



SUPERKART THAILAND 2025 SPORTING REGULATIONS

NAME OF EVENT: SUPERKART Thailand 2025

ORGANISER: Sukhumvit 2016 Co., Ltd,

PROMOTER: Sukhumvit 2016 Co., 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. 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 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 Zone Championship – with Invitation comprising 6 Competitions (each a “Round”).
- 2.2. Proposing and Authorizing ASN
The Event is proposed by RAAT.
- 2.3. Contact Office
Thailand
Sukhumvit 2016 Co., Ltd
624 Sukhumvit Soi Phaisingto
Bangkok 10110
Email: kitti-kart@hotmail.com.com
Website: www.superkartthailand.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. Dates and Venues

Round 1	19-20 JULY 2025	Bira Kart, Thailand
Round 2	30-31 AUGUST	Bira Kart, Thailand
Round 3	11-12 OCTOBER	Bira Kart, Thailand

- **Round 1-3 Collect Points SKT Champion + Goto The MACAU**

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 10 km or 15 minutes duration for each Heat.

3.2.3. Superheats: Minimum distance of 15km or 15 minutes duration.

3.2.4. Final: Minimum distance of 20km or 20 minutes duration.

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 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 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.

- 3.5. 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. 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. 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.
- 3.7.1.1. 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.
- 3.7.2. 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. 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.
- 3.8.2. 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
- 3.8.3. 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.
- 3.8.3.1. 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.
- 3.8.3.2. 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.
- 3.8.3.3. 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.
- 3.8.3.4. 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.
- 3.8.3.5. If a Driver does not take the start in a Qualifying Heat, he will receive points equal to the number of participants in that heat plus 1.
- 3.8.3.6. If a Driver has been black-flagged or excluded, he will receive points equal to the number of participants in that heat plus 2.
- 3.8.3.7. 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. Second Chance Heat
- 3.9.1. 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).
- 3.9.2. Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.
- 3.9.3. The top finishers will qualify for the final phase depending on the maximum permitted for the circuit.
- 3.10. Pre-Final and Final (the "Final Phase")
- 3.11. There will be two Races held in the Final Phase, named the Pre-Final and Final.
- 3.12. 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.
- 3.13. Super Heat
- 3.13.1. 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 Super Heat he will receive the number of points equal to the number of participants plus 1 in his or her respective Super Heat. If a driver had been black flagged or disqualified, he will be credited with points equal to the number of participants plus 2 in his or her respective Super Heat.
- 3.14. Final
- 3.14.1. 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 the Final grid positions. 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.

- 3.15. Point Scoring & Determination of Winners
 3.15.1. 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 Thailand	All	Cadet, Junior, Senior, Master	All

- 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	IAME Series Asia	
	Qualifying	Final
1 st	1	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
11 th		5
12 th		4
13 th		3
14 th		2
15 th		1

- 4.3.1. Drivers (except for those who were excluded or suspended) who take the Start but not the Finish of the 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 Super Heat (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
Cadet B	All	1-99 Yellow	25	National Cadet	8-12 Y +105 KK
Cadet Rookie	All	1-99 Yellow	34	National Cadet	8-12 Y +110 KK
Cadet	All	1-99 Yellow	34	National Cadet	8-12 Y +110 KK
Junior	All	100-199 Yellow	34	National G Junior International G-Junior	11-15 + 138 KK
Senior	All	200-299 Yellow	34	National F-Senior Restricted National E-Senior International F-Restricted International E-Senior	15 UP + 138 KK
Master	All	300-399 Yellow	34	National E-Senior International E-Senior	Minimum of 30 years old (turning 30 in 2024) 165 KK

8. ENTRY PROCEDURE

- 8.1. Entry Fee
- 8.1.1. S\$320 / RM1,100 for event registration.
- 8.2. Entry Form
Applications to participate in the Event must be submitted through the Entry Form available on the Website.
- 8.3. Entry Deadline
- 8.3.1. Entries close 2 weeks before each Round.
- 8.3.2. Late entries, if accepted, will incur an additional penalty fee of S\$150.00.
- 8.3.3. Cancellation of an entry shall incur a S\$250 penalty fee.
- 8.3.4. No entry fee will be reimbursed after entries are submitted.
- 8.4. Entry Restrictions
- 8.4.1. Entries are taken on a first come first served basis.
- 8.4.2. Entries are only deemed as submitted once full payment has been received.
- 8.4.3. The organiser reserves the right to accept more entries than the maximum inscription.
- 8.4.4. 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 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:

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. Article 2.20.a of the CIK-FIA General Prescriptions will apply.
- 14.2. 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.
- 14.3. 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.
- 14.4. 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.

15. NEUTRALISATION AND RESUMING OF A HEAT OR RACE

- 15.1. Article 2.20.b and c and Article 2.22 of the CIK-FIA General Prescriptions will apply.
- 15.2. 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.

16. SUSPENDING A PRACTICE, HEAT, OR RACE

- 16.1. Article 2.21 of the CIK-FIA General Prescriptions will apply.
- 16.2. 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.
- 16.3. 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).
- 16.4. 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.
- 16.5. 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.
- 16.6. Failure to be ready to race means that the kart/driver cannot restart the race.
- 16.7. The race will be resumed according to Article 15 of this Sporting Regulation.

17. ACCESS TIMINGS

- 17.1. These timings are applicable for each Race, beginning from Qualifying onwards.
- 17.2. 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.
- 17.3. Access to the Start Servicing Park will begin 15 minutes and end 5 minutes before the start of each Race.
- 17.4. Access to the Pre-Grid will begin 15 minutes and end 3 minutes before the start of each Race.

18. PADDOCK

- 18.1. Entrants are to note the exiguity of the space in the paddock reserved for servicing vehicles.
- 18.2. 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.
- 18.3. It is strictly forbidden to erect or unload any equipment until the paddock space has been allocated.
- 18.4. 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.
- 18.5. 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.
- 18.6. No catering awnings are allowed in the paddock. If space allows, a separate area will be allocated for such purposes.
- 18.7. Usage of motorised vehicles such as mini-motors within the paddock is forbidden without a Paddock Vehicle Pass. Violators face risk of disqualification.
- 18.8. Refuelling is only allowed in the allocated paddock space and only with the use of a ground sheet.

19. PRE-GRID

- 19.1. Any Driver who is present, with his kart, on the Pre-Grid within the time limit will be considered as a Starter.
- 19.2. 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.
- 19.3. 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.
- 19.4. 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.

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

- 20.1. 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.
- 20.2. Entrant pass holders will be allowed in the Start and Finish Servicing Parks and Pre-Grid at the discretion of the Officials.
- 20.3. Access to the Weighing Area and Parc Ferme is restricted to Officials unless otherwise instructed.
- 20.4. Scale and Weighing Procedure: Article 11 of the CIK-FIA Specific Prescriptions.
- 20.5. 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.

21. ENTRANCE TO THE PIT LANE

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

22. PROTESTS AND APPEALS

- 22.1. 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.

23. PENALTIES

- 23.1. 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 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 5 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