



SIC NATIONAL KARTING SERIES 2019 SPORTING REGULATIONS v1.0, 170719

NAME OF EVENT: SIC NATIONAL KARTING SERIES 2019
ORGANISER: Langkawi Motorsport Club
PROMOTER: Sepang International Circuit, AutoInc Pte Ltd

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1. REGULATIONS, RESERVATIONS AND UNDERTAKINGS

- 1.1. The final text of all Supplementary Regulations for the Event shall be the English version, which will be used should any dispute arise as to their interpretation. Any annexes are an integral part of the Supplementary Regulations.
- 1.2. The Event shall be run in accordance with all Sporting and Technical Supplementary Regulations and Additional Supplementary Regulations of the Event, FIA International Sporting Code and its appendices (the “Code”), FIA and CIK-FIA official Bulletins, CIK-FIA Karting Technical Regulations, CIK-FIA International Karting Licences for Drivers & Code of Driving Conduct, and CIK-FIA General Prescriptions.
- 1.3. The above documents apply in their entirety to all categories as far as is sensibly applicable, regardless of the documents’ original intent regarding such applicability.
- 1.4. Any topics not covered by the Supplementary Regulations or Additional Supplementary Regulations of the Event will take reference from the above.
- 1.5. The organiser reserves the right to issue additional statements and Additional Supplementary Regulations following the agreement of the ASN proposing the Series and the CIK-FIA, concerning the rules and regulations (previously approved by the ASN proposing the series and the CIK-FIA) from time to time. All such statements will be published on the notice board or official website of the Event, or posted to the email address indicated on the Entry Form.
- 1.6. The organiser reserves the right to postpone or cancel any portion of the Event, or make changes to the dates or venues.
- 1.7. The organiser reserves the right to evict any group or individual from the venue for misbehaviour at its discretion.
- 1.8. All pass holders and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all provisions above and the rules governing CIK-FIA.

2. SPECIFIC INFORMATION

- 2.1. Status
The Event is a National Series comprising 3 National Competitions (each a “Round”).
- 2.2. Proposing and Authorizing ASN
The Event is proposed and sanctioned by MAM, the ASN of Malaysia.
- 2.3. Contact Office
AutoInc
1 Commonwealth Lane
#01-05 One Commonwealth Building
Singapore 149544
Tel: +65 6338 0123
Email: contact@iameseriesasia.com
Website: www.iameseriesasia.com
- 2.4. Information
The official source of information for the Event is the website www.iameseriesasia.com (the “Website”), where all Supplementary Regulations, Additional Supplementary Regulations, Official Programmes, Entry Forms, and statements will be published.
- 2.5. Dates and Venues

Round	Dates	Venue
SIC National Karting Series Round 1	6/7/19 – 7/7/19	Sepang International Kart Circuit, Malaysia
SIC National Karting Series Round 2	3/8/19 – 4/8/19	Morac Adventure Park Langkawi. Malaysia
SIC National Karting Series Round 3	14/9/19 – 15/9/19	Sepang International Kart Circuit, Malaysia

3. PRINCIPLE AND RUNNING

- 3.1. Each Round will be run over 8 segments. Each segment, except for the Free Practice, Official Practice, and Warm Up, will be referred to as a "Race". Race Distances and/or durations will be stated in the Official Programme.
- 3.2. Free Practice
Drivers must have submitted the Entry Form before taking part in Free Practice. There is no classification for Free Practice.
- 3.3. Official Practice
3.3.1. A registered transponder is mandatory beginning from Official Practice until the end of the Final. It must be fixed on the lower rear-facing back of the kart seat. Drivers are responsible for the proper functioning of their transponder in all cases.
3.3.2. Drivers must have completed Drivers' Sign In and have numbers displayed on their karts before taking part in Official Practice. There is no classification for Official Practice.
- 3.4. Warm Up
There is no classification for Warm Up.
- 3.5. Qualifying
3.5.1. Each category will be allowed onto the track for a timed session. If a Driver stops in the Repair Area or Pit Lane during the Qualifying session, the stop will be definitive. The Driver will not be allowed to re-join the Qualifying session.
3.5.1.1. The only exception to this is in the event of a transponder malfunction. In this case, the Driver will be allowed to return to the Repair Area for the sole purpose of rectifying or replacing said transponder under supervision of a Scrutineer. The Driver will then exit the Pit Lane following instructions from Officials and Marshals. No time extension will be given for the session.
3.5.2. Each lap is timed. The fastest individual lap times during the session will determine the starting grid for Heat 1 and 2. Any ties will be decided by the Drivers' second-best times and so on.
3.5.2.1. Drivers without valid individual lap times will start the Heats at the back of the grid at the discretion of the Stewards, in an order determined via ballot.
- 3.6. Heat 1 and Heat 2 (the "Heats")
3.6.1. Upon the leading Driver completing the stipulated number of laps, all Drivers behind him are considered to have finished the Race upon completion of their current lap, regardless of the number of laps completed.
3.6.2. The classification of each Heat is determined by the number of laps completed. Drivers who have completed the same number of laps will be classified according to the order in which they crossed the finish line (the "Line").
3.6.3. Drivers, including those who did not finish, will receive points for each Heat according to their positions as follows.
1st Place 0 points
2nd Place 2 points
3rd Place 3 points
etc etc
3.6.4. If a Driver does not take the Start for a Heat, he will receive a number of points equal to the number of participants in the category plus 1.
3.6.5. If a Driver has been disqualified from a Heat, he will receive a number of points equal to the number of participants in the category plus 2.
3.6.6. The top 34 drivers with the lowest total number of points will qualify for the Pre-Final.
3.6.7. The lowest total number of points received by each Driver will determine the starting grid for the Pre-Final.
3.6.8. Possible ties will be settled according to the following, in order of importance:
3.6.8.1. Best qualifying time, followed by 2nd best qualifying time and so on.
- 3.7. Pre-Final and Final (the "Final Phase")
3.7.1. There will be two Races held in the Final Phase, named the Pre-Final and Final.
3.7.2. The finishing order in the Pre-Final will determine the starting grid for the Final.
3.7.3. For each Pre-Final and Final, the chequered flag will be shown to each kart crossing the Line at the end of the lap during which the leading kart completes the Race Distance. The line consists of a single line across the track.

4. CLASSIFICATION

4.1. There will be 1 classification automatically open to all eligible drivers:

Name of Classification	Round	Categories	License Eligibility
SIC X30 National Karting Series	1,2,3	SIC Rookie, Cadet, Junior, Senior	MAM

4.2. The final classification of each Round will be according to the Drivers' finishing positions in the Final.

4.3. Drivers will be awarded "Championship Points" (or "Points") according to their positions in each Round as follows:

Position	SIC X30 National Karting Series		
	Qualifying	Pre-Final	Final
1 st	1	20	25
2 nd		15	20
3 rd		12	15
4 th		10	12
5 th		8	10
6 th		6	8
7 th		5	6
8 th		4	5
9 th		3	4
10 th		2	3
11 th		1	2
12 th			1

4.3.1. Drivers (except for those who were excluded or suspended) who take the Start but not the Finish of the Pre-Final or Final will be awarded Points in accordance with their position at the end of that Race as follows:

4.3.1.1. Less than 2 laps completed: No Points will be awarded.

4.3.1.2. 2 laps or more but less than 75% of the Race Distance completed: Half the Points will be awarded.

4.3.1.3. 75% or more of the Race Distance completed: Full Points will be awarded.

4.3.2. If a Race is cancelled due to "Force Majeure", no points will be awarded for that particular Race.

4.3.3. In the event of exclusion through scrutinizing or juridical action, no Points will be awarded for that particular Race.

4.3.4. Calculation

4.3.4.1. The overall championship classification will be according to each Drivers' total number of Points from his best 5 out of 6 rounds. Ties will be settled according to the following, in order of importance:

4.3.4.1.1. Highest position in a Round (no. of highest positions if applicable), followed by 2nd highest etc.

4.3.4.1.2. Highest position in a Pre-Final (no. of highest positions if applicable), followed by 2nd highest etc.

4.3.4.1.3. Highest position in the Heats (1 & 2 combined) (no. of highest positions if applicable), followed by 2nd highest etc.

4.3.4.1.4. Highest position in a Qualifying (number of highest positions if applicable), followed by 2nd highest etc.

5. PRIZES

5.1. The Prizes for the Event are as per indicated on the official Prizes document on the Website.

5.2. The organiser reserves the right to amend the prizes given out at its discretion and without prior notice.

6. AUTHORISATION

- 6.1. Drivers are required to obtain a letter of no objection from their licensing ASNs for participation in rounds taking place outside the territory of their ASN. Only original documents are accepted and must be presented during Drivers' Sign In.

7. CATEGORIES AND LICENSES

- 7.1. Only licenses issued by an ASN within the FIA Asia Zone are accepted.
 7.2. Female drivers may participate in a category up to 1 year beyond the maximum age for the required license for that category, provided they have obtained written approval from their licensing ASN.
 7.3. Drivers may participate in more than 1 category.
 7.4. Special provisions may be made as to a Driver's license, provided the Driver has obtained written approval from his ASN.

Category	Rounds	Number Background	Maximum Inscription	License Requirement	Additional Requirement
SIC Rookie	All	600-699 Green	34	MAM National Cadet	
Cadet	All	1-99 Yellow	34	National Cadet	
Junior	All	100-199 Yellow	34	National Junior International C-Junior	
Senior	All	200-299 Yellow	34	National Senior Restricted National Senior International C-Restricted International C-Senior International B or A	

8. ENTRY PROCEDURE

- 8.1. Entry Form
 Applications to participate in the Event must be submitted through the Entry Form available on the Website.
- 8.2. Entry Deadline
- 8.2.1. Entries close 2 weeks before each Round.
 8.2.2. Late entries, if accepted, will incur an additional penalty fee of S\$100.00.
 8.2.3. Cancellation of an entry shall incur a S\$200 penalty fee.
 8.2.4. No entry fee will be reimbursed after entries are submitted.
- 8.3. Entry Restrictions
- 8.3.1. Entries are taken on a first come first served basis.
 8.3.2. Entries are only deemed as submitted once full payment has been received.
 8.3.3. The organiser reserves the right to accept more entries than the maximum inscription.
 8.3.4. The organiser reserves the right to reject entries at its discretion.

9. PASSES

- 9.1. With reference to Article 10 and 13 of the CIK-FIA Specific Prescriptions.
- 9.2. Entrants and Drivers must report to the Organisation Counter, as per the time indicated on the Official Programme, to receive the following passes:
 - 9.2.1. 1 Driver Pass per Driver entered
 - 9.2.2. 1 Mechanic Pass per Driver entered (2 for Drivers in Cadet and SIC Rookie categories)
 - 9.2.3. 1 Entrant Pass for each Entrant License holder
- 9.3. Passes must be worn and visible at all times. Re-admission to restricted areas without a pass is not permitted.
- 9.4. Passes that are not worn by their allocated holders will be confiscated.

10. BRIEFING

- 10.1. With reference to Article 2.18 of the CIK-FIA General Prescriptions.
- 10.2. The Briefing and signing of an attendance list are mandatory for all Drivers and Entrants. Unpunctuality or lack of attendance will incur a fine payable to the ASN authorising the event.
- 10.3. The briefing time will be as stated in the Official Programme, considered as that of the beginning of the Drivers' Briefing.
- 10.4. Extra Drivers' Briefing may be organised if deemed necessary. Notifications regarding additional meetings will be posted on the official notice board. It is the Drivers and Entrants' duty to keep themselves informed about any additional Briefings.

11. GENERAL SAFETY AND PRESCRIPTIONS

- 11.1. In the case of a Wet Race, the choice of tyres will be left to the appreciation of the Drivers. The Clerk of the Course reserves the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of slick tyres is mandatory in any other case.
- 11.2. Code of Driving Conduct: Article 3.6 of the CIK-FIA International Karting Licenses for Drivers and Code of Driving Conduct
- 11.3. Neutralisation of a Heat or Race: Article 2.20b of the CIK-FIA General Prescriptions
- 11.4. Suspending a Race or Practice: Article 2.21 of the CIK-FIA General Prescriptions
- 11.5. Resuming a Race: Article 2.22 of the CIK-FIA General Prescriptions
- 11.6. Finish: Article 2.23 of the CIK-FIA General Prescriptions
- 11.7. Incidents: Article 2.24 of the CIK-FIA General Prescriptions

12. STARTING GRIDS

- 12.1. With reference to Article 2.19 of the CIK FIA General Prescriptions.
- 12.2. The pole position Driver will have his choice of starting side, giving advice to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. All other odd numbers will form up as follows:

Circuit	Direction	Side
Sepang International Karting Circuit. Malaysia	CW	Right
Morac International Karting Circuit, Malaysia	CW	Right
Sepang International Karting Circuit. Malaysia	CW	Right

13. START DELAYED

- 13.1. If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:
 - 13.1.1. A time period will be given when changes can be made.
 - 13.1.2. Drivers outside this time will not be able to enter the race.
 - 13.1.3. Only the following modifications or changes may be made:
 - 13.1.3.1. Tyres change
 - 13.1.3.2. Tyre pressure
 - 13.1.3.3. Front and rear track width adjustment
 - 13.1.3.4. Spark plug substitution
 - 13.1.3.5. Inlet silencer protection installation or rotation of inlet direction

14. STARTING PROCEDURE

- 14.1. 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.
- 14.2. Any infringement to the provisions of the Code or of the Supplementary Regulations relating to the starting procedures may entail the exclusion of the Driver concerned from the Event. The stewards' decision in this regard will be final and no protests will be allowed.
- 14.1. A Rolling Start will be used for the Heats, the Pre-Final and Final for all categories. With reference to Article 2.20a of the General Prescriptions, "Rolling starts for direct drive karts with or without clutches":
 - 14.1.1. Karts will be released from the Pitlane (during the Heats and Pre-Final), and Pre-Grid (during Final) for a warm up lap followed immediately by a Formation Lap. At the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30kph minimum to 50kph maximum towards the Starting Line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track. A Driver crossing the lanes or speeding during the approach to the Starting Line is liable to be penalised. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he himself, or his designate, will give the start by switching off the red lights or waving the green flag. If he/she is not satisfied with the procedure, he or his designate will switch on the orange light or display the "EXTRA FORMATION LAP" board, which means that another Formation Lap must be covered.
- 14.2. If it is necessary to interrupt the starting procedure, the Clerk of the Course or his designate will show a waved red flag, indicating to the Drivers that they must cut their engines.
- 14.3. Any movement of the kart during the starting procedure that is evaluated as a false start may be punishable with a penalty.
- 14.4. During the Warm Up & Formation Lap(s), it is forbidden to practise start simulations.

15. NEUTRALISATION OF RACE

- 15.1. With reference to Article 2.20b of the General Prescriptions, the Clerk of the Course or the Race Director may decide to neutralise a Race. This procedure will be used only if the track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Race.
- 15.2. When the order is given to neutralise the Race, all observation posts will display the single waved yellow flag and a "SLOW" board, which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 15.3. All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 15.4. The leading kart will dictate the pace, at a moderate speed, and all other karts must remain in as tight a formation as possible.
- 15.5. When the Race Director or the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
- 15.6. The leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking is prohibited until the karts have crossed the Line at the end of the neutralisation of the Race.
- 15.7. Each lap completed during the neutralisation will be counted as a racing lap. Should the race finishes during neutralisation, the karts will take the chequered flag as usual.

16. ACCESS TIMINGS

- 16.1. These timings are applicable for each Race, beginning from Qualifying onwards.
- 16.2. Any karts, drivers, or pass holders who have not taken their position on the Pre-Grid within the time limits shall not be allowed to do so, except under exceptional circumstances left to the discretion of the Clerk of the Course.
- 16.3. Access to the Start Servicing Park will begin 15 minutes and end 5 minutes before the start of each Race.
- 16.4. Access to the Pre-Grid will begin 15 minutes and end 3 minutes before the start of each Race.

17. PADDOCK

- 17.1. Entrants are to note the exiguity of the space in the paddock reserved for servicing vehicles.
- 17.2. Only vehicles with authorised passes are allowed in the paddock. It is mandatory for all vehicles to report to the Organisation Counter and obtain a Paddock Vehicle Pass before entering the paddock.
- 17.3. It is strictly forbidden to erect or unload any equipment until the paddock space has been allocated.

- 17.4. Each paddock lot shall be equipped with at least one fire extinguisher. It shall be the Entrant's responsibility to equip the paddock space with a fire extinguisher.
- 17.5. It is strictly forbidden to smoke or to use any device risking provoking fire in the paddock area. It is forbidden to cook in the paddock, except with special authorisation from the organiser. In all cases, such installations shall be electrical, isolated and equipped with at least one fire extinguisher.
- 17.6. No catering awnings are allowed in the paddock. If space allows, a separate area will be allocated for such purposes.
- 17.7. Usage of motorised vehicles such as mini-motors within the paddock is forbidden without a Paddock Vehicle Pass. Violators face risk of disqualification.
- 17.8. Refuelling is only allowed in the allocated paddock space and only with the use of a ground sheet.

18. PRE-GRID

- 18.1. Any Driver who is present, with his kart, on the Pre-Grid within the time limit will be considered as a Starter.
- 18.2. Karts on the Pre-Grid must be ready to race. All further work and/or adjustment (with the exception of tyre pressures) to the kart on the Pre-Grid is strictly forbidden. Mechanic and Entrant pass holders must clear the Pre-Grid at least 30 seconds before the time scheduled for the start of the Race.
- 18.3. Karts on the Pre-Grid are prohibited to return to the Servicing Park, except under exceptional circumstances left to the appreciation of the Clerk of the Course.
- 18.4. If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.

19. START AND FINISH SERVICING PARKS, WEIGHING AREA, AND PARC FERME

- 19.1. Only the Driver and his Mechanics are allowed in the Start and Finish Servicing Parks and Pre-Grid, and only with the valid passes indicating the appropriate kart number.
- 19.2. Entrant pass holders will be allowed in the Start and Finish Servicing Parks and Pre-Grid at the discretion of the Officials.
- 19.3. Access to the Weighing Area and Parc Ferme is restricted to Officials unless otherwise instructed.
- 19.4. Scale and Weighing Procedure: Article 11 of the CIK-FIA Specific Prescriptions.
- 19.5. It is absolutely forbidden to drink, pour water on the suit, or introduce any kind of liquid inside the Finish Servicing Park, Weighing Area, and Parc Ferme.

20. ENTRANCE TO THE PIT LANE

- 20.1. Article 3.6.4 of the International Karting Licenses for Drivers and Code of Driving Conduct.

21. PROTESTS AND APPEALS

- 21.1. All protests and appeals will be charged by the local ASN of the Event.
- 21.2. A protest and appeal fee of **RM1,500** and **RM6,000** respectively will be applicable and payable to the ASN of the Event.

22. PENALTIES

22.1. The below penalties are not exhaustive. The Stewards of the Meeting may impose alternative or additional penalties.

Infringement	Qualifying	A Race of the Heats or the Final Phase
Front fairing found to be in incorrect position (CIK Technical Drawing 2D) at the time of inspection	Cancellation of the Driver's three fastest times achieved	3 sec Time Penalty – Cadet & SIC Rookie category 5 sec Time Penalty – Other categories
Intentional rectification of an incorrectly positioned front fairing at any time after the Start, except in the Repair Area	Disqualification from the Race	
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Disqualification from Race with possible further sanction from ASN.	
Driving at more than 20km/h in the Pit Lane	Cancellation of the Driver's three fastest times achieved and/or Fine	10 sec Time Penalty and/or Fine
Unnecessary overtaking of another kart during the formation laps	N.A.	10 sec Time Penalty
Jump/False start	N.A.	10 sec Time Penalty
Any team members, other than the driver, coming onto the track during the Race without permission from the Clerk of Course	Fine and/or Disqualification from the Race	
Failure to obey flag signals	Cancellation of the Driver's three fastest times achieved and/or Fine and/or Disqualification from the Race	10 sec Time Penalty and/or Fine and/or Disqualification from the Race
Abuse, intimidation, misbehaviour or fighting	Fine and/or Exclusion from Event with possible further sanction from ASN.	
Driving under the influence of alcohol or drugs	Exclusion from the Event and/or Fine with possible further sanction from ASN.	
Unpunctual attendance of stipulated Briefing(s)	Fine of S\$100.00	
Failure to attend stipulated Briefing(s)	Fine of S\$200.00	
Failure to finish tyre registration or Initial scrutineering within stipulated time	Fine of S\$100.00	
Causing a collision or contact with another kart	Cancellation of the Driver's three fastest times achieved and/or Fine and/or Disqualification from the Race	Time Penalty and/or Fine and/or Disqualification from the Race
Partial crossing of the tramlines during a Formation Lap	N.A.	3 sec time Penalty
Complete crossing of the tramlines during a Formation lap	N.A.	10 sec Time Penalty
Speeding on approach to the Start Line during a Formation lap	N.A.	Maximum 10 sec Time Penalty
Failure of front Starters to complete the Start to the satisfaction of the CoC after 2 Formation Laps	N.A.	Front Starters shall take the Start from the back of the Grid, at the discretion of the CoC