



**KELAB SUKAN BERMOTOR MAJU SELANGOR / WILAYAH PERSEKUTUAN  
ADVANCED MOTORSPORTS CLUB (AMC)**

**SUPPLEMENTARY REGULATIONS FOR ALL  
ENDURANCE KARTS AND SUPPORTING RACES  
FOR THE YEAR 2003**

**DARFT COPY**

\* subject to confirmation by the ASN



<b>SUPPLEMENTARY REGULATIONS FOR ALL EDURANCE KARTS AND SUPPORTING RACES FOR THE YEAR 2003</b>
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1. **Organisers:** Kelab Sukan Bermotor Maju  
Selangor/W.P. (AMC)
2. **Promoters:** Rally Events (M) Sdn. Bhd.
3. **Name of Event:** Dunlop AMC Endurance Kart Series 2003
4. **Type of Event:** Mass start circuit races for karts
5. **Dates of Events:** 11 May 2003  
15 June 2003  
3 August 2003  
30/31 August 2003
6. **Circuit:** See ASRs
7. **Status:** National with International Participation
8. **Permit No:** See ASRs
9. **Jurisdiction:**  
Held under the National Competition Rules of AAM, 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 NCR 68.
10. **Officials of the Meeting:**

AAM Stewards	-	TBA
Club Steward	-	Shah Hj. Yahaya
Clerk of the Course	-	TBA
Deputy Clerk of the Course	-	Ron Teoh
Secretary of the Event	-	Sabiroh Mohd Sabri
Chief Medical Officer	-	Dr. Venkata Rao
Chief Scrutineer	-	Hisham Idris
Chief Safety Officer	-	K. Thavarajah
Chief Time Keeper (Results)	-	Mazran Zulkifly
Chief Race/Course Marshal	-	Amir Azman
Chief Lap Scorer	-	M. Kalaivanan
Chief Grid/Pit Marshal	-	M. Ravin
Chief Starter/Finisher	-	Adbul Aziz Isa
11. **Entries:**

(a)	Opening Date	See ASRS
	Closing Date	See ASRS

- (b) **Entry Fees**  
Entry fee for Endurance Kart Series for each round shall be RM 200.00  
Entry fee for Cadet class shall be RM 100.00  
Entry fee for Formula 125 class shall be RM 100.00  
Late entries, if accepted, will be double the entry fee.

Championship Fees - One (1) time only	RM	300.00
Team Entrant Fees for Endurance Race	RM	300.00
Per Team of 2 Karts		

- (c) **Conditions for acceptance or refusal of Entries**  
All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and its decision is final in such respect. Where an entry is not accepted by the Organiser, the entry will be refunded in full.

All cheques/M.Os./ Bank Drafts, etc. must be crossed and made payable to:  
"Rally Events (M) Sdn. Bhd."  
Please do not send cash in the mail

- (d) **Address of Entries**  
Completed entry forms together with the appropriate fees should be sent to:

The Secretary of the Meeting  
Level 1, Quadrant C, Shah Alam Stadium,  
Section 13, 40000 Shah Alam, Selangor  
Tel: 03-5512 5868 Fax: 03-5512 1769

The maximum number of entries per category is 34.

- 12. Insurance:**  
All Drivers will be covered for Public Liability risks only by insurance arranged by the Organiser.

- 13. Awards:**  
At the end of the 4 rounds Series, the driver/drivers with the highest points will be declared the Champion. In the event of a tie, the driver/drivers having scored the greater number of top placings shall be the winner and following shall be awarded:

Endurance Race Champion 2003 for Drivers Awards

1st	-	2 trophies + scooter + Challenge Trophy
2nd	-	2 trophies
3rd	-	2 trophies

Endurance Race Champion 2003 for Team Awards

1st	-	4 trophies
2nd	-	4 trophies
3rd	-	4 trophies

Formula Cadet Champion for Driver Awards

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

Formula 125 Champion for Driver Awards

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

Awards for overall of each class winners of each round of the Series are as follows:

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

Points shall be awarded in each round of the Series to the highest placed first drivers in the overall and class in accordance with the following scale:

1st:	10 points
2nd:	8 points
3rd:	6 points
4th:	5 points
5th:	4 points
6th:	3 points
7th:	2 points
8th:	1 point

**14. Driver's Briefing:**

Any driver who is not present at the Driver's Briefing will not be allowed to compete. The onus is on the driver to be present at the time and place stated.

**15. Classification of Karts:**

All karts shall comply with the following specifications and specifically:

**Formula 125**

(a) CHASSIS

Chassis must be CIK homologated post 1995.

(b) ENGINE

Two stroke, single cylinder reed valve intake, water-cooled of maximum cylinder capacity of 125cc. electric start and centrifugal clutch.

- (c) CARBURETTOR
  - (i) Rotax engines must use Dellorto VHSB 34 carburetors.
  - (ii) Other makes may fit carburetors with a maximum venturi central bore of 24mm.
- (d) WEIGHT  
Minimum weight of the kart, driver, helmet and racing suit shall be 140kg.
- (e) AGE LIMIT  
Drivers must have celebrated their 15th birthday on or before 31st December 2002 but not their 17th birthday on or after 1st January 2003.
- (f) TYRES  
Dunlop branded tyres only are permitted. Free tyre choice for wet.
- (g) NUMBER PLATES  
Red plates with White Numbers.

#### **Formula Cadet**

All engines must be fitted with centrifugal clutches. No oil clutches is permitted.

- (a) CHASSIS  
Chassis must be Cadet Kart specifications as per British Standards 1995.
- (b) ENGINE  
Comer K80, Comer S80, Comer CPP, Comer WPP.
- (c) CARBURETTOR  
Carburetors must be butterfly type with maximum venturi central bore of 19.8mm.
- (d) WEIGHT  
Minimum weight of the kart, driver, helmet and racing suit shall be 95kg.
- (e) AGE LIMIT  
Drivers must not have celebrated their 12th birthday on or before 1st January 2004.
- (f) TYRES  
Dunlop branded tyres only are permitted. Free tyre choice for wet.
- (g) NUMBER PLATES  
Blue plates with White Numbers.

#### **Endurance Race**

- (a) CHASSIS  
Must conform to CIK requirement for karts for short circuit racing.
- (b) ENGINE
  - (i) Two stroke, single cylinder reed valve intake, water-cooled of maximum cylinder capacity of 125cc. electric start and centrifugal clutch.
- (c) CARBURETTOR
  - (i) Rotax engines must use Dellorto VHSB 34 carburetors.
  - (ii) Other makes may fit carburetors with a maximum venturi central bore of 24mm.

- (d) **WEIGHT**  
Minimum weight of the kart, driver, helmet and racing suit shall be 160kg.
- (e) **AGE LIMIT**  
Drivers must have celebrated their 15th birthday on or before 31st December. Drivers below the age of 15years on 1st January must satisfy the Organiser that they capable of handling the kart.
- (f) **TYRES**  
Dunlop DBM tyres only are allowed. Free tyre choice for wet.
- (g) **NUMBER PLATES**  
Black plates with white Numbers.

**16. Data Logging and Telemetry:**

The use of all systems of data logging or telemetry is forbidden

**17. Race Numbers:**

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 on both sides at the rear of the side pods and must carry NO advertising except that assigned by the Organisers. Number plates that are part of the bodywork must be rimmed by a 10 mm. black line.

**18. Prize Giving**

The prize-giving ceremony will be held after the end of the final race of event and all the winners wearing their racing attire are obliged to participate in the official ceremonies. Should prize winners fail to turn up at the prize giving, they shall be forfeited of their right to any awards and they shall be subject to a fine.

**19. Fuel:**

Solely a mixture of commercial fuel and oil on sale commercially. 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.

**20. Scrutineering:**

The eligibility of the 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 so will be excluded from the competition.

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

All karts and drivers after completing the Official time practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. The weighing scale of the Organisers used throughout each event shall binding and any karts and drivers having found to be under the required weight shall be penalised accordingly.

Every driver will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 5 slicks and 5 wet tyres. Only these sets of tyres are permitted to be used throughout the whole meeting. The driver may submit one complete set each during Scrutineering and elect either one front or one rear for replacement at any time during the event. However, this tyre must be inspected and marked by the Scrutineers before use.

Bodywork in compliance with CIK Art 34 is mandatory. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of the race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after the race to verify compliance with the regulations.

Protective clothing must be CIK approved and must be produced at the time of scrutineering. Note: Only the following helmets standard are acceptable:

Snell Foundation 1990-SA, K-98 and SA2000 (USA)

British Standards Institution A-type and A/FR-type BS6658-85, including amendments

SFI Foundation Inc., Spec. SFI 31.1 and 31.2 (USA)

**21. Grid Position:**

Grid positions will be by Official Timed Practice. All karts will be allowed out together for a 10 to 20minutes Timed Practice, during which every lap will be timed. The fastest lap time for the kart during the Timed Practice will determine the grid position. For the Endurance race, the team can determine which driver is to drive for the Time Practice but once the kart leaves the paddock, no driver change will be permitted. The starting order shall be 2-2-2-2.

**22. Determination of Winners**

The Overall winner of each event for Formula 125 and Formula Cadet will be determined from 2 heats and a Final. Points will be awarded for finishing positions in the heats i.e. 1st - 0 points, 2nd - 2 points, 3rd - 3 points and so forth.

At the end of the heats, the points will be totaled up with the competitor the lowest points being in the pole position for the Final. For the purpose of points scoring in the heats, any driver that does not complete a heat will be credited with the number of laps he actually completed and his position will be determined after all race finishers have been placed. If a driver does not take part in a heat for whatsoever reason, he will be credited with the same number of points plus 2 of the number of entrants in the heat.

The Overall winner for the day will be the winner of the final race.

### **23. Start Procedure**

All starts will be rolling type. Competitors in the race will be released from the Parc Ferme area and will drive at a reasonable speed to the starting grid. The grid shall be made up of two lines of karts, in the starting order that will be positioned by the grid marshals. The Parc Ferme (pit) exit to the track will be closed to all drivers 5minutes before the scheduled start of the race. Any driver still remaining at the Parc Ferme area will only be allowed to join the race at the back of the grid during the Rolling lap. The approach to the Rolling lap(s) would be announced by signal boards showing 3, 1minute and 30seconds prior to the start.

- (i) 3 Minute Board - Everyone have to vacate the Grid area except drivers, officials and 1 team member.
- (ii) 1 Minute Board - Everyone except drivers must vacate the Grid area.
- (iii) 30 Seconds Board - All engines have to be started and karts must remain in the starting order position.

When the 30seconds are up, a Green flag shall be waved by the Starting Official signaling the start of the Rolling lap(s). It is the onus of the first two karts on the grid to maintain a reasonable speed so that other drivers can form up. It is the responsibility of each driver to retain his or her grid position. Should the Starting Official be satisfied with the formation, the green light will be shown and the race shall deem to have started. It is the sole discretion of the Clerk of the Course's decision to start the race which is final and binding. But if after two laps, the leading karts are still continuing at an excessive speed, the Starting Official will show a "Slow Down" board, and if after another one lap the speeding persists, the formation will be stopped at the start line with the False Start board and the two lead karts relegated to the back of the grid.

Any competitor(s) who are unable to start the Rolling lap must raise his/her arm. After all the other karts have left the grid, his pit crew will be allowed to make an attempt to start the engine. If it can be started before the completion of the Rolling lap, they may re-join at the back of the Formation and must NOT try to regain their grid position. If it cannot be started, then it shall be removed from the track of safety area. Similarly, should a driver for whatever reason fall behind the entire field must remain at the rear for the Start and must NOT attempt to regain his position.

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 stop any driver (Black Flag) if they are deem to be driving at slow pace or may consider as a danger to the other drivers (CIK General Prescriptions Article 2.14).

**24. False Starts and Penalties:**

A yellow line will be drawn 25m from the Start line and it is forbidden to accelerate, overtake or change grid positions before crossing this line, which is also considered as a "Jump Start". Any driver having found to have done so, shall be shown the Jump start board with their competition number on the subsequent lap(s) and shall be penalised 15 seconds which will be added to their total time.

During the Rolling lap, any driver having found swerving or changing of grid position shall be interpreted as an attempt to block or delay the start and the offending driver shall be penalised 15 seconds which will be added to their total time.

**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 the race. The driver is permitted to push his kart in the direction of racing and following the circuit back to the pits for repairs in order to continue racing. He must however keep to the edge of the track and obey instructions from the Marshals.

Any kart having left the track with all four wheels may rejoin the track at the nearest point of exit and when it safe to do so.

Anyone taking short-cuts across the circuit or disobeying the instructions of Marshals or Officials will be disqualified.

**26. Crew Conduct:**

The conduct of crew at all times is the sole responsibility of the Entrant or the competitors concerned. Any misbehavior of the crew or refusal to obey instructions from Officials of the Meet will be reported to the Steward of the Meet who shall impose a cash penalty. Should the offence be repeated, the Stewards may, at their discretion exclude the team from the event. No crews are permitted on the circuit at any time without the 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 strictly forbidden.**

**The drinking of any alcoholic beverages or intoxication by any other means (e.g. narcotics) or fighting is absolutely forbidden and any driver or crew found guilty of such an offence will incur the immediate exclusion of the driver from the competition and removal from the track, and referral to the A.A.M. for further sanctions.**

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. Breach of this rule will subject the team to be excluded from the event.

The Organisers reserve the right to conduct doping checks at any time during the course of the meeting in accordance with the relevant FIA/CIK and IOC Regulations.

**27. 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/Board shall be shown by the Clerk of Course at the Start Line and all other Flags/Board Marshals shall show the Red Flag/Board 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 been completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal to stop was given.
- (d) The grid position for the re-start race will arranged in the race order at the end of the lap, one lap prior to that during the signal to stop was given.

**NOTE:**

- (e) For Heats, all original drivers will be entitled to take part in the re-start.
- (f) For Finals, Only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start.
- (g) The re-start shall take place at least 15 minutes after the stopping of the race.

**28. Finish:**

The Chequered Flag will be shown at the Finish Line and will be held stationery 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 not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.

**29. Refuelling:**

All refueling must be done in the Pits and only by gravity feed. Drivers must vacate the kart before refuelling commences. Only one driver and one pit crew is permitted to be working on the kart when it is being refuelled. No other work is permitted on the kart during a refuelling stop. Penalty for contravention of this rule is immediate exclusion.

It is recommended that each team have one member of the pit crew standing close-by with a fire extinguisher during refuelling.

**30. Protests:**

All protests must be lodged in writing and handed to the Clerk of the Course together with the protests fees, which shall not be returned if the protests are judged unfounded.

Protest Fee	RM 250.00
Protest Against Eligibility	RM 250.00 plus RM 250.00 deposit for dismantling
Appeal Fee	RM 2,000.00 plus deposit of RM 2,000.00 for dismantling

All fees shall be paid in cash (Malaysian Ringgit).

**31. Posting of Results:**

Results of the race will be announced over the public address system as soon as possible after the 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..

**32. Postponement:**

At the discretion of the Organisers, the meeting or part of the race may be postponed or cancelled.

In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no claims against the Organisers for loss or expenses incurred shall be entertained.

**33. Advertising:**

Advertising is permitted on karts and driver's apparel including helmets, overalls and jackets provided that the placing of such advertisements in no way obscures or affects the legibility of the competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that their consider in bad taste or conflicts with any 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.

The Organiser and its sponsor reserves the right to use photographs, video recordings and any such materials of the events (including names and photographs/video of drivers) for advertising, publicity and public relations purposes.

**34. Competition Licence**

All drivers must be in possession of a valid Novice, National or International Karting Licence issued by the AAM for the year.

Overseas competitors must be in possession of a valid Karting Licence issued by their ASN for the year together with a release letter or the entry form endorsed by their ASN.

**35. Flag/Boards Signals:**

The following signals will be used:

Green Light	Start of race or practice
Blue Board	Only shown to drivers who are being lapped and are a minimum of one lap behind.
Stationery -	You are being lapped, keep to your line.
Waved -	A driver wishes to overtake, let him pass.
Yellow Board Danger	Slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop.
Black Board with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs.
White Board	Slow moving vehicle on the track.
Yellow Board with Red Stripes	Deterioration of adhesion (e.g. oil, water).
Green Board	All clear.
Black Triangle & White Triangle Board with Number	Last warning before exclusion following unsporting behaviour.
Black Board with Number	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.

**36. Endurance Race:**

Each team shall comprise of two drivers and both shall drive the kart for the duration of the event. Each driver shall drive a minimum time of 5 minutes per session and a maximum of 20 minutes. For a matter of discrepancies of time, any driver exceeding 20minutes 59seconds shall deem to be within the 20minutes limit. Any team found to have breach this rule shall be disqualified. Timing of drivers' sessions will be done by time clocks and each driver shall be issued a time card which shall be clocked just before he/she leaves the pits.

Pit marshals shall ensure that no time is wasted between clocking of the time card and driving out of the pits. Should any team reported to breach this rule will be disqualified.

For the purpose of timing, the time spent by a driver pushing a kart from the track back into the pits shall be considered as driving time.  
At the end of 2 hours an air horn will be sounded and the chequered flag displayed at the Finish line.  
All karts will be credited with the lap that they are on as they cross the Finish Line, and the winner will be the kart that completes the most laps in the two hours. In case there are two or more karts having the same number of laps at the finish, the finishing positions will be determined by the order that they cross the Finish Line.

**37. Rights of Organisers:**

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

- (i) abandon, cancel or postpone the Series in case of unforeseen circumstances
- (ii) distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion
- (iii) exclude or not permit to start any competitor who is found to have misbehaved or cheated
- (iv) require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.

**38. Final Text:**

The final text of these Regulations is in English version which shall be used should any dispute arise as to their interpretation

Dated: 14 April 2003

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NOTES