



INF1NITY IAME ASIA PACIFIC GAMES 2026 SPORTING REGULATIONS v1.2, 260126

NAME OF EVENT: INF1NITY IAME ASIA PACIFIC GAMES 2026
ORGANISER: Kelab Sukan Bermotor Dinamik,
PROMOTER: Kineqx Pte Ltd, MR Promotions Sdn. Bhd.

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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. All Drivers, Entrants, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the “Code”), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations, the General Prescriptions applicable to the CIK-FIA Karting International Competitions and Championships, Cups and Trophies, this Sporting Regulations and all other relevant regulations applicable within this Series.
- 1.4. Any clarification of these regulations must be requested to the Organising Committee, to whom it concerns to solve the arisen doubts.
- 1.5. Any topics not covered by the Supplementary Regulations or Additional Supplementary Regulations of the Event will take reference from the above.
- 1.6. 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.
- 1.7. The organiser reserves the right to postpone or cancel any portion of the Event, or make changes to the dates or venues.
- 1.8. The organiser reserves the right to evict any group or individual from the venue for misbehaviour at its discretion.
- 1.9. 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.
- 1.10. Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of this Series.
- 1.11. Article 2.9 of the CIK-FIA General Prescriptions will apply.

2. SPECIFIC INFORMATION

2.1. Status

The Event is a National Zone with Invitation

2.2. Proposing and Authorizing ASN

The Event is proposed by MAM – the ASN of Malaysia.

2.3. Contact Office

Singapore

Kineqx Pte Ltd

1002 Jalan Bukit Merah

#04-20

Singapore 159456

Email: marketing@iameseriesasia.com

Website: www.iameseriesasia.com

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.

2.4. Officials

The following Race Officials will be appointed by the Promoter of the event.

Race Director
Deputy Race Director – If required
Series Steward
Technical Delegate
At least one Scrutineer

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. Race Procedure

3.2.1. Will consist of Non-Qualifying Practice (Free Practice & Official Practice), Timed Trial, Heats (to qualify for Superheats and Final, if necessary), Superheats and Final.

3.2.2. Qualifying Heats to qualify for Superheats: Two heats (or more) depending on the number of entries with a minimum distance of 12 km or 15 km for each Heat.

3.2.3. Superheats: Minimum distance of 15 km or 20 km.

3.2.4. Final: Minimum distance of 25 km - 30 km.

3.3. Grid Position

3.3.1. Grid positions for the first two heats in each class will be by Timed Trial. All karts in a class will be allowed out together for a 10-minute Timed Trial, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position for the two heats. The grid position for the Super Heat in each class will be determined from the total points scored in the heats with the highest points scorer in grid number one. The starting order shall be 2-2-2. The grid position for the Final shall be based on the total accumulated points scored from both heats plus the Super Heat.

3.4. Free Practice

3.4.1. Drivers must have submitted the Entry Form before taking part in Free Practice. There is no classification for Free Practice.

3.4.2. Drivers can be divided into depending on the number of drivers in each class. In this case, the practice will commence in groups of even and odd numbers, or by organisers to choose.

3.5. Official Practice

- 3.5.1. 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.
- 3.5.2. Subsequent infringements of this rule by the same Competitor/Driver at the same Competition will result in a disqualification from the Qualifying Practice, Qualifying Heat or final phase concerned. In the case of Free Practice and Warm-Ups, The stewards' decision in this regard will be final and no protests will be allowed.
- 3.5.3. 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.

3.6. Warm Up

There is no classification for Warm Up.

3.7. Timed Trial

- 3.7.1. Art. 2.17 of the CIK-FIA General Prescriptions will apply.
- 3.7.2. The drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each driver has to take his chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden.
- 3.7.3. 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 Timed Trial session, the stop will be definitive. The Driver will not be allowed to re-join the session.
- 3.7.3.1. 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.
- 3.7.4. During the session, drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Each lap is timed. The fastest individual lap times during the session will determine the starting grid for Qualifying Heats 1 and 2. Any ties will be decided by the Drivers' second-best times and so on.

3.8. Qualifying Heat 1 and Qualifying Heat 2 (the "Heats")

- 3.8.1. Each Qualifying heat will have a distance of approximately 12 or 15 km according to the age category of the Drivers (Juniors/Seniors).
- 3.8.2. 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.
- 3.8.3. Case A: Up to the maximum number of starters for a circuit, two Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established based on the results of Timed Trials
- 3.8.4. Case B: At the end of Timed Trials, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be a maximum of 18. Each group must compete versus all the other groups.
- 3.8.4.1. If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each driver.
- 3.8.4.2. If there are two series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.
- 3.8.4.3. If there are three series: 1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on.

- 3.8.4.4. And so on according to the same principle if there are further series. If no time is taken into account for a driver, he shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided by drawing lots.
- 3.8.4.5. Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.
- 3.8.4.6. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the Pre-Grid. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition.
- 3.8.4.7. For the Qualifying Heats, points will be awarded as follows:
1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30
9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22
16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15
23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8
30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1
- 3.8.4.8. At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.
- 3.8.4.9. If a Driver does not take the start in a Qualifying Heat, he will receive points equal to the number of points of the last qualified Driver minus 1 point.
- 3.8.4.10. If a Driver has been black-flagged or excluded, he will receive points equal to the number of points of the last qualified Driver minus 5 points for the Qualifying Heat in question.
- 3.8.4.11. Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has completed.

3.9. Final Phase

- 3.9.1. There will be two Races held in the Final Phase, named the Super Heat and Final.
- 3.9.2. The maximum number of Drivers allowed to compete in the final phase will depend on the maximum allowed for the circuit and according to the following format: Super Heat and Final.

3.10. Super Heat

- 3.10.1. The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (Juniors/Seniors).
- 3.10.2. Starting positions according to the number of points received in the Qualifying Heats.
- 3.10.3. For the Super Heat points will be awarded as follows:
1st 90, 2nd 80, 3rd 72, 4th 66, 5th 60, 6th 54, 7th 50, 8th 46
9th 42, 10th 38, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26
16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15
23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8
30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1
- 3.10.4. Drivers who did not take the start of the Super Heat he will receive the number of points equal to the number of points of the last classified Driver minus 1 point in his or her respective Super Heat.
- 3.10.5. If a driver has been black flagged or disqualified, he will receive points equal to the number of points of the last classified Driver minus 5 points for the Super Heat in question.
- 3.10.6. The points from the Super Heat will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification. The first 36 Drivers in the Final Intermediate Classification will be qualified for the Final. Two or more drivers who have the same points total will be split according to their classification in the Qualifying Practice

3.11. Final

3.11.1. For the final 36 Drivers will take part in the Final (25-30 km according to the age category of the Drivers). Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and Super Heat.

3.11.2. The chequered flag will be shown to the leading kart when it crosses the finishing line at the end of the lap during which that distance is reached. The Line consists of a single line across the track.

3.11.3. During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Ferme and will be classified according to the number of laps that he has actually completed.

3.12. Point Scoring & Determination of Winners

3.12.1. The Overall winner in each class will be the winner of the Final.

4. CLASSIFICATION

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

Name of Classification	Round	Categories	License Eligibility
IAME Asia Pacific Games 26	All	Cadet, Junior, Senior, Master	All

4.2. IAME Asia Nations Cup Trophy

Points will be awarded to the top 10 drivers of each category, going to the Nation that the driver is representing. The classification will be according to the Driver's finishing position in the final.

4.3. Drivers from each category will be awarded Points contributing to the overall Nations points as per the table below:

Position	IAME ASIA NATIONS CUP
	Final
1 st	25
2 nd	20
3 rd	16
4 th	13
5 th	11
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6

4.3.1. The nation / country with the highest number of points wins the Nations Cup.

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. ELIGIBLE KARTS

7.1.1. Art. 2.3 of the CIK-FIA General Prescriptions will apply.

8. CATEGORIES AND LICENSES

8.1. Drivers may participate in more than 1 category.

8.2. 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
Cadet	All	1-99 Yellow	34	National Cadet	Maximum of 12 years old during the calendar year

Junior	All	100-199 Yellow	34	National G Junior International G-Junior	Minimum of 12 years old and maximum of 14 years old during the calendar year
Senior	All	200-299 Yellow	34	National F-Senior Restricted National E-Senior International F-Restricted International E-Senior	Minimum of 14 years old during the calendar year
Master	All	300-399 Yellow	34	National E-Senior International E-Senior	Minimum of 30 years old during the calendar year

9. RACING NUMBERS AND NAME OF THE DRIVERS

- 9.1. The numbers on the karts shall be black (without shadow and/or colour stripes) on a clear Yellow Back-Ground, and they shall be at least 14 -15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race competition (damaged numbers and ID must be replaced regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).
- 9.2. Driver's name shall be in the fore part of the lateral bodywork. The minimum height of the name shall be 2 cm.
- 9.3. Driver is responsible at all times for ensuring that the required numbers and I.D are clearly visible to Officials, Timekeepers and Marshals.
- 9.4. Karts not compliant with the prescriptions of these articles may be refused entry to any session.

10. SPORTING CHECKS AND SCRUTINEERING

- 10.1. Art. 2.10 of the CIK-FIA General Prescriptions will apply.

11. ENTRY PROCEDURE

- 11.1. Entry Fee
- 11.1.1. S\$580 for event registration.
- 11.2. Entry Form
- Applications to participate in the Event must be submitted through the Entry Form available on the Website.
- 11.3. Entry Deadline
- 11.3.1. Entries close 2 weeks before each Round.
- 11.3.2. Late entries, if accepted, will incur an additional penalty fee of S\$150.00.
- 11.3.3. Cancellation of an entry shall incur a S\$580 penalty fee.
- 11.3.4. No entry fee will be reimbursed after entries are submitted.
- 11.4. Entry Restrictions
- 11.4.1. Entries are taken on a first come first served basis.
- 11.4.2. Entries are only deemed as submitted once full payment has been received.
- 11.4.3. The organiser reserves the right to accept more entries than the maximum inscription.
- 11.4.4. The organiser reserves the right to reject entries at its discretion.

12. PASSES

- 12.1. With reference to Article 10 and 13 of the CIK-FIA Specific Prescriptions.
- 12.2. Entrants and Drivers must report to the Organisation Counter, as per the time indicated on the Official Programme, to receive the following passes:
- 12.2.1. 1 Driver Pass per Driver entered
- 12.2.2. 1 Mechanic Pass per Driver entered (2 for Drivers in Cadet categories)
- 12.2.3. 1 Entrant Pass for each Entrant License holder
- 12.3. Passes must be worn and visible at all times. Re-admission to restricted areas without a pass is not permitted.
- 12.4. Passes that are not worn by their allocated holders will be confiscated.

13. BRIEFING

- 13.1. With reference to Article 2.18 of the CIK-FIA General Prescriptions.
- 13.2. 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.
- 13.3. The briefing time will be as stated in the Official Programme, considered as that of the beginning of the Drivers' Briefing.
- 13.4. 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.

14. GENERAL SAFETY AND PRESCRIPTIONS

- 14.1. 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.
- 14.2. Code of Driving Conduct: Article 3.6 of the CIK-FIA International Karting Licenses for Drivers and Code of Driving Conduct
- 14.3. Neutralisation of a Heat or Race: Article 2.20b of the CIK-FIA General Prescriptions
- 14.4. Suspending a Race or Practice: Article 2.21 of the CIK-FIA General Prescriptions
- 14.5. Resuming a Race: Article 2.22 of the CIK-FIA General Prescriptions
- 14.6. Finish: Article 2.23 of the CIK-FIA General Prescriptions
- 14.7. Incidents: Article 2.24 of the CIK-FIA General Prescriptions

15. INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS AND COMPETITORS

- 15.1. Article 2.15 and 2.16 of the CIK-FIA General Prescriptions will apply.

16. STARTING GRIDS

- 16.1. With reference to Article 2.19 of the CIK FIA General Prescriptions.
- 16.2. 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:

17. START DELAYED

- 17.1. If the Race Director or the Clerk of the Course considers that for safety reasons, the start must be delayed, the START DELAYED board will be shown at the front of the Pre-Grid. A new time will be announced as soon as possible. Boards will be shown from 5 minutes at least. The following procedure will take place:
 - 17.1.1. A time period will be given when changes can be made.
 - 17.1.2. Drivers outside this time will not be able to enter the race.
 - 17.1.3. Only the following modifications or changes may be made:
 - 17.1.3.1. Tyres change
 - 17.1.3.2. Tyre pressure
 - 17.1.3.3. Front and rear track width adjustment
 - 17.1.3.4. Spark plug substitution
 - 17.1.3.5. Inlet silencer protection installation or rotation of inlet direction.

18. STARTING PROCEDURE

- 18.1. Article 2.20.a of the CIK-FIA General Prescriptions will apply.

- 18.2. 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.
- 18.3. 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.
- 18.4. All race starts will be rolling except the Shifter karts which will be by standing start. The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Official Time Practice. The grid position of the Final shall be based on the cumulative total points scored in the Qualifying Heats and the Super Heat.

19. NEUTRALISATION AND RESUMING OF A HEAT OR RACE

- 19.1. Article 2.20.b and c and Article 2.22 of the CIK-FIA General Prescriptions will apply.
- 19.2. 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.

20. SUSPENDING A PRACTICE, HEAT, OR RACE

- 20.1. Article 2.21 of the CIK-FIA General Prescriptions will apply.
- 20.2. Should a Red Flag be shown during a race with less than two laps, and more than two laps but less than 75% of the race distance with reference to Article 2.21 of the CIK-FIA General Prescriptions, drivers must, when possible, return to the start-finish line on track. No mechanics or outside assistance is allowed until directed by the Race Director / Chief Scrutineer.
- 20.3. Once permission is given, spare parts may be brought onto the track via the official service parc entrance gate, or the designated passing area selected by the Race Director – no equipment is to enter Parc Ferme or the designated repair area via any other route. (eg: over fences, exit gates, etc).
- 20.4. The material being passed has to be handed to the official mechanic designated to the driver in question. No outside help is allowed to enter Parc Ferme at any time during the procedure. Failure to comply will be reported to the Stewards of the Event.
- 20.5. The Race Director will announce a restart time and all mechanics/drivers must have completed any work on the kart and have the kart ready on the ground in their grid position ready to race at the moment when the green flag / light is shown.
- 20.6. Failure to be ready to race means that the kart/driver cannot restart the race.
- 20.7. The race will be resumed according to Article 15 of this Sporting Regulation.

21. ACCESS TIMINGS

- 21.1. These timings are applicable for each Race, beginning from Qualifying onwards.
- 21.2. 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.
- 21.3. Access to the Start Servicing Park will begin 15 minutes and end 5 minutes before the start of each Race.
- 21.4. Access to the Pre-Grid will begin 15 minutes and end 3 minutes before the start of each Race.

22. PADDOCK

- 22.1. Entrants are to note the exiguity of the space in the paddock reserved for servicing vehicles.
- 22.2. 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.
- 22.3. It is strictly forbidden to erect or unload any equipment until the paddock space has been allocated.
- 22.4. 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.

- 22.5. 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.
- 22.6. No catering awnings are allowed in the paddock. If space allows, a separate area will be allocated for such purposes.
- 22.7. Usage of motorised vehicles such as mini-motors within the paddock is forbidden without a Paddock Vehicle Pass. Violators face risk of disqualification.
- 22.8. Refuelling is only allowed in the allocated paddock space and only with the use of a ground sheet.
- 22.9. 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 of 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.

23. PRE-GRID

- 23.1. Any Driver who is present, with his kart, on the Pre-Grid within the time limit will be considered as a Starter.
- 23.2. 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.
- 23.3. 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.
- 23.4. 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.

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

- 24.1. Only the Driver and his Mechanics are allowed in the Start and Finish Servicing Parks and Pre-Grid, and only with the valid passes issued / supplied by the Promoter.
- 24.2. Entrant pass holders will be allowed in the Start and Finish Servicing Parks and Pre-Grid at the discretion of the Officials. For the benefit of doubt, engine builders are only allowed in the servicing park's scrutineering area and only while scrutineering of a driver's engine is in progress. Any other circulation in servicing park will result in be banned to enter servicing park and scrutineering area in the future.
- 24.3. Access to the Weighing Area and Parc Ferme is restricted to Officials unless otherwise instructed.
- 24.4. Scale and Weighing Procedure: Article 11 of the CIK-FIA Specific Prescriptions.
- 24.5. 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.
- 24.6. Art. 2.13 of the CIK-FIA General Prescriptions will apply.

25. INCIDENTS AND CODE OF DRIVING CONDUCT

- 25.1. Art. 2.24 of the CIK-FIA General Prescriptions will apply.
- 25.2. Art. 3.6 of the CIK-FIA International Drivers Licences for Karting Drivers & Code Of Driving Conduct will apply.
- 25.3. In addition to the CIK-FIA General Prescriptions and Code of Driving Conduct the Race Director will ask the Judge of Facts in Race Control to investigate any on-track incident and, if the incident is susceptible to be penalize the Driver involved will receive the black and white warning flag and or Light which means a time penalty of 5 seconds for the Heat or Race concerned will be apply. Following this penalty one or more offenses of the same driver in this Heat or Race, the Race Director, via Judge of Facts in Race Control, will report this to the Stewards for possible further punishment.
- 25.4. This penalty is similar to a drive-through-penalty in circuit car racing. In accordance with Article 12.3.4 of the International Sporting Code, this time penalties shall not be subject to protest or appeal.
- 25.5. This penalty shall be inflicted by a decision taken by the Stewards, who can also be inflicted after the session if the heat or race was finished at the moment of the investigation was concluded.
- 25.6. In accordance with Article 12.3.4 of the International Sporting Code, disallowance or deletion of a Driver's race, qualifying and practice lap time(s); drop of grid position(s); obligation for a Driver to start a race from the pit lane; time penalties and penalty lap(s) imposed by the Panel of Stewards are not susceptible to appeal.

26. ENTRANCE TO THE PIT LANE

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

27. PROTESTS AND APPEALS

- 27.1. All protests and appeals will be charged by the local ASN of the Event. The protest and appeal fees will be indicated in the ASR.
- 27.2. The right to protest lies only with Competitors. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats and within 30 minutes after the posting of the classification of the Races of the final phase. In the absence of the Clerk of the Course or of his deputy, they shall be presented to the Stewards of the Competition or to one of them.
- 27.3. The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15).
- 27.4. As established in the art. 15 of the International Sporting Code, all competitors have the right to appeal the decisions of the Stewards of the competition, in the manner and deadlines established in the article, accompanied by the caution established by the ASN, such caution shall be made firm by a payment method, which identifies the appealing party.
- 27.5. Certain decisions are not subject to appeal (see article 12.3.4 of the ISC and article 24.4 on this Sporting Regulations)

28. PENALTIES

28.1. 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		5 sec Time Penalty
Any attempt at the rectification of an incorrectly positioned front fairing at any time after the start, in the Parc Ferme.	Exclusion from the Event.	
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Disqualification from Race with possible further sanction from ASN.	
Unnecessary overtaking of another kart during the formation laps	N.A.	10 sec Time Penalty
Jump/False start	N.A.	10 sec Time Penalty
Failure to obey flag signals	Cancellation of the Driver's 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 at anytime during the event.	Fine and/or Exclusion from Event 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
Changing engines, chassis, the chassis/engine unit and tyres between various Drivers	Disqualification from Race	