

Series Race Director Notes
LYL International Karting Circuit (MAS)
6th – 8th Feb 2026

From: INF1NITY IAME Series Asia Race Director.
To: All Drivers, Teams, Mechanics, Officials & Marshals.

1. Flag Signals on Marshal Posts

1.1. Flag signals on all marshal posts must be respected at all points of the circuit. The flag signals and marshals are there for your safety, your other competitor's safety and the officials safety. **PLEASE RESPECT ALL SIGNALS AT ALL TIMES!**

2. Observing Yellow Flags

2.1. When a yellow flag is displayed at a marshal post I would like to remind you that **NO** overtaking is permitted.
2.2. Under double waved yellows, please **SLOW DOWN** with **NO OVERTAKING** and be prepared to stop or change direction.

3. Entering the track for Laps during Timed Qualifying/Time Trial

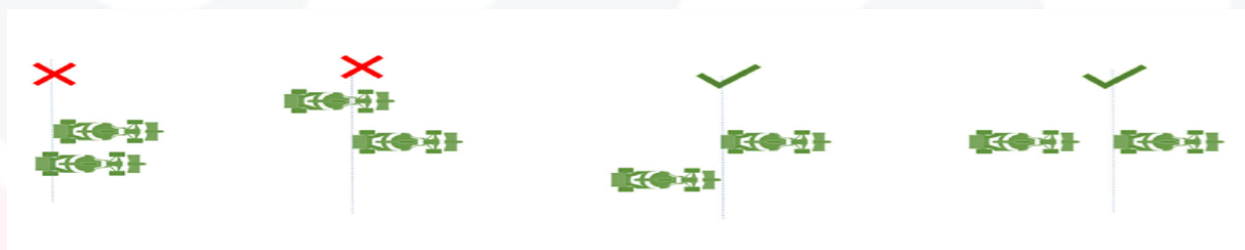
3.1. Please ensure that you leave the pits safely and do not impede drivers at any time that are already on the circuit.
3.2. Rolling over / Blocking / Trying to gain a track position. If this becomes a problem and unsafe, the session will be stopped. Further infringements will result in a report to the stewards.

4. Drivers leaving the Pre-Grid / Pit Lane

4.1. For safety reasons, all karts entering the circuit must do so in a safe manner. We will be monitoring Pit Exit driving behaviour and reserve the right to report any infringement of this article to the Stewards.

5. Restarting after a 'SLOW' procedure

5.1. Please see the attached diagram:



5.2. No overtaking is allowed before the Start/Control line. Drivers should follow the leading kart at a SLOW but CONSTANT speed, in either single file or a staggered formation. However, at no point should any part of your karts bodywork be in front of the leading kart's rear bumper.

5.3. The leader should not start accelerating before the yellow line on the startline.

6. Circuit & Parc Ferme Cameras

6.1. The Circuit Camera System is operational on the circuit and in parc ferme, including the pit entry / pit exit / scales / technical area.

6.2. I would like to remind competitors that an attempt (whether successful or not) to reposition a front fairing which was not correctly positioned (by the driver or a third party) will be subject to a report to the Stewards.

If found guilty the mandatory penalty is **DISQUALIFICATION FROM THE RACE**

6.3. I would like to remind competitors that upwards of 25 race control cameras are available throughout the track and the provisions of this article will be closely monitored throughout the event.

7. Helmet and Visor Cameras

7.1. I would like to remind all competitors that Helmet and Visor on board cameras are strictly forbidden in all sessions including track practice days.

7.2. On board cameras are allowed, so long as they are fitted to the kart only and the technically team are satisfied that they are secure, during practice sessions up until Timed Qualifying/Time Trial.

8. Race Suspension (RED FLAG)

8.1. Should the race be red flagged, please ensure you SLOW down and you are prepared to stop as instructed to by the marshals. Where possible drivers will be directed to the start/finish line, where they must STOP and NOT carry out any work or interfere on the kart until approval is given by an IAME Asia Official.

8.2. Additional details on the restart will be given at the drivers briefing OR at the time of the red flag.

9. Broken Down Karts on Track

9.1. Wherever possible (and only if it is SAFE to do so) I ask that drivers to remove their kart to a place of safety as soon as possible to the closest marshal post (or dedicated safe area) and wait there until the end of the session. The press safe areas will be reviewed by the Race Director, during the Official Drivers Briefing.

9.2. It is mandatory for drivers to wear their helmet whilst travelling on the recovery trailer

10. Attempt to Restart

10.1. Should any driver stop on track, only **ONE ATTEMPT** to restart is allowed, which is only to be completed in a safe manner.

11. Chequered Flag IN Lap

11.1. After the chequered flag, continue on the lap and all drivers must go back to parc ferme without any delay. This needs to be at a slow speed and avoiding any dangerous driving liable to hinder other competitors.

12. Pre-Grid & Kart Repairs

12.1. No tools are allowing on the Timed Qualifying/Heats/Final pre-grid. If a kart is worked on within these spaces, with or without tools, a report will be sent to the stewards. I remind drivers that the applicable penalty for this is Disqualification from the session concerned.

12.2. Whilst working on the kart is not allowed, you will be allowed to check your tyre pressures (which can NOT be increased) within this area.

12.3. The only exception allowed to article 12.1 of these Race Director Event Notes will be any work carried out on a kart following a failure to start from the pre-grid (E>G: faulty spark plug, or use of an electric started). The tool – assisted work will only be allowed following a clearly demonstrated failure to start, noted by a Judge of Fact, the Technical Delegate or the Race Director. The driver concerned will only be able to leave the grid following the start of the race, at the back of the grid, only upon the order of the Race Director.

12.4. On the ONE MINUTE (1 MIN) signal, all mechanics are to be removed from the pre grid and can only return to help a driver after **ALL** karts have left the grid area.

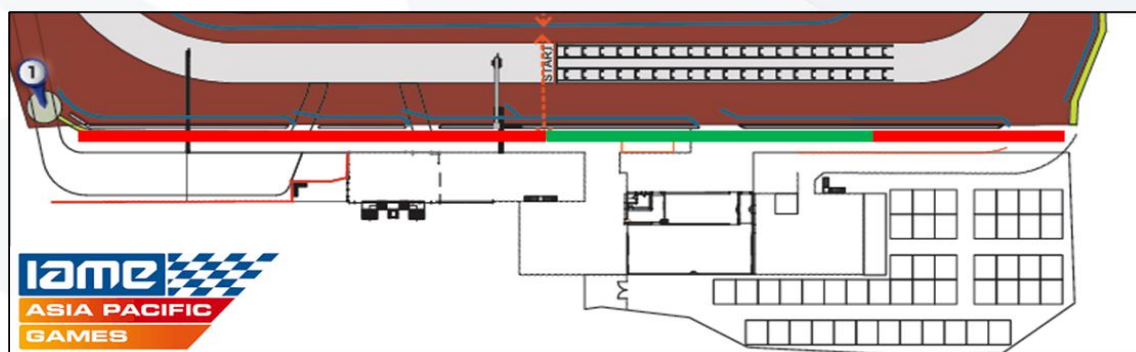
12.5. Karts should not move until the green flag/light signal is shown by the grid personnel.

13. Driver/Entrant Briefing

13.1. I would like to remind all drivers/entrants that the official briefing is mandatory. Please refer to the official timetable of the event to check the date & time.

14. Mechanic/Team Personnel Signalling Areas

14.1. Please see the below diagram:



14.2. Mechanics/team personnel are only permitted to stand in the area marked GREEN. Areas marked in RED should not be entered during the event.

14.3. The technical area is completely out of bounds until invited by the technical team.

15. Event Specific Instructions/Circuit Information

15.1. Length: 1,514 m

15.2. Direction of the Track: Clockwise

15.3. Side of the Pole Position: Right

15.4. Number of Laps in Heats:

8 Laps in Cadet, 10 Laps in Junior, 10 Laps in Senior, 10 Laps in Masters.

15.5. Number of Laps in Super Heats:

10 Laps in Cadet, 12 Laps in Junior, 14 Laps in Senior, 12 Laps in Masters.

15.5. Number of Laps in Finals:

14 Laps in Cadet, 16 Laps in Junior, 18 Laps in Senior, 16 Laps in Masters.

15.6. **Pit Entry:** Please be safe when entering the pit lane. Ensure you keep LEFT and signal your intention to exit the track by raising your arm.

16. Race Starts

16.1. All classes will have **2 Formation Laps**, drivers should reduce their speed by **Marshal Post 10** and must be in your 2by2 formation, slow speed and in formation at the RED LINE (Latest).

16.2. Pole position and Grip 2 drivers **DO NOT** accelerate until the yellow line.

16.3. Excessive and repeated false starts may result in a RED FLAG, and the front 2 positioned drivers are at risk of being moved to the back of the starting grid [at the discretion of the Race Director]. A continued breach of this instruction will be reported to the stewards. The poleman must be on the correct line of the formation at the latest by the red line. *(According to the side of the pole position of the track: **Right**)*

16.4. As per Art 2.19.9 of the 2026 FIA Karting General Prescriptions, any driver unable to exit the pits will only be able to do so following the start of the race at the back of the grid, upon the order of the Race Director.

17. Track Limits

17.1. In accordance with the provisions in the Karting Drivers & Code of Driving Conduct, the white line defines the track edge. A kart must always remain on the track, failure to do so may result in a report to the stewards.

18. Warning Flag

18.1. As per 2026 IAME Asia Sporting Regulations 25.3, if a driver receives a warning flag this will be an automatic 5 second penalty applied. These incidents will be checked and confirmed in Race Control and a report will be sent to the stewards for each occasion for possible further sanction.

18.2. Depending on if the Race Control can get the information to me in time, the warning flag can be given during or after the race. Please check the official notice board/results after the race.

18.3. Warning Flags will be displayed via the digital board on the start gantry OR manually via the start line marshal.

19. Smoking

19.1. As per the IAME Asia regulations, it is strictly forbidden to smoke or to use any device risking of provoking fire in the paddock area, technical, service parc, pre-grid and circuit areas. All these areas are non smoking/vaping areas, please respect the signage as any infringements may lead to fines.

20. Starting Up/Running of Engines

20.1. The starting up/running in/warming up/testing of kart engines in the paddock as well as in the reserved areas are strictly forbidden.

21. Timetable Changes

21.1. Should by force majeure the timetable run late, you should still turn up to the pre-grid as per the published timetable, although this may involve a waiting time.

22. Steward Summoning

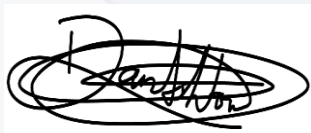
22.1. Drivers, Entrants or personnel will be summoned to the stewards via either a tannoy into the paddock and/or an SMS text message. Once summoned please attend the steward's room without delay.

22.2. Stewards room location will be in the main Race Control Building.

23. Technical Area

23.1. The technical delegate may invite engine builders into the technical area if it is their engine being checked. They may only enter the technical area under the authority of the technical delegate.

Daniel Ashton
INF1NITY IAME Asia Series
Race Director

A handwritten signature in black ink, appearing to read "Daniel Ashton", enclosed within a rectangular box.