

## Series Race Directors Notes for the Event 2025

To All Teams, Entrants, Drivers and Officials

IAME SERIES ASIA

Bira Kart Circuit

13<sup>th</sup>/14<sup>th</sup> September. 2025

### 1. Flag Signals on Marshals Posts

1.1. Flag signals on all marshal posts must be respected at all points on the circuit. They are there for your safety, your competitor's safety and the marshalling teams safety. **PLEASE RESPECT ALL SIGNALS AT ALL TIMES!**

### 2. Observing yellow flags.

2.1. When a yellow flag is displayed at a marshal post **SLOW DOWN** and **NO OVERTAKING** is permitted.

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

3.1. Please ensure you leave the pits safely and do not impede drivers at any time on track.

3.2 Rolling over, blocking etc. will not be tolerated and the session will be stopped.

### 4. Drivers leaving the Dummy 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 of the meeting.

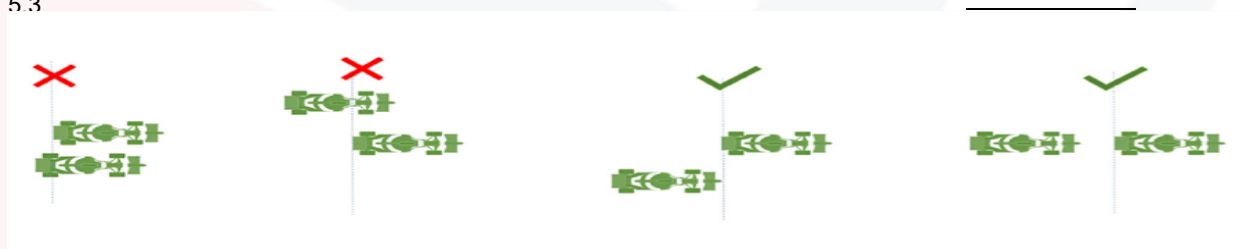
### 5. Restarting after a 'SLOW' procedure

5.1. Please see below diagram:

5.2. **Restart** – no overtaking is allowed before the start/finish line. Drivers should follow the leading kart at a slow and constant speed, in either a single file or staggered formation, but never with any part of their bodywork be in front of the leading kart's rear bumper.

Acceleration by the poleman should start upon approach of the track's "Yellow Line"

5.3



## 6. Circuit & Parc Ferme Cameras

6.1. The Circuit Camera System is operational on circuit and in Parc Ferme, including in the Pit Entry/Pit Scales line.

7.1. We remind Competitors that, as per Article 2.3.3 of the 2025 FIA Karting General Prescriptions, an attempt (whether successful or not) to reposition a front fairing which is not correctly positioned (by a Driver or a third party, and as defined by Technical Drawing 2.2.1 of the 2025 FIA Karting Technical Regulations), a report to the Stewards of the Event will be made.

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

7.2 We remind Competitors that upwards of 15 Race Control cameras are available throughout the track, and the provisions of this Article will be closely monitored throughout the Event.

## 8. Helmet and Visor cam

8.1. We remind competitors that helmet and visor on board cameras are strictly forbidden as they are modifications to the helmet, forbidden as per Appendix L, Chapter III, Art. 1.4 of the ISC.

8.2 Cameras are allowed on the karts during practice sessions until Timed Qualifying/Time Trial.

## 9. Race Suspension (RED FLAG)

9.1. Should a race be Red Flagged, please ensure to slow down and be prepared to stop as instructed 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 approved by an IAME ASIA Official.

Additional details about the restart procedure will be given at the drivers/entrants briefing or at the time of the red flag.

## 10. Broken down karts on the track

10.1. Wherever possible (and if safe to do so), Drivers must remove their karts to a place of safety, move as soon as possible to the closest Marshall post (or dedicated press safe area) and wait there until the end of the Session. The Press Safe Areas will be reviewed by the Race Director, during the Event's Official Drivers'/ Entrants' Briefing.

10.2. It is mandatory to wear the driver's helmet properly when on the pick-up vehicle /recovery vehicle

## 11. Attempt to restart

11.1. Should a driver stop on track, only **ONE ATTEMPT** to restart is allowed, which is to be always made in a safe manner.

## 12. Chequered Flag In lap

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

### **13. Pre-Grid & Kart Repairs**

13.1. No tools are allowed on the Timed Qualifying/Heats/Final/Pre-Grid if a kart is worked on within these spaces when karts are placed on the ground with or without tools, a report will be sent to the Stewards. We remind drivers that the applicable penalty for the above infringement is Disqualification from the Heat/Final concerned.

13.2. The only exception allowed to Art 13.1 of these Race Director's Event's notes will be any work carried out on a kart following a failure to start from the pre-grid (E.G: Faulty spark plug requiring a change, or use of an electric starter). 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(s). The Driver concerned will only be able to leave the grid following the Start of a race, at the back of the grid, upon order of the Race Director.

13.3 On the One-minute signal all mechanics are to be removed from the grid and can only return to help a driver after all karts have left the grid area.

13.4 Karts should not move until the green signal/Flag is shown by the Grid personnel.

### **14. Drivers/Entrants Briefing**

14.1. We remind all Drivers and Entrants that the official briefing is mandatory, refer to the timetable of the event to check date and time.

### **15. Stewards Summoning – 2025**

15.1. Calling drivers to the stewards will be via the tannoy/PA system on site. If your name is called please attend immediately with your team representative without delay.

### **16. Event Specific Instructions/Circuit Information**

16.1. *Length:* 1321 metres

16.2. *Direction of the Track:* Clockwise

16.3. *Side of the Pole Position:* Right

16.4. *Number of laps in Heats:* 12 Laps in Senior; 12 Laps in Masters; 12 Laps in Junior; 10 in Cadet

16.5. *Number of laps in Super Heats:* 16 Laps in Senior; 14 Laps in Masters; 14 Laps in Junior; 12 in Cadet

16.6. *Number of laps in the Final:* 20 Laps in Senior; 18 Laps in Masters; 18 Laps in Junior; 16 in Cadet

## 17. Race Starts.

17.1 All classes will have 1 Formation Laps, drivers should reduce their speed from **Marshall Post 7** to be in formation at the Red Line (latest) and maintain a slow and constant speed from this point.

Pole Position and Grid 2 drivers **DO NOT** accelerate until approaching the Yellow line.

Excessive and repeated false starts may result in a RED FLAG, and the front 2 starters are at risk of being moved to the back of the starting grid [at the discretion of the Race Direction]. 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**)*

17.2. As per Art 2.19.9 of the 2025 FIA Karting General Prescriptions, any driver unable to exit the pits will only be able to do so following the Start of a race, at the back of the grid, upon order of the Race Director.

## 18. Track Limits

18.1. In accordance with the provisions of Article 3.6.2.C Karting Drivers & Code of Driving Conduct, the white lines define the track edges. A kart must always remain on the track, failure to do so may result in a report going to the Stewards.

18.2 Should you exceed the track limits you put yourself and other drivers at risk please respect these provisions.

## 19. Circuit - Specific Information

19.1 **PIT Entry:** Please be safe when entering the pit lane. Ensure to signal your intention to exit the track/enter the pitlane by raising your arm.

19.2 **SCALES Entry:** Ensure to slow down and be safe when entering the scale area,

DO NOT DRIVE onto the scales. Failure to comply will be reported to the Stewards.

## 20. Smoking

20.1 IAME ASIA regulations, it is strictly forbidden to smoke or to use any device risking provoking fire in the paddock area, Technical, Service, Pre-Grid and Circuit areas, are ALL NON-Vaping/Smoking areas, please respect the signage, as any infringements may lead to fines.

## 21. AS PER 2025 IAME ASIA SPORTING REGULATIONS Art 26.4

21.1. The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the international Sporting Code) is strictly prohibited. In the competition of repeated breach, the stewards may disqualify the driver concerned from the competition. In application of Article 12.2.3 of the Code, appeals against the stewards' decisions have no suspensive effect when in the course of the same Competition, a further breach is committed justifying the Disqualification of the same Competitor, for the total of the competition including free practice.



### **22. AS PER 2025 IAME ASIA SPORTING REGULATIONS 22.7**

22.1. Usage of motorised vehicles such as mini motors within the paddock is forbidden without a Paddock Vehicle Pass. Violators face risk of disqualification.

### **25. Timetable changes**

25.1. Should by force majeure the timetable run late, you should still turn up at the service park as per published timetable, although this may involve a waiting time.

### **26. Mechanics Viewing**

26.1. For safety reasons, Mechanics/Team Personnel must not stand in the repair area for viewing [as seen in the picture below in 26.2.]. They must only stand in permitted areas behind appropriate fencing and barriers. For the avoidance of doubt, this also includes the pit lane and any area the marshals ask you to move away from at any point during the event.

26.2. Picture of the repair area/no-go area:



26.3. Failure to comply with 26.1/26.2 of these Race Director Notes will result in a report to the stewards, and your rights to the official area access removed and possible further sanctions by the ASN & Championship.

**IAME SERIES ASIA,**

**Karting Series Race Director,**

**DANIEL ASHTON**

**12/09/2025**