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2023 Kart Series

SUPPLEMENTARY REGULATIONS



- 1) Organising Clubs Kelab Sukan Bermotor Maju / Kelab Sukan Bermotor Dinamik
Promoter of Event MR Promotions
- 2) Name of Event IAME SERIES ASIA 2023 incorporating MAM Malaysia Karting
Championship 2023
- 3) Type of Event Mass start circuit races for karts
- 4) Track See Additional Supplementary Regulations
- 5) Status National with Invitation
- 6) Permit No T.B.A.
- 7) Jurisdiction
Held under the National Competition Rules of MAM, incorporating the International Karting Regulations of the CIK/FIA and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of MAM NCRs.

The Supplementary Regulations are available for download from www.iameseriesasia.com or upon request from KRS Motorsports. Team Managers and drivers are reminded to read and understand the Regulations. Ignorance of the regulations is no excuse.

- 8) Dates:
- | | |
|---------|--------------|
| Round 1 | 12 February |
| Round 2 | 12 March |
| Round 3 | 28 May |
| Round 4 | 25 June |
| Round 5 | 23 July |
| Round 6 | 20 August |
| Round 7 | 17 September |
- 9) Officials of the Meeting
- | | |
|------------------------------|------------------------------|
| Secretary of the Meeting | Norfadilah Zainal Abidin |
| Clerk of the Course | James Leong |
| Deputy Clerk of the Course 1 | Badruzaman Ilias |
| Deputy Clerk of the Course 2 | Adie Fadzli |
| Chief Scrutineer | Mohd Siraj Abdullah |
| Deputy Scrutineer 1 | Norazmi Rahmat |
| Deputy Scrutineer 2 | Hasnizam Minhat |
| Chief Paddock & Grid Marshal | Zahar Hadek |
| Chief Course Marshal | Saharudin Razak |
| Chief Lap Scorer | Mohd Razif Zaaba |
| Chief Timekeeper | Afiq Akmal Harris |
| MAM Stewards | See ASRs |
| Club Steward | Ahmad Nafzrie Ahmad Shuhaimi |

responsible jointly and severally with the Entrant for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event. The presentation of the kart for scrutineering and signing of the scrutineering form will be deemed an implicit statement of conformity.

An Entrant can be either the driver himself or a Team. In the case of a Team, a MAM Team Entrant licence for 2023 (Malaysian licence holders) or for foreign drivers from their own ASN must be produced at the time of registration. Failure to produce a valid Team Licence will render the entry be classified under the driver's name.

All cheques/ MOs,/ Bank Drafts, etc. must be crossed and made payable to:

MR PROMOTIONS SDN BHD (Please do not send cash in the mail)

Online transfer to Maybank account no: 512688210422

(d) Competition Licence

- (i) All Malaysian drivers must be in possession of a valid 2023 Novice, National or International Karting Licence issued by MAM only. Foreign residents residing in Malaysia may opt to apply for a Malaysian licence from MAM.
- (ii) Overseas competitors must be in possession of a valid Karting Licence (min. National) issued by their ASN for the year together with a Release Letter by the ASN. The Organisers do not accept Entry Forms that are stamped with an ASN stamp.
NOTE: ALL LICENCES ARE TO BE HANDED TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.

(e) Address of Entries

Completed entry forms together with the appropriate fees should be sent to:-

The Secretary of Meeting,
IAME Series Asia 2023,
62 Block D, Lot 777 & 778, Jalan Subang 4,
47620 Subang Jaya, Selangor, Malaysia

11) Insurance All Drivers will be covered for Public Liability risks only by insurance arranged by the Organiser.

12) Awards IAME SERIES ASIA 2023 (Open to all Asia Zone drivers including Malaysian drivers)
All rounds will also count as rounds of the MMKC 2023 (Strictly for Malaysian licenced holders only upon payment of entry fee of RM120.00)

- a) Cadet Champion
- b) Junior Champion
- c) Senior Champion
- d) Senior Masters Champion
- e) Shifter Class Champion

The Organiser reserves the right to amend the awards given out at its discretion and without prejudice.

- 12.1 IAME Series Asia 2023 will have all the classes as per Sporting Regulations from IAME as above
- 12.2 The classification of each Challenge will be established by the addition of the results of all the rounds obtained in the Challenge by the drivers concerned.
- 12.3 The Winner shall be the driver who scores the most number of points in each category.
- a) The Overall winner of each category in each round of the Challenge will be determined from the official classifications of the Final race of the day.
- b) Points will be awarded in each round of the Challenge to each driver based on the format below -
- Pre-Final Points 34, 33, 32, 31, 30.....to last place finisher
- Final Points 55, 52, 50, 49, 48.....to last place finisher
- Non-Finisher at the Pre-Final and Final Minus 5 points off the last placed finisher
- c) All points achieved at the Pre-Final and Final of a race event count towards the overall score
- 12.4 At the end of the Challenge the first and second winners of all the classes offered will be selected to attend the IAME World Finals in October, 2023 or at any dates as given by IAME. This will be dependent of the number of seats allocated to IAME Series Asia.
- The Organiser reserves the rights to amend the prizes given out at its discretion and without prejudice*

12.5 Prizes

At the end of the Challenge, the driver with the highest points will be declared Champion of –

- IAME Series Asia 2023

The awards will be as follows:

Cadet	1st	-	Challenge Trophy
Junior	1st	-	Challenge Trophy
Senior	1st	-	Challenge Trophy
Masters	1st	-	Challenge Trophy
Shifter Class	1st	-	Challenge Trophy

The awards for each category winners of each round of the challenge are as follows –

1st	-	Trophy
2nd	-	Trophy
3rd	-	Trophy

13) Drivers' Briefing

All Drivers and Entrants must be present for the Drivers' Briefing. Any driver who is not present at the Driver's Briefing will not be allowed to compete unless a satisfactory answer is given to the Stewards of the Meeting. If allowed to compete, the driver will be subjected to a fine of not less than RM200.00 (Article 35 under Penalties) Drivers / Entrants will be informed of the place for Drivers Briefing during Signing-in. Children under the age of 18 must be accompanied by their parent(s) or legal guardian.

14) Classification of Karts & Engines

14.1 Engine:

Two stroke engines with a maximum engine capacity of 125cc except for the Cadet class (60cc). It is the responsibility of the competitor to produce homologation documents if

requested to verify specifications. Failure to do so when requested will entail exclusion from the event and no points scored.

Competitors may send the soft copy of the engine homologation for pre-evaluation to save time during scrutineering but the decision of the Chief Scrutineer during the official scrutineering will be binding. Documents should include the entry form and be emailed to KRS Motorsports Sdn Bhd.

All engines must be stock and any modifications either by removal or addition of material will entail disqualification. Each engine must be accompanied by its own engine card as proof of legality.

Maximum Number of Engines:

Maximum number of engines permitted to be used by the competitor at the meeting shall be two (2). The two engines will be sealed during scrutineering. Engine card must accompany the engines and surrendered to the Scrutineer during scrutineering.

Carburettor:

In accordance with the relevant engine type homologation

Intake Noise Silencer:

The air box supplied with the engine must be unmodified & used with the original filter in place.

Exhaust and Cooling:

Header pipe must be homologated and the silencer must be fitted and used as homologated with no modification. Cooling of the engine must be in accordance with the relevant engine type homologation. The only coolant permitted is *plain water with no additives*.

For more detailed information please refer to Appendix ENGINES – GENERAL INFORMATION

14.2 **Senior Class and Senior Masters**

- a) Chassis:
Chassis must be CIK homologated or sanctioned by the Organiser. Maximum diameter of chassis tubing 32 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver.
- b) Engine:
The only engine permitted in this class is the IAME X30 125cc RL TaG (see Engine General Regulations Appendix)
- c) Brakes:
Hydraulic disc brakes operating on rear wheels only.
- d) Tyres:
Dry
Maxxis Slick tyres Type Purple RC-1K x 2 sets
Front: 4.50 x 10.0 – 5 Rear: 7.10 x 11.0 – 5

Wet

Wet tyres Maxxis Wet x 2 sets

Front: 4.50 x 10.0 – 5 Rear: 6.00 x 11.0 – 5

Strictly no modifications or tyre treatment allowed

- e) Weight:
Minimum weight of the kart and driver for the **Senior 160 kgs, Masters 165 kgs**
- f) Age Limit:
Drivers must celebrate his/her 14th birthday during 2023
- g) Number Plates:
Yellow plates with black numbers starting from **200 Seniors, 300 Masters**
- h) License:
Minimum of National grade Licence.

14.3 **Junior**

- a) Chassis:
As per description for Senior class.
- b) Engine:
The only engine permitted will be the IAME X30 125cc RL TaG with the junior exhaust restrictor. (see Engine General Regulations Appendix)
- c) Brakes:
Hydraulic disc brakes operating on rear wheels only.
- d) Tyres:
As per descriptions for Senior Class
- e) Weight:
Minimum of 145 kg including driver at all times.
- f) Age Limit:
12th birthday during 2023 and must have his/her 15th birthday after 2023.
A driver who is 15 years old during the year can participate if he/she holds a valid International G-Junior Karting Licence, according to Article 3.4.2 of the CIK International Karting Licences for Drivers
- g) Number Plates:
Yellow plates with black numbers starting from **100**
- h) License:
Minimum of Novice or National grade Licence.

14.4 **Shifter Class**

- a) Chassis:
As per description under the present CIK Technical Regulations
- b) Engine:
Any make of the shifter engines including IAME Super 175cc and KZ2 engines will be allowed. Other makes and models to be informed to Organiser with Technical Specs.
- c) Brakes:
Four-wheel brake system working at the same time – Hydraulic only
- d) Tyres:
As per descriptions for the Senior Class

- e) Weight:
Minimum 175kg including driver at all time
- f) Age Limit:
Minimum 15th birthday during 2023
- g) Number Plates:
Yellow plates with black numbers starting from **400**
- h) License:
Minimum Novice or National grade licence

14.5 **Cadet Class**

- a) Engine:
The only engine used in this series for Cadet will be the IAME X30 Water Swift 60cc.
All details of the Engine specifications and Technical description as per Appendix.
- b) Chassis:
Shall conform to the C.I.K. Technical Regulations except where stated below:
The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium. Front hubs will be allowed to be used.
 - i) Wheelbase
Maximum 950mm
 - ii) Transmission
Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket
 - iii) Rear Axle
Solid or hollow, magnetic and parallel with a maximum diameter of 30 mm.
 - iv) Brakes
Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.
- c) Wheels & Tyres:
Wheels may be mono or two-piece aluminium and/or Magnesium only. Hubs allowed.
Dry
Komet Slick tyres Type K2D-M 1 set for race
Front: 4.5 x 10.0 – 5 Rear: 5.0 x 11.0 – 5
Wet
Komet Wet K1D-W tyres 1 set for Rain
Front: 4.0 x 10.0 – 5 Rear: 5.0 x 11.0 – 5
Tyres must be bought from the Organisers and will be marked to identify the source.
No other tyres from other sources will be allowed.
- d) Weight:
Minimum 110 kg. including the driver
- e) Age Limit:
8th birthday to 12th birthday during 2023

- f) Number Plates:
Yellow plates with black numbers starting from **10**
- e) License:
Minimum of Novice/National grade Licence only.

15) Telemetry The use of all systems of telemetry is forbidden.

16) Race Numbers and Name of the Driver

Number plates shall be of plastic and rounded corners with 22 cm. sides. Numbers shall be at least 15 cm. high and 2 cm. wide. The number plates must be fitted to the front and rear and must carry NO advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 mm black line. The name of driver and country flag shall appear on each side of the side pod and is now mandatory in accordance with Article 2.24 of the FIA Technical Regulations. All names MUST be visible at all times during the event. Maximum size 5cm x 35cm. The flag of the Driver's nationality shall be that of the nationality of his licence.

17) Prize Giving

The Prize Giving ceremony will be held after the end of the last final race of each round. All competitors must collect their prizes in person and wear their racing overalls.

18) Fuel

- a) Two - stroke lubricant as recommended.
- b) C.I.K. approved fuel or commercial fuel on general sale. By commercial fuel it is meant a motor fuel produced by an oil company and currently distributed at roadside refilling stations throughout the country, on sale commercially and including no other additives. Any infringement of this rule will entail disqualification from the event. The Organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base. Should the Organiser have fuel from a sponsored source, it is compulsory for all drivers to use the designated fuel. ***It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.***
- c) Fuel Test procedure
 - a) Digatron DT- 47FT Fuel Meter Test
 - i) The Digatron meter is set to -75 in Cyclohexane (C6H12).
 - ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.
 - iii) The result of the test should be zero or a -ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.
 - b) Ceric Nitrate Reagent Testing
 - i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
 - ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

Any competitor found to be using illegal fuel and failing either of the above tests will be disqualified from the event and his/her results deleted from the records and no championship points will be awarded.

19) Scrutineering

All karts shall conform to the CIK Technical Regulations. Engines shall conform with the Technical Regulation 2023.

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition.

19.1 Drivers must present themselves and their kart, together with their scrutineering card, protective clothing, equipment and tyres for scrutineering at the scheduled time.

- All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. No crew will be allowed to enter the weighing area and assist the driver. Anyone caught assisting or handing items to the drivers will result in the exclusion of the driver concerned.
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.

At any time, the volume of the fuel in the tank must be over or equal to 1 litre.

Only after completion of the weighing will the service crew be allowed to take away the kart.

19.2 If the engine seal is broken or lost during a race, the Scrutineers are to be immediately notified and fresh seals applied. Any seal that is broken or missing before Practice, Time Trials or a Race will entail immediate exclusion from the meeting. No equipment may be exchanged between competitors and offenders will be excluded from the meeting.

19.3 Protective clothing must be CIK approved and must be produced at the time of scrutineering.

- A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions or the latest helmet prescriptions from FIA/CIK:
 - Snell Foundation SA2015, SA2010, SAH 2010, K2020, K2015, K2010
 - FIA-CMS 2016, FIA-CMS 2007, CMR2016, CMR2007 (for under 15 yrs old)
 - FIA 8859-2015, 8860-2018, 8860-2010, 8860-2018-ABP

The weight of helmets may be checked at any time during an event and must not be more than 1,300g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or otherwise, to helmets is forbidden if they have not been homologated with the helmet concerned.

- A pair of gloves covering the hands completely.
- Fabric overalls must have a « Level 2 » homologation granted by the CIK/FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years. *Car overalls are not allowed to be used in karting.*
- Leather overalls complying with the standards defined by the FIM are authorised.
- Boots must cover and protect the ankles.

- All Cadet drivers MUST WEAR a proper neck brace. This is compulsory otherwise he/she will not be permitted to take part in the event.
- 19.4 Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 2 set slicks and 2 sets wet tyres (Seniors, Juniors, and Masters, Shifter class) and 1 set slick and 1 set wet for Cadet class are allowed.
- a) Only 8 slicks and 8 wet tyres (Junior, Senior, Masters) are permitted to be used throughout the whole meeting. The driver must submit all sets of tyres during Scrutineering and these tyres can be used throughout the competition. All tyres must be inspected and marked by the Scrutineers before use. Cadet one set slick and wet.
 - b) Only 2 engines are allowed to be used throughout the whole meeting. Both engines must be scrutineered and recorded in the Scrutineering sheet. From the start of scrutineering to the end of racing on Sunday no engine seals may be replaced and/or broken throughout the race weekend. This includes engines which have seized and /or other defects. All engines registered on the scrutineering card, regardless of whether or not the engine is defective MUST HAVE intact seals.
 - c) Bodywork in compliance with CIK Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. However, a dislodged exhaust system is considered as mechanical non-compliance and will be shown a mechanical flag anytime during the event. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for re-scrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for re-scrutineering after a race to verify compliance with the regulations
 - d) Drivers are allowed only 1 chassis. However, if damage occurs to the chassis which has been scrutineered for the meeting, if in the opinion of the Technical Director it is not practical to repair, and with the approval of the Stewards, one alternative chassis of the SAME MAKE and MODEL as the damaged chassis may be scrutineered, in order to continue the meeting.
- 19.5 Please note that CIK Technical Regulation 2.5.3 – “Rear wheel protection” will be implemented in its entirety. Please read it carefully.
 “...The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength...”
- 19.6 Please note that CIK Technical Regulation 2.9 “Chain Guard / Driving Belt” will also be implemented.
 “In all categories without a gearbox, it is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets and extend to at least the lower plane of the rear axle.”
- 19.7 Race officials reserve the right to conduct random checks on all engines, chassis, tyres, helmets and any other items deemed necessary at any time during the course of the meeting. The Scrutineers, with the approval of the Stewards, have the right to impound any carburettor, exhaust, electronic ignition and petrol at their discretion.

- 19.8 Each Entrant is to present an ABC fire extinguisher of minimum 1.5 kg capacity during scrutineering which must be kept within easy reach in the paddock at all times. Each extinguisher will be identified against the competition number of a competitor.

20) Weighing

All karts and drivers will be weighed during Scrutineering and after Time Trials, all Heats, and the Final. Karts that do not cross the Finish Line at the end of a race may not be required to be weighed.

- 20.1 Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- 20.2 No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- 20.3 No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- 20.4 Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.
- 20.5 **It is authorised to adjust the mass of the kart with one or several ballast weights subject to their being solid blocks, fixed to the chassis or to the seat by two bolts for each weight with a minimum diameter of 6 mm.**

21) Grid Position

Grid positions for the first two heats in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10 minutes Timed Practice, 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 Pre-Final in each class will be determined from the total points scored in the heats with the lowest 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 finishing position in the Pre-Final.

22) Race Procedure, Point Scoring & Determination of Winners

- 22.1 Race Procedure for each class:
- a) Will consist of non-qualifying practice, timed trials, heats (to qualify for pre-final and final, if necessary), pre-final and final.
 - b) Qualifying Heats to qualify for pre-finals: Two heats (or more) depending on the number of entries with a minimum distance of 10 km or 15 minutes duration for each heat.
 - c) Pre-Final: Minimum distance of 15km or 15 minutes duration.
 - d) Final: Minimum distance of 20km or 20 minutes duration.
- 22.2 Qualifying Heats:
- a) 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 on the basis of the results of Timed Trials
 - b) 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 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Timed Trials will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
 - 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.
 - For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.
 - At the end of the Qualifying Heats, the first 22 classified Drivers will be qualified for the final phase. Possible ties between two or several Drivers will be settled according to their classification in Time Trials. The balance of places for the final phase up to the maximum allowed for the circuit will be from the 2nd Chance heat
- c) If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants in that heat plus 1.
- d) If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants in that heat plus 2.
- e) 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 actually completed.

22.3 Second Chance Heat:

- Only the first 36 non-qualified Drivers may participate in the Second Chance Heat (depending on the maximum permitted on the grid for the circuit).
- Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.
- The top finishers will qualify for the final phase depending on the maximum permitted for the circuit.

22.4 Final Phase:

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: Pre-Final and Final.

Pre-Final:

Starting positions according to the number of points received in the Qualifying Heats. The Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat.

Drivers who did not take the start of the pre-final or were excluded from it will not be authorised to participate in the Final.

Final:

Starting positions determined by the finishing classification of the Pre-Final. 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.

22.5 Point Scoring & Determination of Winners

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

23) Start Procedure

- 23.1 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 for the Final shall be based on the finishing position in the Pre-Final.
- 23.2 Competitors in the Heats and Pre-final races will be released from the Parc Ferme area and will be moved to the starting grid at a slow speed in their proper position. If the Starter is satisfied with the order he will flag off the race by switching off the red lights or wave the green flag. For the Final, karts will be pushed from the Parc Ferme to the starting grid or upon instructions of the Starter.
- 23.3 Upon arrival at the starting grid, the karts will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the back of the Grid during the Warm-Up lap.
- 23.4 The approach to the Formation lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start from the dummy grid.
- i) 3 MINUTE board
Everyone to vacate the Grid area except drivers, officials and 1 team member
 - ii) 1 MINUTE board
Everyone except competitors must vacate the Grid area.
 - iii) 30 SECONDS board
All drivers start their engines and remain in their original Grid positions.
- 23.5 When the 30 seconds are up, a Green flag shall be waved by the Starter signalling the start of the Formation lap. The Red signal lights will be turned on. Drivers are to complete one Formation lap (i.e. total of ONE lap). In the formation lap, Drivers must remain in their starting grid order with the competitor starting from Pole position playing the role as leader of the formation. It is the responsibility of each driver to retain his grid position. If during the Formation lap, the lead karts are still continuing at an excessive speed, the Starter will show a "Slow Down" board and if after one lap the speeding persist, the formation may be stopped at the start line with the Red flag and the two lead karts relegated to the back of the grid. In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.
- 23.6 Any competitor who is not able to start the Formation lap must raise his arm. After all the other karts have left the grid, his mechanic will be allowed to make an attempt to start the engine. If it can be started before the completion of the Formation lap, the driver may rejoin in the back of the grid. If the kart cannot be started, then it must be removed from the track to the pits. If following this the kart is started, it may join the race from the back of the grid after the race has been started.
- 23.7 Should a driver stop for any reason during the Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then rejoin at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.

- 23.8 Two 2-metre wide lanes bordered by white lines (trammel lines) will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a speed not exceeding 50 kph towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a **time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor**. A Driver over speeding during the approach to the start Line is liable to be sanctioned by the Stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered. The start will now be the switching off of all the lights.
- 23.9 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However, 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 or a danger to other drivers (CIK General Prescriptions Art.2.14)
- Start Delayed:
If the Clerk of Course considers that for safety reasons, the start must be delayed, the following procedure will take place:-
- A time period will be given when changes can be made.
 - Drivers outside this time will not be able to enter the race.
 - Only the following modifications or changes may be made – Tyre change, Check tyre pressures, Front and rear track width adjustment, spark plug substitution and inlet silencer protection installation or rotation of inlet direction.
- 23.10 Jump Start:
- i) A "Jump Start" will be deemed to have occurred when a driver crosses the Start line ahead of his prescribed grid position at the start of the race.
 - ii) **The penalty will be 10 seconds**, which will be added to the total race time of the driver concerned.
- 23.11 Standing Starts for Karts with gearboxes:
At the end of the formation lap, Drivers will take their starting positions on the grids and the Clerk of the Course or the starter will be on the Starting Line raising a red flag. All lights will remain switched off until the last kart has taken its position on the grid.
When all karts are immobile on the grid, a Marshal will display a green flag at the end of the grid. Everyone will leave the grid and Drivers will be under Starter's order. The Starter will then launch the red lights on. The start will be considered as given at the switching off of the red lights manually operated by the Starter within the next 2 seconds.
Any movement of the kart during the starting procedure (movements while the red lights are on) will be considered as a false start will be punished with a minimum 5-seconds penalty.
- 23.12 **It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-Grid, with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own tyre pressure gauge.**
- 23.13 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 as soon as he reaches the

Assembly area. The 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 which was the pole position the previous year or as defined in the Track inspection report.

24) Finish

The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationary until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power with the driver seated in the normal driving position, not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.

As soon as the Chequered Flag has been shown to a driver at the end of the race, he must proceed directly, using only the authorised route, to the Parc Ferme. From the moment the driver has received the Chequered Flag until he is released from the Parc Ferme he is under Parc Ferme conditions and must make no alterations or adjustments to his kart or other materials or equipment.

He is NOT ALLOWED TO –

- Overtake another kart unless they have a mechanical problem
- Stop at any time
- Receive or give any items to anybody
- Accept any assistance from anybody except a race official
- Take your hands off the steering wheel
- Move about erratically on the track

ABOVE ALL – DO NOT STOP OR SUDDENLY SLOW DOWN AFTER CROSSING THE FINISHING LINE. OTHER KARTS MAY STILL BE RACING AT FULL SPEED BEHIND YOU.

25) Restarting during the race

Once a kart is on the circuit, whether in practice or during the race, no outside assistance is permitted. An Official of the meet may assist a driver to move a stalled kart out of a dangerous position but will not assist to restart. Drivers receiving assistance from any Pit Crew on the circuit during the race will be disqualified from that race and will incur a maximum point penalty.

26) Crew Conduct

The onus of responsibility for the conduct of crew will at all times be on the Entrant. Any misbehaviour on the part of the crew will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew is permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the rolling lap has commenced, all crew must return to the Pits or Paddock. Smoking in the Pits is forbidden. The penalty for such an offence is exclusion of the driver. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.

THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH AN OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK.

27) Safety

- 27.1 Smoking and the operation of open fires in the Paddock and Pits is forbidden. This includes all tents, walkways and areas around the tents housing competitors, equipment and crew. The penalty for such an offence shall be exclusion of the driver from the competition. Each team / tent shall have at least one dry powder fire extinguisher of 1.5kg capacity available for inspection during scrutineering and which must be visible in the paddock area of the team / tent throughout the competition.
- 27.2 **No warming up of engines is permitted in the paddock area.** Engines may be started and run for only 5 seconds in the paddock and even then with someone seated in the kart on the ground. Any warming up of engines on the stand is to be done in the area designated by the sign "Engine Warm-up Area". The penalty for disobeying this rule shall be a fine of RM250 for the first time offenders. Repeat offenders may be excluded from the competition.

28) Front Fairing & Front Fairing Mounting Kit (Art 29 CIK Specific Provisions)

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory.

From the Qualifying Heats until the Final, each Driver must enter the "Start" Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the "Start" Servicing Park – Assembly Area under the supervision of a Scrutineer.

During Qualifying Heats, Second Chance Heat, Pre-Final and Final, it is only allowed to install the front fairing to the correct position in the Repair Area.

Correct installation of the "Front Fairing".

The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

Clearance Between - Top and bottom front bumper, measured between the front fairing mounting brackets minimum 60mm and front bumper (upper and lower tubes) and the front fairing (CIK Technical Drawing No. 2c) minimum 27mm

The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the "Chequered flag" was waved and the kart(s) concerned crossed the finish line, in all situations a **time penalty of 5 seconds** will be imposed automatically on the driver(s) concerned. This time penalty is not subject to appeal.

Any attempt by a driver to reinstall a front bumper that is loose by any means before or after the chequered flag is shown will be excluded from the results of that race.

The moment the "Last Lap" sign is shown to the Drivers, the Repair Area will be closed.

29) Stopping the Race

Should it be deemed necessary to stop the race due to an accident and on grounds of safety or any other reason, the Red Flag shall be shown by the Clerk of Course at the Start Line and all other Flag Marshalls shall show a Red Flag to indicate the race has been stopped. All drivers will immediately stop racing and continue to the Start Line, being prepared to stop at any point as requested by an Official. The result of stopping the race is as follows:

- a) Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.

- b) Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void.
- c) Should more than 2 laps but less than 75% of the race have been completed, the race will be restarted with the race distance being the original race distance minus the laps completed by the race leader before the signal to stop was given.

NOTE:

- a) For Heats, all original drivers will be entitled to take part in the re-start.
- b) For Finals, only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start.
- c) Only those drivers who took part in the original start will be eligible for the re-start and then only if they were still running when the race was stopped or if they had gone into the pits before the stop under their own power.
- d) The grid for the re-started race will be arranged in the race order at the end of the lap, one lap prior to that during which the signal to stop was given.
- e) Refuelling and repairs will be allowed to be carried out in the interval before the re-start.
The re-start shall take place at least 15 minutes after the stopping of the race.

30) Protests

Any protest must be made in accordance with the NCRs and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.

Protest Fee	RM 1500.00
Protest Against Eligibility	RM 1500.00 + RM 1500.00 stripping fee
Appeal Fee	RM 2,500.00
All fees shall be in cash (Ringgit Malaysia)	

31) Posting of Results

Results of each race will be announced over the public address system as soon as possible after each race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests or Stewards' enquiries.

32) Postponement

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.

33) Advertising

Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else. If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

34) Flag Signals

The following signals will be used:

Green Light	Start of race or practice
Blue Flag Stationery - Waved -	You are being closely followed A driver wishes to overtake, let them pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. <i>If waved</i> – extreme danger, be prepared to stop
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs. Driver must immediately go into the Repair Area when the flag is shown. Black flag with the driver number will be shown for failure to respond.
White Flag	Slow moving vehicle on the track
Yellow Flag with Red Stripes	Deterioration of adhesion (eg.oil, water).
Green Flag	All clear
Black Triangle & White Triangle Flag with No:	Last warning before exclusion following unsporting behaviour
Black Flag with Number	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to re-join the race.
Red Flag	All drivers will immediately stop racing, slow down and continue towards the Start Line, being prepared to stop at any point as requested by an Official

35) Code of Driving Conduct

Observance of Signals – The instructions detailed in Article 2.15 Signification of flags of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) including ISC (The Code) are deemed to be part of this Code of Driving Conduct. All drivers must be thoroughly acquainted with them.

a) Overtaking –

During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow passing.

b) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag marshal will give a warning by waving the blue flag to indicate another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the left or right. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even voluntary, may result in the exclusion from the race.

- c) Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
- d) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.
- e) The repetition of serious mistakes or the appearances of a lack of control over the kart (such as leaving the track) may entail exclusion of the Drivers concerned.
- f) Contacts / collisions (during the race, deceleration lap included) sanctions may be imposed on a Driver who pushes another Driver.
- g) In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide in connection with the black and white warning flag and or a time penalty of 5 seconds for the Heat or Race concerned. Following this imposed penalty one or more offences of the same Driver in this Heat or Race the Clerk of the Course will report this to the Stewards for possible further punishment.
- h) In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations during a Qualifying heat shall not be subject to appeal.

36) Penalties

The following penalties may be enforced automatically by the Clerk of the Course or the Race Director with the approval of the Stewards of the Meeting. However, the Stewards of the Meeting may at their absolute discretion enhance the penalties.

Infringement (Penalty)

- (1) Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations – Exclusion from race.
- (2) Driving at more than 20 km/h in the Pit Lane - 10 sec time penalty or Top 3 fastest laps to be removed during Time Trial or Fine or Exclusion or a combination
- (3) Unnecessarily overtaking another kart during the formation lap. Unnecessarily slowing down the formation lap - 10 sec time penalty
- (4) Jump/False start - 10 sec time penalty
- (5) Any crew or team supporters coming onto the track during the event - Exclusion + Fine
- (6) Failure to obey flag signals - 10 sec time penalty or Top 3 fastest laps will be removed during Time Trial or Fine or Exclusion
- (7) Acting in an abusive or intimidating manner - Exclusion + Fine
- (8) Consumption of banned drugs and alcohol - Exclusion + Fine & recommendation for suspension.
- (9) Drivers' Briefing – failure to attend - Up to RM 200 fine.
- (10) Causing a collision / Contact with another kart - Time Penalty and/or Fine or Exclusion
If the incident was caused during a Time Trial/Qualifying/ Practice session – Cancellation of the three fastest times which the competitor achieved in the session concerned
- (11) Not responding to the Black Flag and orange disc - Exclusion
- (12) Not responding to Black Flag - Exclusion and referral to Stewards for further action.

- (13) Red Flag incidents
 - (a) Not slowing down / overtaking - 30 seconds added to final race time
 - (b) Causing an accident while under Red Flag condition - Exclusion
- (14) Exceeding track limit: all 4 wheels - 10 seconds added to race time
- (15) Unsafe re-joining to circuit - 10 seconds added to race time
- (16) Overtaking under Yellow flag - 10 seconds added to race time
- (17) Immediate Stopping after chequered flag - 10 seconds penalty or Steward's decision
- (18) 2 wheels off the tramlines - 3 seconds penalty
4 wheels off the tramlines - 10 seconds penalty
- (19) Front fairing incorrect position -
3 seconds Time penalty – Cadet Class
5 seconds Time Penalty – Other Classes

37) Reservation of Rights

The Organisers may at their discretion and with the consent of the Stewards of the Meeting:

- a) Abandon, cancel or postpone the event due to unforeseen circumstances.
- b) Distribute the awards at their discretion if due to unforeseen circumstances the competition is stopped before its scheduled completion.
- c) Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- d) Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components and/or samples required, and to bear any costs arising out of any eligibility checks.
- e) In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
- f) To amalgamate classes if the minimum of 6 entries in a class is not achieved.