

**2025 Macau International Kart Grand Prix****2025 IAME ASIA FINAL****Sporting Regulations**

CONTENT	Page
ARTICLE-1. ORGANIZER	3
ARTICLE-2. REGULATIONS.....	3
ARTICLE-3. GENERAL UNDERTANKINGS	3
ARTICLE-4. GENERAL CONDITIONS	3
ARTICLE-5. PRINCIPLE AND RUNNING	3-4
ARTICLE-6. COMPETITORS APPLICATIONS.....	4-5
ARTICLE-7. ELIGIBLE DRIVERS	5
ARTICLE-8. ELIGIBLE KARTS AND EQUIPMENT	5-7
ARTICLE-9. FUEL	7
ARTICLE-10. GENERAL SAFETY	7-9
ARTICLE-11. FLAGS.....	9-11
ARTICLE-12. RACE NUMBERS AND PASSES	11
ARTICLE-13. RACE OFFICIALS	11
ARTICLE-14. SPORTING CHECK AND SCRUTINEERING	11-12
ARTICLE-15. BRIEFING.....	12-13
ARTICLE-16. INSTRUCTIONS AND COMMUNICATIONS	13
ARTICLE-17. RUNNING OF THE COMPETITION.....	13-16
ARTICLE-18. STARTING GRID	16
ARTICLE-19. STARTING PROCEDURES	17-18
ARTICLE-20. NEUTRALISATION	18
ARTICLE-21. SUSPENDING A PRACTICE OR A RACE.....	19
ARTICLE-22. RESTART PROCEDURE	19-20
ARTICLE-23. RESUMING A RACE	20
ARTICLE-24. RESUMING A RACE WITH THE “SLOW” PROCESS	20
ARTICLE-25. FINISH	21
ARTICLE-26. PARC FERMÉ	21
ARTICLE-27. INCIDENTS	21-24
ARTICLE-28. PROTESTS AND APPEALS	24
ARTICLE-29. FINES	24
ARTICLE-30. PODIUM CEREMONY	24

ARTICLE-31. AWARDS OF COMPETITION	24
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SPORTING REGULATIONS

Article-1. ORGANIZER

The 2025 MACAU INTERNATIONAL KART GRAND PRIX (“Competition”) is organized and sanctioned by the Automobile General Association Macao - China (AAMC).

Article-2. REGULATIONS

- 2.1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 2.2. Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Panel of Stewards. Should any dispute arise, the Panel of the Stewards will be the only authority to make a decision (ISC-Art. 11.9).
- 2.3. For the sake of brevity, the masculine pronoun is used to represent a person of either gender.

Article-3. GENERAL UNDERTAKINGS

- 3.1. All Competitors and Officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (“Code”), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (“the Technical Regulations”), the General Prescriptions applicable to the FIA Karting Competitions and International Competitions (“the General Prescriptions”), the Specific Prescriptions applicable to the FIA Karting Competitions (“the Specific Prescriptions”), the IAME ASIA FINAL 2025 Sporting and Technical Regulations, the Supplementary Regulations of the Competition concerned, and these Sporting Regulations.
- 3.2. Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by governing rules and regulations shall be decided by the Stewards of the Competition.

Article-4. GENERAL CONDITIONS

- 4.1. It is the Competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If a competitor is unable to be present in person at the Competition, he must nominate his representative in writing. The person having charge of an entered kart during any part of a Competition is responsible jointly and severally with the Entrant for the respect of all the provisions of the Code and of the CIK-FIA Regulations.
- 4.2. Competitors must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.

Article-5. PRINCIPLE AND RUNNING

- 5.1. The Competition is a NATIONAL Competition, registered in FIA Calendar, open to foreign licence-holders, according to Article 2.3 of the ISC, and the participation is by INVITATION ONLY.
- 5.2. The IAME ASIA FINAL 2025 (“IAME”) is part of the 2025 Macau International Kart

2025 MACAU KART GRAND PRIX

Grand Prix and will take place from 10th to 14th December, in Macao Kartdrome, Coloane (Estrada Seac Pai Van Kartodromo de Coloane).

- Circuit Length : 1,203 m
- Direction of the track : clockwise
- Side of the pole position: Left

5.3. The 2025 MACAU INTERNATIONAL KART GRAND PRIX is comprised by competitions of the following categories:

Category of the IAME Asia Final 2025

- Cadet
- Junior
- Senior
- Master

Category	WARM-UP	Time Trial	HEATS	SUPER HEAT	FINAL
Cadet	5 mins	5 mins	8 laps	12 laps	16 laps
JUNIOR	5 mins	5 mins	10 laps	14laps	18 laps
SENIOR	5 mins	5 mins	12 laps	16 laps	21 laps
MASTER	5 mins	5 mins	10 laps	14 laps	18 laps

5.4. The Competition of all categories of IAME Asia Final follows IAME Series ASIA's Technical Regulations and their supplementary regulations.

5.5. SANDS Cup is a Special Event:

- The eligible karts are Tillotson T4 196cc Cadet engine, provided by the AAMC.
- No initial scrutineering is required.
- The tires to be used are official tires provided by the AAMC.
- No free practice and qualifying session are required.
- This is a once-off competition of 5 laps, with formation lap. The grid is according to the draw before it is determined.
- The karts will start their formation lap from the grid with green light/flag given. Rolling start and starting procedures, as well as General Safety requirements remain.
- The winners are the leaders crossing the finish line when chequered flag is waved.
- The result of the competition is final. No protest nor appeal will be applied.

Category	WARM-UP	RACE
SANDS CUP	5 mins	5 laps

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

5.7. The final classification of the Competition will be the classification of the "Final".

Article-6. COMPETITOR'S APPLICATIONS

6.1. The entries of IAME Asia Final will follow IAME Series Asia application procedures, while the entries of Sands Cup are applied with the AAMC.

6.2. Drivers who are under 18 years of age are required to present the agreement and

authorization of their parents or guardian for their entry and participation.

- 6.3.** For non-national drivers who wish to take part in the Competition, article 2.3.7 of ISC will apply.
- 6.4.** AAMC and IAME Asia Final 2025 Organiser will work together for the entry's applications review, and have the right to refuse any entry, if the driver licence is not valid or not showed up.
- 6.5.** Multiple entries are allowed in 2025 Macau International Kart Grand Prix.
- 6.6.** The Provisional Entry list and Provisional Programme will be published at least 7 days before the Competition date.
- 6.7.** The AAMC reserves the right to shorten, postpone, reschedule, abandon or cancel the Competition or part thereof, without prior notice.

Article-7. ELIGIBLE DRIVERS

- 7.1.** The eligible drivers' requirements of the IAME Asia Final follow IAME Series ASIA's regulations.
- 7.2.** The eligible drivers' requirements of the SANDS Cup are:

SANDS CUP	Between 7-11 years of age as of Jan 01, 2025	Current and valid sporting licence, national C or above kart driver's licence, issued by AAMC, or national driver's license
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Article-8. ELIGIBLE KARTS AND EQUIPMENT

- 8.1.** The eligible karts and equipment' requirements of the IAME Asia Final 2025 follow its regulations.

Category	Minimum Weight (kg)
Cadet	110
Junior	145
Senior	158
Master	165

- 8.2.** Each driver can only use 1 chassis and may have 2 engines. After the registration of the engines in initial scrutineering, if the driver has registered 2 engines, after the qualifying starts, the engines used are primary, and the second is spare. If the primary engine needs to be changed, a request needs to be submitted to the panel of the stewards. Upon approval, the primary engine will be under parc ferme conditions until the end of the event. If the spare engine is used, the driver cannot change back using the initial engine.
- 8.3.** The karts must be presented in full configuration (assembled chassis + bodywork + extra

components) with the engines.

- 8.4.** During the event, and in case of an accident, the driver can only change a chassis (bare frame) **after approval by Technical Delegate and being inspected by Scrutineer**. The replacement of frame must be from the same “Manufacturer” and the same model.

Category	Chassis		Engines	
	Qty	Remarks	Qty	Remarks
Cadet	1	Any valid homologation with homologation plate presented	2	Of the correct model for the Driver's category.
Other		Valid CIK-FIA homologation		

Category	Maximum Width (cm)	Minimum Width (cm)	Additional Requirement
	Overall Kart	Rear Wheel Protection	
Cadet	110	-	The rear wheel protection must at no time protrude beyond the external plane of the rear wheels.
Other	140	134	

- 8.5.** Only Komet tyres may be used beginning from Free Practice.

Category	Dry Quantity: 2 sets Must be purchased in the form of vouchers and exchanged during Tyres Registration.	Wet Quantity: 2 sets (1st set is mandatory, 2nd set is optional) Driver's own stock is accepted.
Cadet	Komet K1D-M Front Size: 10 x 4.00-5, Rear Size: 11 x 5.00-5	Komet K1D-W Front Size: 10 x 4.00-5, Rear Size: 11 x 5.00-5
Other	Komet K3M Front size: 10 x 4.60-5, Rear Size: 11 x 7.10-5	Komet K3W Front size: 10 x 4.20-5, Rear size: 11 x 6.00-5

- In the case of tyre puncture, drivers can replace their punctured tyre with their own used tyre, **after approval by Technical Delegate and being inspected by Scrutineer**.
- There will be no impounding tires.
- During scrutineering, the submitted tires will be marked and only those marked tires may be used in the Qualifying, Heats, Super Heat and Final. Race tires may not be used in Free Practice, Official Practice, and Warm Up.

- 8.6.** SANDS CUP is one-make arrive and drive competition, following the AAMC Technical requirements.

Category	Minimum Weight (kart + driver):	REMARKS
SANDS CUP	110Kg	No minimum weight for under 8 y drivers. 8 y or above :110Kg

8.7. Front Fairing

- a) The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.
- b) 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 “black and white 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 susceptible to appeal.
- c) When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Competitors concerned shall not be invited to sign the decision documents.
- d) Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification from the competition.
- e) As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.
- f) Should the check establish that the front fairing is not in conformity with the regulations, the relevant Driver will not be allowed access to the Assembly Area; consequently, no participation in the corresponding part of the competition (Time Trial, Qualifying Heats, final phase). Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.

Article-9. FUEL

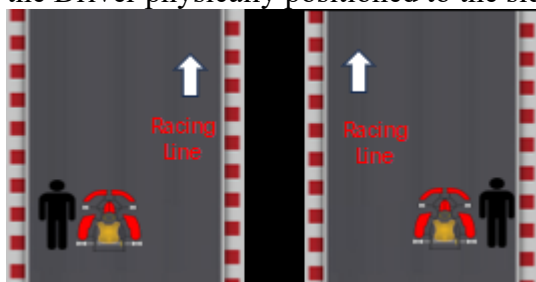
- 9.1. Fuel: Unleaded commercial quality gasoline from tank station, max. 98 octane, provided by AAMC. Fuel vouchers are available for purchase from AAMC

Article-10. GENERAL SAFETY

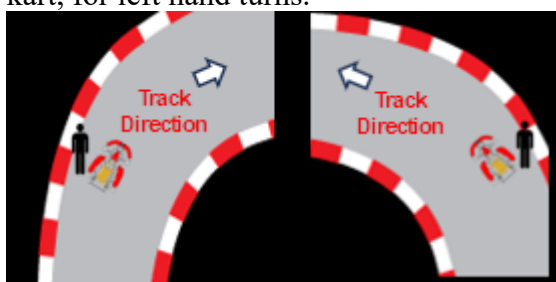
- 10.1. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation. Breach of this requirement may inflict on the Driver, a Fine of MOP1,000.00 (USD\$125) and disqualification from the Competition.
- 10.2. During Free Practices, Official Free Practice, Time Trial, warm up and the Races (including Qualifying Heats and the races of the final phase), Drivers may use the track only and must at all times observe the disposition of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track. Failure to comply with this requirement is subject to disqualification from the classification of the Time trial or the race in which the kart having left the track.
- 10.3. All karts shall be subject to the following regulation:
- If the kart is to stop on track for any reason, the Driver shall only have a singular attempt to restart, after which the kart is to be moved in a safe location. In any case, the restart attempt

must be done outside of the racing line, and must further respect the following principles:

- RESTART ATTEMPT ON A STRAIGHT SECTION: Push restart attempt to be done with the Driver physically positioned to the side of the kart that is OPPOSITE to the racing line.



-RESTART ATTEMPT IN A TURN: Push restart attempt to be done with the driver physically positioned to the LEFT of the kart, for right-hand turns, and to the RIGHT of the kart, for left hand turns.



-Failure to comply with this rule will result in a penalty imposed by Stewards, which may lead to the disqualification from the race where this rule was violated or any other penalties under Article 12.4 of the Code. This penalty is not subject to appeal.

-The only exception to the above is for karts equipped with an onboard electric starter and clutch, which will be allowed to attempt to restart at any moment during a race or practice in a safe manner. Any unsafe rejoining of the track will be reported to Stewards. In any case, the rejoining of the track must be done on the kart's own power and at no instance is the Driver to leave his seat to push the kart to restart.

- 10.4. Any repairs with tools are banned outside the "Repair Area". It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the "Repair Area" determined during the Briefing. Failure to comply with this requirement will be fined MOP500.00 (USD\$65).
- 10.5. No Driver may leave the "Repair Area" without having been invited to do so by Marshals.
- 10.6. If refuelling is authorised, it may be carried out only in an area provided for this purpose. Failure to comply with this requirement is subject to be disqualified from the Competition.
- 10.7. A speed limit of 10 kph is imposed in the pit lane. Any Driver breaking this speed limit will be imposed a penalty.
- 10.8. If a Driver is faced with mechanical problems during Practices, Free Practice, Time Trial, warm up and the Races (including Qualifying Heats and the races of the final phase), he must evacuate the track as soon as possible for safety reasons.
- 10.9. Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so

safely.

- 10.10.** Failure to leave the abandoned kart in a safe place or in a location indicated by the track marshals will be subject to a fine of MOP1,000.00 (USD\$125).
- 10.11.** If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement. Breach of this requirement may inflict on the Driver, a Fine of MOP1,000.00 (USD\$125).
- 10.12.** Official instructions will be transmitted to the Drivers by means of the signals provided in Article 11. Competitors who do not respect the flag signals during Time trial will be subject to disqualification from the classification of the Time Trial, and during Race, be subject to a time penalty of 10 seconds, or in a severe case, sanction by the Stewards of a penalty of disqualification from the classification of the Races (including Qualifying Heats and the races of the final phase).
- 10.13.** During the Competition and at the order of the Clerk of the Course, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the "Repair Area" and remedy the breach before rejoining the track.
- 10.14.** When they participate in Free Practices, Official Free Practice, Time Trial, warm up and the Races (including Qualifying Heats and the races of the final phase), Drivers must at all times wear the full equipment defined under Article 7 of the CIK Karting Technical Regulations. Failure to comply with this requirement is subject to disqualification from the Competition.
- 10.15.** Illegitimately prevented a legitimate overtaking maneuver by a driver or illegitimately impeded another driver during overtaking, will subject to a time penalty of 10 seconds or, in a severe case, sanction by Stewards.
- 10.16.** In the case of a "wet race" (conditions signaled by means of a panel), the choice of tyres will be left to the appreciation of the Drivers, the Clerk of the Course reserving 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 therefore mandatory in any other case.
- 10.17.** FOOTWEAR - The wearing of OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED IN THE SERVICE PARKS & GRID AREAS AT ANYTIME. Footwear must be of the enclosed type, heel to toe.
- 10.18.** Persons wearing inappropriate footwear in the Service Parks and Grid areas at any time will be penalised. The Competitor may be fined MOP1,000.00 (USD\$125).

Article-11. FLAGS

*** Flag signals to be used by the Clerk of the Course or his deputy at the start line:**

(a) Red flag

This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

(b) Black and white chequered flag

This flag must be waved. It signifies the end of a practice session or a race.

(c) Black flag

This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Competition Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Panel of Stewards. The Entrant concerned will immediately be informed of the decision.

(d) Black flag with an orange disc (40 cm in diameter)

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop in the “Repair Area” on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(e) Black and white flag divided diagonally

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour.

These last three flags (in c,d & e) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Clerk of the Course deem this necessary.

Normally the decision to show the last two flags (in d & e) rests with the Clerk of the Course; however, it may be taken on request of the Panel of Stewards in order to impose a sporting sanction.

(f) Blue and red flag (double diagonal) with number

The Driver concerned must stop before being lapped or also when he has been lapped.

This flag may only be used if it is provided for in the Competition, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition.

*** Flag signals to be used at observation posts:**

(g) Yellow flag

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.

- double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(h) Yellow flag with red stripes

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.

This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(i) Blue flag

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

(j) White flag

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(k) Green flag

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

Article-12. RACE NUMBERS AND PASSES

12.1. Both side-box panels, the front facing panel and the rear bumper must incorporate an area for race number. On the side-box panels they should be next to the rear wheel on the external vertical side.

- 12.2.** The number plates and race numbers of driver will be provided by AAMC.
Racing number to follow Article 3.7 of the CIKFIA Technical Regulations.
- Racing numbers must be black, in an Arial font on a yellow background.
 - Racing numbers must be bordered by a yellow background of at least 1cm.

Category	Number Background
Cadet	1-99 Yellow
Junior	100-199 Yellow
Senior	200-299 Yellow
Master	300-399 Yellow
SANDS CUP	1-99 Yellow

12.3. The passes allocation per entry are as follows:

- 1 Driver Pass per Driver entered
- 1 Team Pass per Driver entered (2 for Drivers in Cadet category)
- 1 Team Pass for the Competitor

Article-13. RACE OFFICIALS

The Race Officials will be appointed by AAMC and IAME Asia Final 2025 Organiser, which list will be published on the Competition Date.

Article-14. SPORTING CHECK AND SCRUTINEERING

14.1. The driver's licence is mandatory to be shown up for sporting check.

14.2. During the Sporting Checks and initial Scrutineering, which will take place on the dates of the Competition at the Parc Ferme, each Driver and each Competitor must have all required documents and information available.

14.3. Failure to attend on schedule will be subject to the following:

- MOP800.00 (USD\$100) for sporting check
- MOP800.00 (USD\$100) for tyre registration
- MOP800.00 (USD\$100) for Initial scrutineering

- 14.4. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Competitors who do not keep to the time limits imposed will not be allowed to take part in the Competition.
- 14.5. The Race Director, Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
- 14.6. At the Sporting Checks, each Driver will receive a “Technical Passport”. All details relating to the full equipment must be entered on this form before submission to Initial Scrutineering. An incomplete “Technical Passport” will be rejected.
- 14.7. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- 14.8. No kart may participate in a Competition unless it has been checked by the Scrutineers.
- 14.9. At any time during a Competition, the Scrutineers may:
- a) check the eligibility of the kart or of the Driver’s equipment,
 - b) require a kart to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
 - c) require a competitor to supply them with such parts or samples as they may deem necessary.
- 14.10. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- 14.11. The Race Director or Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- 14.12. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Competitors.
- 14.13. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering and after he has taken part in Time Trial.
- 14.14. Failure to follow the instruction of scrutineering after Time trial and races will subject to a Fine of MOP1,000.00 (USD\$125) and may result in disqualification from the Competition.

Article-15. BRIEFING

- 15.1. The Briefing and signing of an attendance list are mandatory for all Drivers and Competitors.
- 15.2. Unpunctuality will incur a Fine of MOP\$800 (USD\$100.00) payable to the AAMC.
- 15.3. Failure to attend stipulated Briefing(s), will incur a Fine of MOP\$1600 (USD\$200.00) payable to the AAMC.
- 15.4. The briefing time will be as stated in the Official Programme, considered as that of the beginning of the Drivers’ Briefing.

- 15.5.** Extra Drivers' Briefing may be organised if deemed necessary. Notifications regarding additional meetings will be posted on the official noticeboard. It is the Drivers and Competitors' duty to keep themselves informed about any additional Briefings.

Article-16. INSTRUCTIONS AND COMMUNICATIONS

- 16.1.** All classifications and results of Official Free Practice, Time trial, warm up and the Races (including Qualifying Heats and the races of the final phase) as well as any decisions of the Officials of the Competition will be posted on the official posting board.
- 16.2.** Official instructions and communications to competitors may also be given via dedicated electronic communication (e.g. notification through apps).
- 16.3.** Any decision or communication concerning a particular driver should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

Article-17. RUNNING OF THE COMPETITION

- 17.1.** Only the Driver and one Mechanic with the vest below indicated are entitled to go in the assembly area and pre-grid, with the Driver's kart, except for cadet and Sands Cup, with 2 mechanics.

Class	Vest colour	No. of mechanics together with the driver
Cadet	Red	2
Junior	Yellow	1
Senior	Blue	
Master	Green	
SANDS CUP	Red	2

- 17.2.** The following are for IAME Competitions:

Practice sessions (Free Practice, Official Free Practice, Time trial, warm-up)

- a)** The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for the races of the final phase.
- b)** Only the Drivers who have passed the Sporting Checks and Initial Scrutineering, as well as have attended the briefing session will be in the final entry list.
- c)** The Race Director or Clerk of the Course may interrupt Practice sessions as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in Stewards' opinion, the stop is deliberately caused by a Driver, the time he has achieved in that session may be cancelled and he may be refused the authorization to participate in any other Practice session. In Free Practice only, the Clerk of the Course, with Stewards' agreement, may decide not to resume the Practice session after such an interruption.
- d)** Should one or several Practice sessions be interrupted in such manner, no protest relating

to the possible effects of this interruption on the qualification of Drivers would be accepted.

Time Trial:

- a) Any drivers having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.
- b) If a driver stops in the repair area or returns to Parc Ferme, he will not be allowed to rejoin the circuit.
- c) **No driver can start the Race (Qualifying Heats, Final Phase) without taking part in Time trialsession.**

Qualifying Heats

- a) There will be Qualifying Heats (“Heats”) for competition of IAME Asia Final 2025.
- b) Each Qualifying heat will have a distance of approximately 12 or 15 km according to the age category of the Drivers (Juniors/Seniors).
- c) 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.
 - 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 Time Trials.
 - Case B: At the end of Time 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.
As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Time 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.

- d) For the Qualifying Heats, points will be awarded as follows:

Scoring					
Position	Points	Position	Points	Position	Points
1	50	13	24	25	12
2	44	14	23	26	11
3	41	15	22	27	10
4	38	16	21	28	9
5	36	17	20	29	8
6	34	18	19	30	7
7	32	19	18	31	6
8	30	20	17	32	5
9	28	21	16		
10	27	22	15		
11	26	23	14		
12	25	24	13		

- e) 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 Time Trial.
- f) 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.
- g) 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.
- h) 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.

Final Phase (Super Heat, Final)

- a) The grid for Final Phase will be at maximum of 32.
- b) Blue and red flag (double diagonal) rules will be applied in Final Phase.
- c) In IAME Asia Final 2025, There will be two Races held in the Final Phase, named the Superheat and Final.

- Super Heat

- a. The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (Juniors/Seniors).
- b. Starting positions according to the number of points received in the Qualifying Heats.
- c. For the Super Heat points will be awarded as follows:

Super Heat					
Position	Points	Position	Points	Position	Points
1	90	13	30	25	12
2	80	14	28	26	11
3	72	15	26	27	10
4	66	16	24	28	9
5	60	17	22	29	8
6	54	18	20	30	7
7	50	19	18	31	6
8	46	20	17	32	5
9	42	21	16		
10	38	22	15		
11	34	23	14		
12	32	24	13		

- d. 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.
- e. 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.
- f. 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 32 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 Time Trial.

- **Final**

- a. For the final 32 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.
- b. 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.
- c. 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.
- d. Point Scoring & Determination of Winners
- e. The Overall winner in each class will be the winner of the Final.

Article-18. STARTING GRID (Qualifying Heats, Super Heart and Final)

- 18.1.** The grid shall be made up of two lines of karts.
- 18.2.** **The grid For IAME Asia Final 2025, starting positions of Superheat will be determined according to the total number of points obtained in the Qualifying Heats.**
- 18.3.** **The points from the Super Heat of IAME Asia Final 2025 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.**
- 18.4.** Any Driver whose kart(s) is(are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Race Director or Clerk of the Course as soon as he has the opportunity.
- 18.5.** Fifteen minutes before the starting time for the Formation Lap, the assembly area is opened. Each Driver with his kart placed on a trolley and pushed by himself to the assembly area.
- 18.6.** The assembly area will be closed five minutes before the starting time for the Formation Lap.
- 18.7.** The karts placed on the “Pre-Grid” must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the “Pre-Grid”, with the exception of tyre pressures, which can be adjusted by the Driver or his Mechanic using his/her own tyre pressure gauge by letting air out only.
- 18.8.** Any kart that has not taken its position on the “Pre-Grid” within the five minutes proceeding the time scheduled for the start of the Race will have its access to the “Pre-Grid” denied, except under exceptional circumstances left to the appreciation of the Panel of Stewards.

Article-19. STARTING PROCEDURES

- 19.1.** The start signal shall be given by means of lights.
- 19.2.** As soon as the Race Director or Clerk of the Course indicates with the green flag that the karts may take the start, the Drivers are at the orders of the Clerk of the Course and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course in time with his kart in working order will be allowed to leave the “Pre-Grid” only at the orders of the Clerk of the Course or of the Officer in charge of the “Pre-Grid”.
- 19.3.** If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be disqualified from that race.
- 19.4.** In order to regain one’s position, it is forbidden to use any course other than the track used during the race.
- 19.5.** If the Race Director or Clerk of the Course considers that a Driver has been immobilised as a result of another Driver’s mistake, he may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- 19.6.** The Race Director or Clerk of the Course will give the start as soon as he is satisfied with the formation. It is forbidden to overtake another Driver, under pain of a penalty of 10 seconds or disqualified from the Race of Super Heat/Pre-Final or Final.
- 19.7.** In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 27 of these Sporting Regulations.

A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

- 19.8.** Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 19.10 of these Sporting Regulations.
- 19.9.** As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.
- 19.10. Type of starts: Rolling starts for direct drive karts with or without clutches (IAME Asia Final 2025), as defined in Article 2.20a. of the General Prescriptions.**

19.10.1 In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers

and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing.

- 19.10.2** At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.
- 19.10.3** 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 5 seconds for completely getting out of the corridor.
- 19.10.4** 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 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.
- 19.11.** If it is necessary to interrupt the starting procedure, the Clerk of the Course will show a waved red flag, indicating to the Drivers that they must cut their engines.
- 19.12.** Should a kart stop and unable to restart during the race, it must be removed from the track to a place of safety according to marshal's instruction and the driver must remain with his kart until the end of the race.
- 19.13.** 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. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

Article-20. NEUTRALISATION (Qualifying Heats, Super Heat and Final)

- 20.1.** The Clerk of the Course 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.
- 20.2.** When the order is given to neutralise the Race, all observation posts will display single waved yellow flag and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
- 20.3.** All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 20.4.** During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
- 20.5.** The karts may enter the "Repair Area" during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.

Article-21. SUSPENDING A PRACTICE OR A RACE

21.1. Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course. If the signal to stop racing is given:

a) During Practice:

All karts shall immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

b) During the Race(Qualifying Heats, Super Heat and Final):

All karts will immediately reduce their speed and proceed as directed by the Clerk of the Course to the "Repair Area". At this point changes and adjustments are allowed including the introduction of replacement equipment – provided that was placed within "Start Servicing Park" prior to the original race start, refueling is allowed.

21.2. The classification of the Race (including Heat) at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped and any front fairing penalty will be taken into account – and will determine the single file starting grid should the race be resumed.

Article-22. RESTART PROCEDURE

22.1. LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

22.2. MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE (Rounded up to the nearest higher whole number of laps).

If the Race can be resumed (at the discretion of the Clerk of the Course), Article 23 will apply. The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Only karts in the Repair Area at the time when the Race was stopped by the Red flag, will be allowed to take the restart.

In case of restart procedure "more than 2 laps but less than 75% of the race distance", if the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

22.3. No Restart procedure:

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps).

The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.

IAME Asia Final 2025	Heats	75%	Super Heat	75%	Final	75%
CADET	10km (8 laps)	6 laps	15km (12 laps)	9 laps	20km (16 laps)	12 laps
JUNIOR	12km (10 laps)	8 laps	17km (14 laps)	11 laps	22km (18 laps)	14 laps
SENIOR	15km (12 laps)	9 laps	19km (16 laps)	12laps	25km (21 laps)	16 laps
MASTER	12km (10 laps)	8 laps	17km (14 laps)	11 laps	22km (18 laps)	14 laps

Article-23. RESUMING A RACE

- 23.1.** After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. In all cases at least a 10-minute warning will be given.
- 23.2.** Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning.
- 23.3.** The Race will be resumed with the “SLOW” process and Article 24 will apply. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped will be allowed to take the new start.
- 23.4.** Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended after applying penalties for the non-correct position of the front fairing.

Article-24. RESUMING A RACE WITH THE “SLOW” PROCESS

- 24.1.** If a Race is suspended under Article 21, the resuming procedure will be conducted with the “SLOW” process.
- 24.2.** At the order of the Clerk of the Course, Drivers will proceed to start in a neutralised situation (All the competing karts must line up in a single line, overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.) for one or more laps. The Marshals’ Posts will display “SLOW” boards (yellow board with the word “SLOW” written in black) with static yellow flags, which shall be maintained until the neutralisation is over.
- 24.3.** If the formation is satisfactory, the Clerk of the Course will signal the resuming of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.
- 24.4.** On approaching the Line, where a green flag will be waved by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the “SLOW” boards at the Marshals’ Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

Article-25. FINISH

- 25.1.** The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- 25.2.** Should, for any reason other than under Article 21.1a), the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- 25.3.** After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).
- 25.4.** Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 25.5.** For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.
- 25.6.** **Repassing the Line after chequered flag (practice session or races) has been shown will be imposed a fine of MOP1,000.00 (one thousand Patacas) (USD125).**

Article-26. PARC FERMÉ

- 26.1.** Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
- 26.2.** As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- 26.3.** No device or tool of any kind is allowed to be taken from or given to the drivers within the Parc Ferme without the express permission from the official in charge.

Article 27. INCIDENTS

- 27.1.** An « Incident » means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:
- provoked the stopping of a Race in application of Article 12 of the Code;
 - violated these Sporting Regulations;
 - have jumped the start ;
 - started from an incorrect position (e.g. ahead of the pole sitter during a rolling start)
 - have not respected flag signaling;
 - have caused one or several karts to take a false start;

- have caused a collision;
- have forced another Driver out of the track;
- had the front fairing on the kart in the incorrect position;
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre;
- have not respected the Briefing Notes.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one kart will normally be investigated.

- 27.2.** It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
- 27.3.** If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement, under penalty imposed in Article 10.11.
- 27.4.** After reviewing it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate any Incident by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- 27.5.** The Stewards may use any video or electronic system likely to help them to take a decision.
- 27.6.** The Stewards shall inflict a 5-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Time trialsession, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the 10-second time penalty, on a sanction among those provided for in the penalty scale of the following, unless the offence relates to the position of the front fairing of the kart:
- a)** A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.
 - b)** A time penalty.
 - c)** A fine.
 - d)** A reprimand.
 - e)** A drop of a certain number of grid positions.
 - f)** Starting from the pit lane. If any of the penalties referred to in a) b) c) d) e) or f) above are imposed, they shall not be subject to appeal.
 - g)** Deletion of a driver's lap time or times.
 - h)** Disqualification from the classification.
- 27.7.** The Stewards shall inflict a 5-second time penalty on any Driver having been showed a black and white flag during a Race (Qualifying Heat or final phase), which shall not be subject to appeal. Should the same driver or drivers is/are founded one or more offenses after this penalty is imposed, the Stewards may decide, instead of the 5-second time penalty, on a further sanction.

2025 MACAU KART GRAND PRIX

The below penalties are not exhaustive. The Stewards of the Meeting may impose alternative or additional penalties. Infringement	Time Trial	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	5 sec Time Penalty
Drive in opposite direction	Fine of MOP1000 (USD\$125.00) and/or penalty by stewards	
wearing inappropriate footwear in the Service Parks and Grid areas	Fine of MOP1,000.0000 (USD\$125)	
Leave the circuit after the collision without stewards’ agreement	Fine of MOP1,000.00 (USD\$125) and/or penalty by Stewards	
Intentional rectification of an incorrectly positioned front fairing at any time after the Start, except in the Repair Area	Disqualification	
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Disqualification with possible further sanction from ASN.	
Driving at more than 10km/h in the Pit Lane	Cancellation of the Driver’s three fastest times achieved and/or Fine	10 sec Time Penalty and/or Fine
Adjustment or Repair in Pre-grid	Disqualification	
Unnecessary overtaking of another kart during the formation laps	N.A.	5 sec Time Penalty
Jump/False start	N.A.	5 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	
Failure to obey flag signals	Cancellation of the Driver’s three fastest times achieved and/or Fine and/or Disqualification	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 MOP800 (USD\$100.00)	
Failure to attend stipulated Briefing(s)	Fine of MOP1600 (USD\$200.00)	
Failure to finish sporting check, tyre registration or Initial scrutineering within stipulated time	Fine of MOP800 (USD\$100.00) sporting check Fine of MOP800 (USD\$100.00) tyre registration Fine of MOP800 (USD\$100.00) initial scrutineering	
Illegitimately prevented a legitimate overtaking manoeuvre by a driver or illegitimately impeded another driver during overtaking.	10 sec Time penalty or, in a severe case, sanction by the Stewards	
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.	5 sec Time Penalty
Speeding on approach to the Start Line during a Formation lap	N.A.	Maximum 10 sec Time Penalty

2025 MACAU KART GRAND PRIX

Failure of front Starters to complete the Start to the satisfaction of the CoC after 2 Formation Laps	N.A.	10 sec Time Penalty to Front Starters 1 and 2
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Article-28. PROTESTS AND APPEALS

- 28.1.** 28.1. The right to protest lies only with Competitors. They must be presented in writing within 10 minutes after the posting of the results of the Qualifying and Heats and within 30 minutes after the posting of the provisional classification of the Races of the final phase. They shall be accompanied by a deposit of MOP2,000.00 (USD\$250) to be lodged with the Secretary of the Meeting. The deposit will be refunded if the protest is judged founded.
- 28.2.** Where multiple Drivers are concerned, a separate protest must be filed against each Drivers concerned.
- 28.3.** In the case of protests referring to the technical issues alleged non-compliance with the regulations, an additional deposit of MOP2,000.00 (USD\$250) will be lodged.

In accordance with Article 12.3.4 of the International Sporting Code, time penalties imposed by the Panel of Stewards for infringements of the Regulations are not susceptible to appeal.

The deposit may only be returned if the protest is upheld. It will be possible to appeal against Stewards' judgement, pursuant to Article 13 of the Code, in accordance with the provisions laid down in the Code (Article 15 ISC). The amount of the appeal deposit is MOP6,000.00(USD\$750).

Article-29. FINES

- 29.1.** A fine may be inflicted on any Competitor or his assistant who does not respect the prescriptions of the officials of the Competition. A fine may be inflicted by the Panel of Stewards.
- 29.2.** All fines must be paid immediately. Failing in paying the fine on time will be subject to further penalty.

Article-30. PODIUM CEREMONY

- 30.1.** Podium Ceremony will be arranged after the whole Event.
- 30.2.** All reward drivers (of each class) must attend the prize-giving ceremony on the podium in full racing overall and abide by the podium procedures as directed by the AAMC. Failure to comply with this requirement will be subject to disqualification from the Competition.

Article-31. AWARDS OF COMPETITION

- 31.1.** **Trophies of the 2025 Macau International Kart Grand Prix** will be awarded to the **top three** overall classified drivers in "Final" of each Class.
- 31.2.** **For IAME ASIA FINAL (categories of cadet, junior, senior and master), top 5 finishers** in each category will be awarded trophies.
- 31.3.** **For Sands Cup**, top 5 finishers will be awarded trophies.