicles	Maximum number of Entries
MOTOR CARS	20

F.3 However, the decision of the Organizing Committee will be final on the above issue.

F.4 A maximum of three (3) entries will be accepted from a competitor, while, any one vehicle will compete only in its class. Sharing of vehicle /s will not be allowed.

F.5 Spare Car

A spare Car may be entered for and be used for competition only by the competitor who has entered that car. Normal entry fees are applicable for the Spare Car. Competitor obtaining a grid position using any one of his / her Cars on the qualifying day should use the same Car on the race day to retain his grid position. The Competitors entering a spare car should inform the Chief Paddock Marshal in writing of the competing vehicle and the spare vehicle details, if not the first vehicle which is scrutinized will be considered as the competing vehicle. A competitor using his/her spare vehicle on race day (after qualifying) will start from the back of the grid.

F.6 Each vehicle will compete only in one category, and a vehicle may be used by one Competitor only. If there is a change of an engine (spare engine), after the qualifying, the change will result in the loss of the original grid and will be placed 4 grids down. Inter changing of engine is allowed (from

another competing vehicle), however will be penalized and will start from the back of the grid.

G. GENERALUNDERTAKING

G. 1 Entrant Driver is solely responsible for the behavior of his or her pit Crews and supporters.

G. 2 Entrant Driver whether he or she is an adult or a minor will be penalized after an inquiry for any offence committed by his or her pit crew or supporters on the Practice or Race day.

G.3 Unauthorized Practice, Testing or any such activity on the race track is strictly prohibited.

Also practicing/ testing in the Paddock area is strictly forbidden. Any Competitor found to have violated this rule (Above) or have used a competing vehicle on the public highway with an open exhaust or in such a manner as to be a nuisance or danger to the public and users of the road will be disqualified

H. ELIGIBILITY:

H.1 This is a National Competition and, is open to all nationals/residents of Sri Lanka and Foreign Competitors provided they conform to the following requirements:

If he/she is a bona-fide driver who is an amateur holding a valid Competition License issued by Sri Lanka Automobile Sports.

All Foreign Competitors must obtain a no objection from the respective country ASN, thru the local ASN and a Temporary Competition Licenses from respective Motor Sports governing body in Sri Lanka. (SLAS)

If he/she is not under a sentence of General Suspension of the SLAS or an internal suspension of member clubs of the SLAS.

If he/she is not suffering from any mental or physical disability.

If being a minor under the age of 18 years, he/she produces at the time of forwarding his/her Entry, a letter of specific consent from his/her parent or guardian.

I. CONDITION FOR ACCEPTANCE OF ENTRY:

The organizing committee reserve the right to reject any entry if the entry is not handed in on or before the stipulated closing date and time, if the payment has not been paid, if the entry is incomplete and if the entry is from a driver who is on a general or internal ban of any of the member clubs of SLAS.

Competitors participating at this Meet do so entirely at their own risk.

J. INSURANCECOVER:

The Organizers will obtain 3rd Party Insurance Cover for the Race meet covering Official Practice, Qualifying and Race Days. The insurance premium is included in the Entry Fees. All terms and conditions apply as per insurance policy. (Copy available with the organizers for inspection)

Organizers reserve the right to obtain further insurance covers covering the competitors and officials and any other risks as may be needed.

K. CHANGE OF DRIVER / EVENT

Change of driver / Event after the close of entries is not permitted.

L. Event Awards

The following prizes will be given for

individual rounds per class. First place :

Trophy & Certificate

Second place : Trophy & Certificate

Third place : Trophy & Certificate

Organizers reserve the right to award Trophies & Certificates for more places and to add Cash Awards or any other Awards.

M. SCRUTINEERING

M.1 Pre Scrutinizing – Not applicable

M.2 Scrutinizing of all race Cars will take place at the respective area at the Paddocks of the Race Track or at the Chief Paddock Marshals enclosure.

Scrutinizing will take place on Practice / Qualifying day and will begin at 6.30am and end at 9.30am. It is the competitors onus to ensure that the competing vehicle/s are scrutinized during above stipulated times.

A vehicle which has been failed by a Scrutineer on practice / Qualifying day may be allowed to practice at the sole discretion of the chief Scrutineer and the Clerk of the Course. **Any vehicle suffering damage after scrutinizing and before the Race must be re-scrutinized by the Chief Scrutineer.** The onus of reporting such damage is upon the Competitor. Scrutinizing includes the photography of engine bay, roll cage structure and rear of the vehicle. Competitor should ensure that this is done or face

disqualification. A competitor will confirm to the chief scrutinizer that his / her vehicle is in conformity to the scrutinizing done and no alterations or changes have been applied after the scrutinizing. And any/ all such alterations and modifications are done on his/her own risk and will be an offence if found, and will be disqualified.

- M.3 No car may take part in the Qualifying or Race until it has been passed by the Scrutinizers.
- M.4 The scrutinizers may:
- M.4.1 Check the eligibility of a Car or of a competitor at any time during the event.
- M.4.2 Any Car which, after being passed by the scrutinizers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is

involved in an accident with similar consequences, must be re-presented for scrutinizing approval.
- M.4.3 The Race Director / Clerk of the Course may require any car involved in an accident be stopped and checked.
- M.5 Checks and scrutinizing shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc ferme and who alone are authorized to give instructions to the competitors.
- M.6 On the race day any vehicle failed by the Chief Scrutinizer will not be allowed to compete. At the Practice / qualifying and Race days all vehicles will remain in the Paddocks under the custody of the Chief Scrutinizer for 30 minutes from the time of the finishing time of the last event of the day. Any vehicle leaving the Paddocks without written permission of the Race director before the stipulated time is liable for punishment. A competitor who wishes to remove the competing vehicle before the end of the race meet or qualifying session, should submit a request in writing to the Race Director or COC and upon approval only could leave the track.**
- M.7 FUEL**
Only Fuel as commercially available for sale in Sri Lanka is allowed i.e. Gasoline or Diesel. Please refer the latest Appendix G and its latest amendments Class wise clarification.
- M.8 **Replacement vehicles** - i.e. change of Car is NOT permitted unless it is approved by the Race Director / Clerk of the Course under special circumstances. (except for classes where a spare vehicle is allowed, in such cases please refer to the specific rule).

M.9 RACENUMBERS

- M.9.1 Three clear areas for the display of competition numbers must be reserved. One on the Bonnet and one each side left and right Front Doors of the car and the front and rear windscreen Top left corner.
- M.9.2 The name of the driver together with the Blood Group must appear on the bodywork, of the car, as stipulated in the SLAS appendix G.

M.10. Paddock

All competition vehicles & Light Supporting Vehicles

(up to 2000 KG) must be parked in the paddock as directed by the paddock marshal. **Heavy Support Vehicles must be parked elsewhere as directed by the paddock Marshal.**

Paddock is only for Competitors/Assistants with valid passes. Please make arrangements to accommodate others accompanying you elsewhere (Please observe health guide lines which is in force at the time of this Race meet.)

Please note all Support Crew / Pit Crew's behavior will be the responsibility of the competitor, and the competitor should ensure that they have been briefed of the rules governing the meet/s

N. WEIGHING

- N.1 In every case where a minimum weight has been specified, it is the duty of the Competitor to ensure that at any time during the Meet, the weight of the vehicle will **NOT** be less than the minimum weight.
- N.2 It is permitted to carry ballast as a means of achieving the minimum weight provided that the ballast is of solid material and is **bolted or welded on to the car** with provisions for placing of seals by the scrutinizers.
- N.3 The reference weighing scale is the Official Scale available at the meet. The Weight will be final and no allowances will be given. The stewards at the beginning of the race meet will check for the accuracy of the scale.
- N.4 During Qualifying and Race, cars will be weighed as follows:
 - N.4.1 The organizer will install / nominate weighing equipment.
 - N.4.2 Organizers may decide to select cars at random to undergo the weighing procedure. An official will inform the driver at the pit exit or indicate by means of a flag after the completion of qualifying or Race that his car has been selected for weighing; (in addition to the normal weighing procedure)
 - N.4.3 Having been informed that his car has been selected for weighing,

- the driver will proceed directly to the weighing area and stop his engine at the end of his qualifying or race session;
- N.4.4 The car will then be weighed and the result given to the driver.
 - N.4.5 If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;
 - N.4.6 A car or driver may not leave the weighing area without the consent of the Weighing marshal;
 - N.4.7 If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for the vehicle weight to be established.
 - N.4.8 The weight is the weight of the vehicle in the condition in which it crosses the finishing line or at any time during the competition, including qualifying.
 - N.4.9 Failing to report to the weighing area after qualifying session is completed, will result in placing the Bottom of the qualifying list, and this rule will not be changed for whatever the reasons or other competitors giving their consent to accept his or her qualifying position.**

O. QUALIFYING

- O.1 Timing will be by electronic equipment or by manually operated stop watches, and will be calculated to .01 seconds. Each competitor is entitled to 10 Minutes of time on the circuit for Practice / Qualifying. The clock will start as soon as the event scheduled for qualifying leaves the dummy grid. All laps during that 10 minutes will be timed and the fastest lap will be considered for the grid position. The Onus of reporting to the dummy grid for the qualifying lies with the competitor.
- O.2 If a competitor enters the paddocks cutting short of his / her qualifying time, he/she will not be permitted to return once the qualifying time is over. However, the competitor may enter the Paddocks during qualifying session and will be observed by Paddock Marshals.
All competitors should attend the qualifying session.
Only the fastest lap will be considered for the determination of the grid positions. Re-runs will be approved at the sole discretion of the Clerk- of – the-Course
- O.3 Please refer list displayed at the paddocks for the qualifying order.
- O.4 If a competitor fails to report for qualifying or is unable to qualify due to any reason, the competitor will start the race from the back of the grid. In the event there is more than one competitor who has not qualified, the competitors will be allocated grid positions behind the timed drivers

according to the way their names are listed in the Events List. The Race Director's / Clerk of the Course's decision will be final on this issue.

O.5 Stopping the qualifying Or Racing

O.5.1 Should it become necessary to stop the qualifying / Racing, because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director / Clerk of the Course shall order a red flag to be shown at the Start Line. Simultaneously, red flags will be shown at all marshal posts.

O.5.2 When the RED FLAG signal is given, all Vehicles shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.

O.6 At the end of each qualifying session all drivers / Riders may cross the Line only once. ie; checkered flag should only be crossed once.

P. TIMING AND THE GRID POSITIONS

P.1 If the timing of an event/s could not be done on the qualifying day for any reason, the grid positions for that event/s will be by draw.

P.2 **No Protest will be entertained on official timing.**

P.3 At the end of qualifying, the fastest time achieved by each driver will be officially published.

P.4 The fastest driver will start the race from the Pole position on the grid.

P.5 The grid will be drawn up in the order of the fastest time achieved by each driver. Should two or more drivers have set identical times, Grid priority will be given to the one who set it on the earliest lap in his or her timing session.

P.6 The grid for **Motor Cars** will be in a staggered **2 x 2** formation.

Q. STARTING PROCEDURES / FALSESTART

Q.1 Refueling or any adjustments to the vehicle on the starting grid is forbidden. **Competition vehicles should not be worked on in any way after they have left the dummy grid until they finish the race and return to paddocks, unless permitted by the Starter.**

Q.2 FALSE START

A competitor taking a false start will be penalized as follows;

- a) Stop and Go Penalty (Minimum 5 -10 Seconds) or as specified by the stewards.
- b) Down Grading of positions or Exclusion from the Event.

Steward's decision will be final and binding on all competitors.

Q. 3 The Stewards may impose a stop / go penalty on any driver / rider involved in an incident. However, should such penalty be imposed during the last Two laps, or after the end of a race, the driver may be demoted number of positions as per steward's decision which shall be final.

Q. 4 Stop Go Penalty

Should the Stewards decide to impose a time penalty; the following procedure will be followed:

Q.4.1 The stewards will give notification of the time penalty, which has been imposed, to the Stop Go Marshal. The driver / rider concerned will be shown an Orange Flag together with a "Stop Go" Sign at the Start Finish line with the driver competition Number. The penalized competitor should report to the designated Stop Go Penalty area within **2 laps** and undergo the time penalty. **The driver shown the Stop Go Sign should stop within the next 2 Laps. (Immediate next Lap or the Following Lap).**

Q.4.2 When the time penalty period has elapsed the driver/rider may rejoin the race. The minimum time penalty will be **05secs.**

Q.4.3 Whilst a car is stationary in the stop – go penalty area as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

Q.4.4 Please note the owners of stopping in the marked / correct area is with the competitor, if a competitor fails to stop on the designated area, then he / she will have to complete another lap and stop at the correct location.

Q.4.5 Any breach or failure to comply with rules and regulations may result in the competitor being excluded from competition.

Q.4.6 The start line Cameras used (by SLAS) will be the official source of evidence

R. STOPPING A RACE

R.1 The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A. Less than two full laps completed. If the race can be restarted,

Case B. Two or more full laps but less than 75% of the race distance completed (rounded up to the nearest whole

number of laps). If the race can be restarted, the Race Director / Clerk of the Course will decide in consultation with stewards.

Case C. 75% or more of the race distance completed (rounded up to the nearest whole number of laps). The cars will be sent directly to the paddocks and the race will be deemed to have finished, and the results will be taken as, when the leading car crossed the Line at the end of the lap of one lap prior to that during which the signal to stop was given. (during the last race lap)

In the event of a Restart the Starting grid will be the finishing order of the last lap before the race was stopped.

R.2 FINISH

R.2.1 The end-of-race signal by means of a waived Chequered Flag will be shown at the Start / Finish Line as soon as the leading car has covered the full race distance or as determined by the stewards after 75 % of the stipulated number of laps have been completed.

R.2.2 Should for any reason the end-of-race signal be given before the leading car / motor cycle completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

R.2.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished once the leading car has crossed the line after completing the specified laps for that race.

R.2.4 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Paddock / weighing area, without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

R.2.5. Any classified car which cannot reach the paddock / weighing area under its own power will be placed under the exclusive control of the marshals who will take the car to the paddocks / weighing area.

S. It is compulsory for all competing Motor Cars have Front and Rear Tow Hooks / Eyes. Scrutinizers will not pass the vehicles without Tow Hooks / Eyes.

T. COMPETITOR UNDER THE INFLUENCE OF ALCOHOL OR DRUGS

T.1 Competitor should not be under the influence of alcohol or drugs before and during entirety of the race meet.

T.2 Any Competitor found to be under the influence of liquor or drugs

would not be permitted to participate at the Meet.

- T.3 A competitor shall if so requested by the race director or his agent, should undergo an examination by a Medical Officer in attendance or by Sri Lanka Anti Doping Association Officials. These tests which may also include a Breathalyzer Test and Blood or Urine Tests.
- T.4 The Medical Officer's or Sri Lanka Anti Doping Association Official's decision and / or the results of the breathalyzer test will be taken as final and binding on the competitor. Refusal to submit to medical examination as above will result in automatic exclusion from the Meet.

U. PROTECTIVE CLOTHING AND SAFETY REQUIREMENTS

All drivers/riders must wear racing overalls as per the SLAS regulations. The driver must be covered from neck to ankle to wrist. Helmets and driving gloves are compulsory. The Racing Helmet to be worn by the competitor must be of acceptable quality and should carry the safety standard that it is manufactured to on the helmet. Helmet should be properly strapped during races.

Any incident / issue not specifically covered by these rules and / or other sporting codes will be decided by the organizers as the case may be. SLAS rules too will apply.

Motor Cars

- a) Crash helmet and seat belt (as per SLAS Appendix G Minimum Safety Standard).
- b) Roll-Cages for all vehicles as per SLAS appendix G specifications.
- c) Crash bars or other protruding guards are not permitted.

Drivers protective gear will be as per SLAS Appendix G on "Minimum Safety Standards". Safety requirement of the competition vehicle will be as per SLAS ,, Appendix G"

- a. The rear and side glasses should be free from any sponsor stickers. The Driver should be visible from behind and the side. – Please refer the Appendix G for specific details.

All other protective gear and safety measures recommended by SLAS must be adhered to.

Please refer to the latest version of the Appendix G, approved by the SLAS on all above. **It is up to the competitor to ensure that he / She is fully aware of the Rules and Regulations, Appendix G and its amendments.**

and is in compliance to same. The Non compliance or ignorance of the latest Rules and Regulation or the appendix G Published is the responsibility of the competitor and the club will not hold itself responsible.

V. PROTESTS

V.1 All protest must be made in writing on prescribed form available with the Paddock Marshal and delivered to the Race Director / Clerk of the Course or to the Secretary of the Meet for onwards transmission to the Stewards of the meet, with the receipt of payment obtained from the paddock marshal after paying non refundable protest fees in cash.

V.2 Protest Fees

Motor Cars -The protest fee is Rs 30,000/- paid in Cash with the protest (which is non- refundable). Protests should be lodged within 30 minutes of the completion of the **PARTICULAR EVENT** on Race day and Qualifying Day. Additional fees for dismantling Motor Cars is **Rs 70,000/- (SL -E, SL - N, SL - A and SL - S)** and **Rs. 100,000/- (SL - GT ,SL - H)** should be paid within 2 working days of the race meet.

Refunds – If the protest is **upheld** the dismantling fees will be refunded to the protestor after deducting the cost incurred by the organizers for dismantling and reporting needed for the inquiry.

If the protest is **not upheld** dismantling fees will be forfeited.

If the protest is **not upheld** and the vehicle of the Competitor who was protested against is declared within specifications according to rules and regulations, the competitor protested against will receive **Rs. 70,000.00 in the case of SL - N, SL - A and SL - S and classes, and Rs. 100,000.00 in the case of SL - GT and SL - H classes.**

V.3 For procedures see National Sporting Code part XI.

V.4 One protest is only in respect of one car. Separate protests should be lodged for each car.

V.5 Protests arising out of a competition shall be addressed to the Race Director / Clerk of the Course. In the absence of the Race Director / Clerk of the Course such protests should be addressed to any of the steward/s of the meeting.

X.5 A protest against a decision of a scrutiner or weighing official shall be lodged by the competitor in question immediately after such decision has been made.

X.6 Protests against any error or irregularity occurring during a competition, referring to the non- compliance of vehicles with the regulations and

concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results or on completion of the event. Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organizers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.

- X.7 The stewards of the meeting shall treat all protests referred to above as urgent. In the case of a split vote amongst the stewards of the meeting, the SLAS Chief steward shall have the casting vote.
- X.8 Organizers reserve the right to impound any competition vehicle and dismantle same to check for conformity on Qualifying or Race day.
- X.9 **Competitor whose vehicle is impounded with or without a protest should transport the vehicle to the place of custody and to the place where the vehicle is dismantled by his staff at his/her cost under the super vision of the Race Director/ Clerk of the Course /Stewards or the nominated officials. Competitor shall provide mechanics for dismantling his/her vehicle.**

W. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

A Drivers briefing will be held at the track side on Qualifying day I e 2nd December 2023 at 8.00am which is Compulsary

- W.1 All amendments to sporting regulations, instructions and communications to competitors will be given in writing wherever possible. Bulletins and any other announcements may be made using the Social media Platform Whatsapp.
- W.2 In exceptional circumstances, the Race Director / Clerk of the Course / stewards may give instructions to competitors directly or through Paddock Marshals.
- W.3 All results of qualifying and the race, as well as all decisions issued by the officials of the event, will be posted on the official notice board.
- W.4 Any decisions or communication concerning a particular competitor will be given to him ASAP.
- W.5 Briefings, chaired by the Race Director / Clerk of the Course or organizers will take place at a time and location notified via the official program or Via the PA system at the track. The briefings must be attended by all competitors and their team manager.

X. **PODIUM CEREMONY**

The drivers finishing the race in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure set. All winners must attend the Podium Ceremony in Racing Overalls.

Any Competitor who absents himself or herself for the prize giving at the end of the meet without a valid reason communicated to the Race Director / Clerk of the Course in writing and accepted by the Race Director / Clerk of the Course, will forfeit his or her award. No one will be allowed to collect the award at the podium on behalf of the competitor. A competitor who has given a valid reason in writing accepted by the Race Director may collect his or her award from the Ministry of Sports Development.

Y **GENERAL RULES**

Y.1 **Reporting Times**

Reporting Times will be indicated to competitors in the letter of acceptance for each race meet. **Reporting in time, signing “IN” & “OUT” is a MUST and is the responsibility of the competitor, and not that of the crew or the manager.** The Competition license should be surrendered to the chief Paddock Marshall on practice / qualifying day, and will be released on race after the completion of the race.

Y.2 **Video / High resolution Cameras**

The use of in car Video and high resolution cameras (Any Sort of recording devices), are permitted/ recommended. All unedited data of these equipments should be surrendered to the Clerk of the course / Stewards upon requested to do so, even without the presence of a protest. The organizers reserves the right to penalize or call for a disciplinary Action for competitors who fail to do so.

Y.3 **Prize Distribution.**

- A. Please be advised that, after the completion of each race, a prize distribution will take place at the Segregated area. – **Trophies, sponsors material**, based on the race finish order, will be distributed, **and it will be Provisional**. The official results will follow after the conclusion of the race following the procedures of the NSC and its Appendix's, and certificates will be issued accordingly.
- B. The provisional results will be issued, to accommodate the Live Television Broadcast, and the interest of the Sponsors, the viewer's and the general public.
- C. Note : Any Competitor who absents himself or herself for the prize giving at the end of a meet/ awards presentation without valid reasons in writing to the clerk of the Course/ secretary would forfeit his or her awards. A competitor giving valid reasons and accepted by the clerk of the course may collect his or her trophy from the Sri Lanka Automobile Sport, 33, Torrington Avenue Colombo 07, during any working day from 10.00 am to 3.00pm.

D. Podium finishers should be in their racing kits/ overalls at the prize giving.

Y.4 Race 1 & Race 2 – Format applicable for SL H – Cars Up to 1600cc & SLGT up to 3500cc Events

(Specific Rules)

- a) All competitors will be timed on qualifying as usual.
- b) The Grid formation will be 2 x2.
- c) Trophies and certificates will be given to the 1st 3 placing, in Race 1 & Race 2
- d) The Starting Grid for Race 1 will be as per qualifying times and Starting grid for Race 2 will be based on the finishing order of Race 1
- e) A Champion Driver award or the fastest driver of the award may be given by the organizers.

Y.5 Code of conduct for Drivers &Riders

Please refer to the NSC, Appendix D for Drivers code of Conduct and Appendix R for Penal Code.

- a) Report on time and mark your attendance at the Paddock Marshalls office
- b) Get your competition vehicle scrutinized. Please ensure to show your race gear as well, to the scrutinizing officer.
- c) Having the Original competition license, issued by SLAS or issued by the ASN is a must during the race meet.
- d) Ensure to follow the supplementary rules & regulations, its amendments, the NSC (National Sporting Code) and its amendments. Ignorance to the above is no excuse. Noncompliance to these will be a disqualification.
- e) Ensure that the entry form and the indemnity form is signed.
- f) Motor Racing is Dangerous and you take part in it at your own risk.
- g) Ensure to obey instructions from Officials at all times during the time frame of the race meet.
- h) Avoid in getting in to arguments and confrontations with officials, competitors, spectators. etc. Follow the procedure in case of an unforeseen issue.
- i) Please ensure that the behavior of the support crew / pit crew is the responsibility of the competitor. (Please take note of the NSC, Appendix R and Appendix D.
- j) Please ensure to wear your / Pit Crew / support crew, passes at all times.

Y. 6 Un Sportsmanship Behavior

- a) The Stewards of the Meeting will have a very close view of all the incidents around the track using the CCTV and the Live Recording, for any misconduct or un sportsmanship behavior, and such will be dealt with immediately. Stewards decisions on such will be final and binding.

CONCLUSION

A decision on any situation not covered by these rules will be taken by Race Director / Clerk of the Course or stewards or both.