



SUPPLEMENTARY REGULATIONS **AAM MALAYSIAN OPEN KARTING CHAMPIONSHIP 2004**

1. **Organiser** Kelab Kart Selangor & Wilayah Persekutuan
2. **Name of Event** AAM Malaysian Open Karting Championship 2004
3. **Type of Event** Mass start circuit races for karts
4. **Track** Sepang Kart Circuit, Sepang International Circuit, Sepang, Selangor. See circuit drawing enclosed.
5. **Status** National with Asia Zone Invitation
6. **Permit No:** T.B.A.
7. **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.
8. **Dates:**
25th – 28th November 2004
9. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	C.S. Mohan
Chief Scrutineer	Manmeet Singh
Chief Paddock & Grid Marshal	Amir Suratnam
Chief Course Marshal	Zulkifli Adam
Chief Lap Scorer	Hamdan Syed Hassan
Chief Timekeeper	Jed David
Club Steward	Pakiman Erjas
10. **Entries:**
 - (a) Opening and Closing Dates
Entries open on 12th October 2004 and close on 12th November 2004. Entries may be submitted forthwith on the official entry forms. Entries may be received on race day subject to double entry fee. The Organiser reserves the right to cancel a class if there are less than 6 entries in that class by the close of entries. In such a case entry fees will be returned in full. The maximum number of entries in each class shall be 30. The Organisers reserve the right to refuse an entry once the maximum number of entries has been received.
 - (b) Entry Fees
Entry fee for each entry for each class shall be RM 250.00.
 - (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 their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.

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

KELAB KART SELANGOR & WILAYAH PERSEKUTUAN

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 Meeting,
KKS Club Championship 2004
P.O. Box 6505 Kg. Tunku
47500 Petaling Jaya
Selangor, Malaysia
11. **Insurance**
All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser

12.

Awards

In each Class:

1 st	RM 1,500 +	Trophy
2 nd	RM 750 +	Trophy
3 rd	RM 500 +	Trophy
4 th	RM 300 +	Trophy
5 th	RM 200 +	Trophy

Winner of each Heat Trophy

13.

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. Drivers will be informed of the place for Drivers Briefing during Signing-in.

14.

Classification of Karts:

All karts shall comply with the following specifications:

Formula Cadet

1.

Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium.

1.1 Transmission

Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.

1.2 Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.

1.3 Sprockets

Free

1.4 Brakes

Operating on only the rear axle. The brake linkage must be duplicated.

1.5 Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 10.00 x 4.5 x 5 (Maximum) Wet: Free
Rear: 11.00 x 7.1 x 5 (Maximum)

Compound Class: Comply with ISO 4649 (Hard)

2.

Engine

2.1

Any 80 c.c. two stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, air filter and exhaust silencer. The engine must run in "out of the box" condition and no addition of, or other change of material is permitted, up to and including cleaning with emery paper. No other modifications or tuning of whatever purpose are allowed. The only replacement parts which will be allowed are those supplied by and listed on the manufacturer's parts list (except for spark plug and plug cap).

An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.

The following minor modifications are permitted:

(a) A 12 m.m. maximum OD rounded flat washer may be fixed onto the carburettor adjusting screw slot to facilitate fine adjustments under load. Alternatively a Tillotson T-bar adjusting screw may be used. A short flexible extension may be fitted to the choke lever in order to ease adjustment. No other additions and/or carburettor alterations are allowed.

(b) The use of a wet box to protect the carburettor is optional in any weather conditions.

(c) Engine ignition timing is free provided that when it is set and locked the timing cannot be varied by the driver when the kart is in motion.

2.2 What you are NOT permitted to do.

(a) Paint the cylinder or crankcase with heat dispersal paint.

(b) Alter any part of the crankshaft assembly.

(c) Change or alter the small end bearing or gudgeon pin.

(d) Change or alter the type of main bearing.

(e) Change or alter the type of piston, with all head measurements being taken in the cold condition as race finished.

(f) Machine the surface of the plug hole.

(g) Alter the original clutch, or clutch drum and sprocket, or the clutch bearing sleeve.

(h) Change or alter any component of electronic ignition, specifically the coil and spark box. Increasing the adjustment of the timing slots on the plate is prohibited.

(i) Alter the flywheel and fan.

(j) Remove any component from the starter and fan cover.

(k) Dimensionally alter the engine cover.

(l) Alter any part of the carburettor, the sole exceptions being to replace the needle and valve seat and pump diaphragms with listed spare parts.

3.

Weight

Minimum 95 kg. including the driver

4.

Age

8th birthday to 31st December of the year of 12th birthday.

5.

Number Plate

White with black numbers

6. Licence
Minimum Novice licence

Formula Junior

1. Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium.

1.1 Transmission

Drive must be direct by means of a single length of chain from the engine sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.

1.2 Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.

1.3 Sprockets

Free

1.4 Brakes

Operating on only the rear axle.

1.5 Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 10.00 x 4.5 x 5 (Maximum)

Wet: Free

Rear: 11.00 x 7.1 x 5 (Maximum)

Compound Class: Comply with ISO 4649B (Medium)

2. Engine

2.1 Only 100c.c. CIK homologated piston port intake engines permitted. Modifications are allowed except:

(a) Bore (exceeding the maximum homologated limit)

(b) Connecting rod centreline

(c) Number of transfer ducts and inlet ports in the cylinder and crank case

(d) Number of exhaust ports and ducts. The creation of new exhaust ports or ducts is forbidden.

(e) Increasing the number of carburettors and diameter of choke

2.2 Comply with the current CIK Technical Regulations

2.3 Stroke: 46.0 m.m. minimum, Bore: 54.5 m.m. maximum

2.4 Comply with Article 11 Specific Regulations for Intercontinental A-Junior

3. Weight

Minimum 135 kg. including the driver

4. Age

12th birthday till 31st December of year of 16th birthday.

5. Number Plate

Green with white numbers

6. Licence

Minimum Novice licence

Formula 125 Open

1. Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium.

1.1 Transmission

Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.

The clutch supplied with the engine must be used with its standard components and must operate as designed throughout the race and at post-race scrutineering.

1.2 Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.

1.3 Sprockets

Free

1.4 Brakes

Hydraulic only and operating on only the rear axle.

1.5 Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 10.00 x 4.5 x 5 (Maximum)

Wet: Free

Rear: 11.00 x 7.1 x 5 (Maximum)

Compound Class: Comply with ISO 4649B (Medium)

2. Engine

Maximum capacity of 125 c.c. two stroke single cylinder with reed valve intake, water cooling and electric start. All components of the electric start system must be operating and no components may be removed.

Modifications are permitted as long as the original bore and stroke remain within tolerances.

An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.

Engine management systems are prohibited.

3. Weight
Minimum 160 kg. including the driver
4. Age
At least 15 years of age on the 1st of January 2004.
5. Number Plate
Black with white numbers
6. Licence
Minimum Novice licence

Formula 125 Veteran

1. This class shall be the same as Formula 125.
2. Age
At least 40 years of age on 1st January 2004.

Formula 100

1. Chassis
Shall conform to the C.I.K. Technical Regulations except where stated below:
The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium.
 - 1.1 Transmission
Drive must be direct by means of a single length of chain from the engine sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.
 - 1.2 Rear Axle
Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.
 - 1.3 Sprockets
Free
 - 1.4 Brakes
Hydraulic only and operating on only the rear axle.
 - 1.5 Wheels and Tyres
Wheels may be mono or two piece. Hubs may be separate or integral.
Tyres: Dry: Front: 10.00 x 4.5 x 5 (Maximum) Wet: Free
CIK Homologated Rear: 11.00 x 7.1 x 5 (Maximum)
2. Engine
Any C.I.K. homologated engine for use in Formula A
Modifications are permitted except stroke and bore (outside maximum capacity limits).
Any modifications to comply with the current CIK Technical Regulations.
3. Weight
Minimum 150 kg. including the driver
4. Age
At least 15 years of age on the 1st of January 2004.
5. Number Plate
Yellow with black numbers
6. Licence
Minimum National licence

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

16. **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 must carry **NO** advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 mm. black line.

17. **Prize Giving**
The Prize Giving ceremony will be held after the end of the final race of the event. All competitors must collect their prizes in person

18. **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.

19. **Scrutineering**
The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition. All drivers must produce their Kart Competition Licences and Club membership cards. Failure to do so will entail exclusion.
A Sealing Nut with a 3 m.m. hole drilled through it is to be fitted on the cylinder head to allow fitting of an engine seal.

- (a) Engines with integral cylinder head and head studs.
One Sealing Nut and a 3 m.m. hole drilled in a cylinder head fin to allow fitting of a seal.
- (b) Engines with head studs independent of cylinder studs.
One Sealing Nut and a 3 m.m. hole drilled in a cylinder head fin to allow fitting of a seal. One cylinder to crankcase nut to be also replaced with a nut with a 3 m.m. hole to allow sealing.
- (c) Water cooled engines.

Two head studs to be replaced by Sealing Nuts.

If the seal is broken or lost during a race, the Scrutineers are to be immediately informed and fresh seals applied. Any seal that is broken or missing before Practice, Time Trials or a race will entail immediate exclusion from the meeting. No equipment may be exchanged between competitors and offenders will be excluded from the meeting. Protective clothing must be CIK approved and must be produced at the time of scrutineering. Note: Only the following helmet standards are acceptable:

- Snell Foundation 1990-SA, 1995-SA, K-98 and SA2000 (U.S.A.)
- British Standards Institution A-type and A/FR-type BS 6658-85, including amendments.
- SFI Foundation Inc., Spec. SFI 31.1 and 31.2 (U.S.A.)

Every driver will be allowed to scrutineer a maximum of 3 engines and 2 chassis, 3 front and 3 rear slicks; and 3 front and 3 rear wet tyres. Only these tyres will be permitted to be used throughout the whole meeting. The spare front and rear tyres will be impounded by the Scrutineers and will only be given in exchange for a used tyre from the same kart. Once the spare has been used there will be no more changes allowed. All wheel and tyre assemblies will be impounded after every race. Bodywork in compliance with CIK Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after a race to verify compliance with the regulations.

Note:

It is the onus of responsibility of the Entrant / Driver to show documentary proof of compliance when requested. This is with particular regard to engines and tyres. Failure to present valid documentary proof will entail rejection of an entry or disqualification.

20. **Weighing**

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

- Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.

21. **Grid Position**

Grid positions for the first heat in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10 minute Timed Practice, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position. Grid position in the subsequent Heats will be by the finishing position in the previous Heat. The grid position for the Pre-final in each class will be determined from the total points scored in the heats with the lowest points scorer in grid number one. The grid position for the Finals in each class will be determined by the finishing position in the Pre-final. The starting order shall be 2-2-2.

22. **Point Scoring and Determination of Winners**

The Overall winner in each class will be determined from 2 heats, a Pre-Final and a Final. Points will be awarded for finishing positions in the heats thus: 1st – 0 points, 2nd – 2 points, 3rd – 3 points and so forth. The overall winner for the day will be the winner of the final race of each class. 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 compete in a Heat for whatever reason, he will be credited with the same number of points plus two of the number of entrants in the heat.

23. **Start Procedure**

- 23.1 All starts will be rolling type. The grid shall be made up of two lines of karts.
- 23.2 Karts in a race will be released from the Parc Ferme area and will be pushed or trolled to the starting grid where they will be positioned in the proper grid positions.
- 23.3 The Parc Ferme exit to the track will be closed to all drivers 3 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the rolling lap.
- 23.4 The approach to the warming up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start. At the 3 minute board everyone is to vacate the Grid area except drivers, officials and 1 mechanic per kart.
- 23.5 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the rolling lap. Drivers are to complete at least one warming up lap followed immediately by a Formation lap (i.e. total of TWO laps). In both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. It is the responsibility of each driver to retain his grid position. If there are repeated false starts caused by karts moving out of formation or jumping the start, the Clerk of Course will stop the starting procedure with a Red Flag and/or lights and with the consent of the Stewards of the Meet inflict a 10 second penalty on the offending drivers before restarting.
- 23.6 Any competitor who is not able to start the Warm Up lap must raise his arm. After all the other karts have left the grid, the kart is to be moved to the pit lane and remain there until the race has been started. He may then rejoin the race from the pit lane after the start signal has been given.
- 23.7 Should a driver stop for any reason during the Warm Up or Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then re-join at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.
- 23.8 Each race will be limited to the maximum number of karts permitted for the track.

24. **False Starts and Penalties**

A yellow line will be drawn 25 m from the Start line and it is **forbidden** to accelerate or change grid positions before crossing this line.

Penalty for infringement of this rule shall be 10 seconds added to the total race time for the offending kart.

25. **Restarting during the race**

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

26. **Crew Conduct**

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

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

27. **Stopping the Race**

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

- (a) Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.
- (b) Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void.
- (c) Should more than 2 laps but less than 75% of the race 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 was given to stop was given.

NOTE:

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

The re-start shall take place at least 15 minutes after the stopping of the race.

28. **Finish**

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

29. **Protests**

Any protest must be made in accordance with the NCR 191-193 and shall be addressed to the Clerk of the Course for immediate transmission to the Club Steward.

Protest Fee	RM 250.00
Protest Against Eligibility	RM 250.00 plus RM 250.00 deposit for dismantling
Appeal Fee	RM 2,500.00 plus deposit of RM1,000 for dismantling

All fees shall be in cash (Ringgit Malaysia)

30. **Posting of Results**

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

31. **Postponement**

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

32. **Advertising**

Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to

remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

33. **Competition Licence**

- (a) All drivers must be in possession of a valid Novice, National or International Karting Licence issued by the A.A.M. for the year.
 (b) Overseas competitors must be in possession of a valid Karting Licence issued by their A.S.N. for the year together with a release letter or the entry form endorsed by the A.S.N.

NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.

34. **Flag Signals**

The following signals will be used:

Green Light	Start of race or practice
Blue Flag	(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 Flag	Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop.
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs.
White Flag	Slow moving vehicle on the track.
Yellow Flag with Red Stripes	Deterioration of adhesion (eg.oil, water).
Green Flag	All clear.
Black Triangle & White Triangle Flag with Number	Last warning before exclusion following unsporting behaviour.
Black Flag with Number	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.
Red Flag	All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official.

35. **Programme of the Meeting:**

THURSDAY 25th November 2004

0900 – 1400 hrs	Signing in
1000 – 1600 hrs	Scrutineering (Be ready for impounding of tyres)

FRIDAY 26th November 2004

0900 – 0930 hrs	Free Practice	Formula Cadet
0940 – 1010 hrs	Free Practice	Formula Junior
1020 – 1050 hrs	Free Practice	Formula 125
1100 – 1130 hrs	Free Practice	Formula 100
1140 – 1210 hrs	Free Practice	Formula 125 Veteran
1230 – 1300 hrs	Drivers' Briefing	
1300 – 1430 hrs	LUNCH BREAK	
1440 – 1450 hrs	Time Trial	Formula Cadet
1500 – 1510 hrs	Time Trial	Formula Junior
1520 – 1530 hrs	Time Trial	Formula 125
1540 – 1550 hrs	Time Trial	Formula 100
1600 – 1610 hrs	Time Trial	Formula 125 Veteran

1630 hrs TRACK CLOSED

SATURDAY 27th November 2004

0900 – 0910 hrs	Warm Up	Formula Cadet
0920 – 0930 hrs	Warm Up	Formula Junior
0940 – 0950 hrs	Warm Up	Formula 125
1000 – 1010 hrs	Warm Up	Formula 100
1020 – 1030 hrs	Warm Up	Formula 125 Veteran

1040 – 1100 hrs	Heat 1	Formula Cadet	10 laps
1110 – 1125 hrs	Heat 1	Formula Junior	15 laps
1135 – 1150 hrs	Heat 1	Formula 125	15 laps
1200 – 1215 hrs	Heat 1	Formula 100	15 laps
1225 – 1240 hrs	Heat 1	Formula 125 Veteran	15 laps

1245 – 1345 hrs LUNCH BREAK

1400 – 1410 hrs	Heat 2	Formula Cadet	10 laps
1420 – 1435 hrs	Heat 2	Formula Junior	15 laps
1445 – 1500 hrs	Heat 2	Formula 125	15 laps
1510 – 1525 hrs	Heat 2	Formula 100	15 laps
1535 – 1550 hrs	Heat 2	Formula 125 Veteran	15 laps
1600 – 1610 hrs	Heat 3	Formula Junior	15 laps
1645 – 1700 hrs	Heat 3	Formula 100	15 laps
1710 – 1725 hrs	Heat 3	Formula 125 Veteran	15 laps

1730 hrs TRACK CLOSED

SUNDAY 28th November 2004

0900 – 0910 hrs	Warm Up	Formula Cadet	
0920 – 0930 hrs	Warm Up	Formula Junior	
0940 – 0950 hrs	Warm Up	Formula 100	
1000 – 1010 hrs	Warm Up	Formula 125 Veteran	
1020 – 1030 hrs	Warm Up	Formula 125	

1040 – 1055 hrs	Pre-Final	Formula Cadet	15 laps
1105 – 1120 hrs	Pre-Final	Formula Junior	15 laps
1130 – 1150 hrs	Pre-Final	Formula 100	20 laps
1200 – 1215 hrs	Pre-Final	Formula,125 Veteran	15 laps
1225 – 1245 hrs	Pre-Final	Formula 125	20 laps

1300 – 1400 hrs LUNCH BREAK

1410 – 1425 hrs	Final	Formula Cadet	15 laps
1435 – 1455 hrs	Final	Formula Junior	20 laps
1505 – 1605 hrs	Final	Formula 100	25 laps
1615 – 1635 hrs	Final	Formula 125 Veteran	20 laps
1645 – 1710 hrs	Final	Formula 125	25 laps

1715 hrs TRACK CLOSED

1750 hrs Prize Giving Ceremony

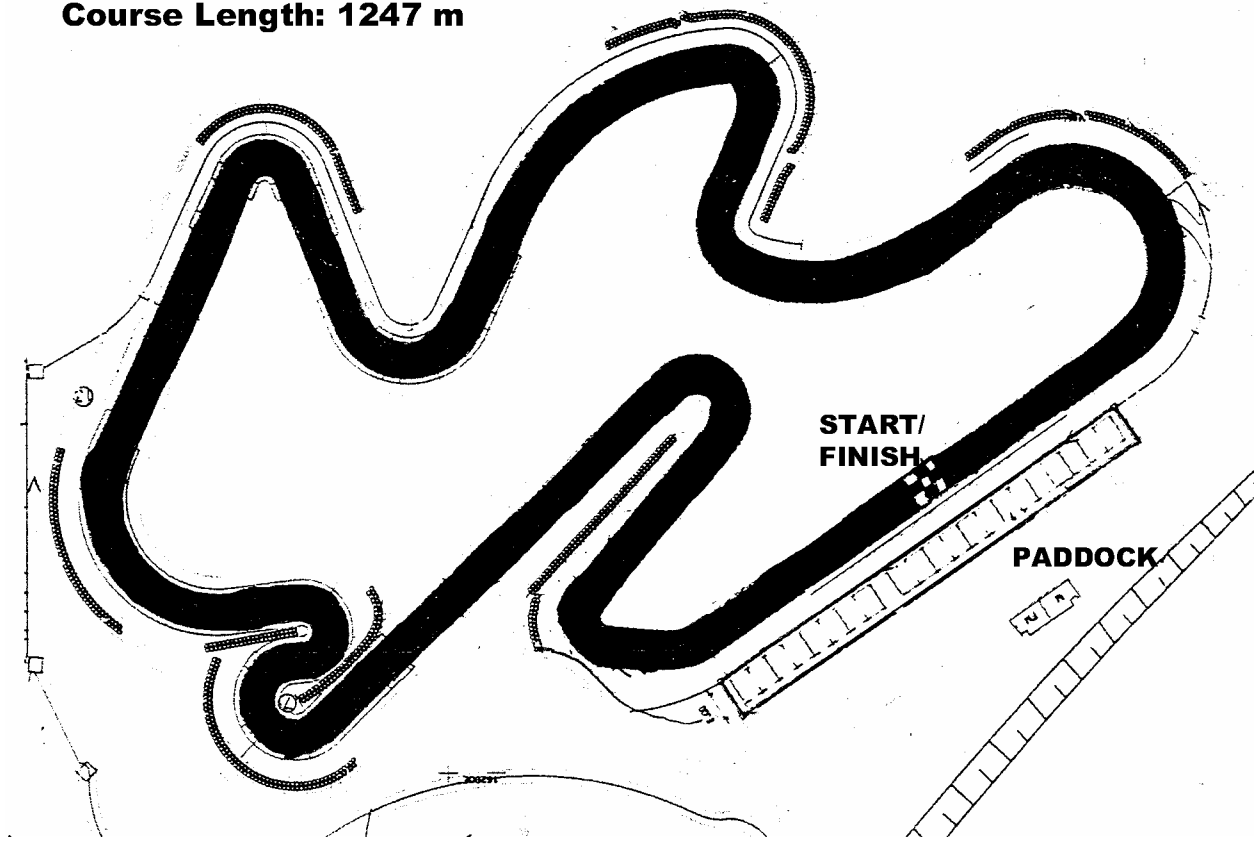
36. **Reservation of Rights**

The Organiser reserves the right to cancel the races for any class or amalgamate classes if there are less than 6 entrants in that class.

Date Issued 12th October 2004

SEPANG KART CIRCUIT

Course Length: 1247 m





KELAB KART SELANGOR & WILAYAH PERSEKUTUAN
AAM MALAYSIAN OPEN KARTING CHAMPIONSHIP 2004
25 – 28 Nov 2004
ENTRY FORM

CLASS: FORMULA CADET FORMULA J FORMULA 100
FORMULA 125 FORMULA VETERAN

ENTRANT

Name:.....
Address:
.....
Post code:..... City:
Country:
Phone: Fax:
E-mail:
Birth date (If under 18 years):

DRIVER

Name:.....
Address:
.....
Post code:..... City:
Country:
Phone: Fax:
E-mail:
Birth date (If under 18 years):

KART MAKE CHASSIS NUMBER

#1
#2

ENGINE MAKE: ENGINE No:

#1
#2
#3

MECHANIC #1

Name:
Date of Birth:
I/C or Passport Number:

MECHANIC #2

Name:
Date of Birth:
I/C or Passport Number:

RACING NUMBER REQUESTED:

2ND CHOICE:

ASN VISA

DATE:

**KELAB KART SELANGOR & WILAYAH PERSEKUTUAN
AAM MALYSIAN OPEN KARTING CHAMPIONSHIP 2004
INDEMNITY FORM**

DRIVER'S DECLARATION

I have read the Regulations issued for the above meeting and agree to be bound by them and the National Competition Rules of the Automobile Association of Malaysia. In consideration of the acceptance of the entry or of my being permitted to take part in this event, I agree to save harmless and keep indemnified Kelab Kart Selangor & Wilayah Persekutuan, the Automobile Association of Malaysia, the property owners, the meet sponsors and their respective officials, servants, representatives, agents and promoters from and against all action, claims, costs, expenses and demand in respect of death, injury, loss of or damage to the person or property of myself or my crew as the case may be, howsoever caused, arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to effect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to the Automobile Association of Malaysia who have following such declarations, issued a licence which permits me to do so.

NAME OF DRIVER: _____

SIGNATURE: _____

DATE: _____

ENTRANT'S DECLARATION

I declare to the best of my belief that the driver possesses the standard of competence necessary for an event of this kind to which this entry relates, and that the kart entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

NAME OF ENTRANT: _____

SIGNATURE: _____

DATE: _____

INDEMNITY BY PARENT/GUARDIAN

(To be signed if the Driver is below 18 years of age. Please show proof of age)

In consideration of the above named driver being permitted to compete in this event, I, being the parent/ legal guardian agree to save harmless and keep indemnified Kelab Kart Selangor & Wilayah Persekutuan, the Automobile Association of Malaysia, the property owners, the meet sponsors and their respective officials, servants, representatives, agents and promoters from and against all action, claims, costs, expenses and demand in respect of death, injury, loss of or damage to the person or property of the driver, myself or my crew as the case may be, howsoever caused, arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

NAME OF GUARDIAN: _____

SIGNATURE: _____

Please send all entries to:
Kelab Kart Selangor & Wilayah Persekutuan,
P.O. Box 6505, Kampong Tunku,
47500 Petaling Jaya, Selangor,
Malaysia

Entry fee is RM250 per entry payable by cash or cheque. Please do not send cash in the post. Cheques must be crossed "A/C Payee Only" and made payable to:

Kelab Kart Selangor & Wilayah Persekutuan

FOR OFFICIAL USE ONLY

Entry received on:

Entry fee received on:

Cash / Cheque No: