



## ROTAX MOJO ASIA ZONE CHALLENGE 2011 SUPPLEMENTARY REGULATIONS

1. **Organising Club** Kelab Kart Selangor & Wilayah Persekutuan  
**Promoter of Series** Race Promotions & Management Sdn Bhd
2. **Name of Event** Rotax Mojo Asia Zone Challenge 2011
3. **Type of Event** Mass start circuit races for karts.
4. **Track** See Additional Supplementary Regulations
5. **Status** National with 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 B 5.4. This series is restricted to Rotax engines and is run under the following specific regulations:  
(a) Rotax Mojo Max Challenge Technical Regulations 2011  
(b) Rotax Mojo Max Challenge Sporting Regulations 2011
8. **ELIGIBLE ENTRANTS**  
All entered Entrants and Drivers shall be holders of a minimum International "C" licence issued by an ASN which is part of the Asia Zone and the entry form to be stamped or a visa issued by the driver's ASN.
9. **SERIES ADMINISTRATION**  
The Secretariat  
RMAC 2011  
48, Jalan Industri USJ 1/1  
Taman Perindustrian USJ 1,  
47600 Subang Jaya, Selangor  
Malaysia  
  
Tel: +603-80251792 Fax: +603-80251710  
  
Contact persons:  
James Leong (email: [james@kartmoreracing.com](mailto:james@kartmoreracing.com)) CH Chan (email: [chan@kartmoreracing.com](mailto:chan@kartmoreracing.com))
10. **DATES OF ROUNDS**

Round 1	12 <sup>th</sup> & 13 <sup>th</sup> March	(Entries close: 25 <sup>th</sup> February) (in conjunction with RMC (Malaysia) Rd 1)	TBA
Round 2	7 <sup>th</sup> & 8 <sup>th</sup> May	(Entries close: 22 <sup>nd</sup> April) (in conjunction with RMC (Malaysia) Rd 2)	TBA
Round 3	18 <sup>th</sup> & 19 <sup>th</sup> June	(Entries close: 3 <sup>rd</sup> June) (in conjunction with RMC (Malaysia) Rd 3)	TBA
Round 4	23 <sup>rd</sup> & 24 <sup>th</sup> July	(Entries close: 8 <sup>th</sup> July) (in conjunction with RMC (Malaysia) Rd 4)	Pekan
Round 5	17 <sup>th</sup> & 18 <sup>th</sup> September	(Entries close: 2 <sup>nd</sup> September) (in conjunction with RMC (Malaysia) Rd 5.	TBA
- THIS SERIES IS INSCRIBED BY THE AUTOMOBILE ASSOCIATION OF MALAYSIA.**
11. **ENTRIES:**
  - 11.1 All entries to be sent to:  
The Secretariat  
RMAC 2011  
48, Jalan Industri USJ 1/1  
Taman Perindustrian USJ 1  
47600 Subang Jaya, Selangor, Malaysia

Entries can also be made by fax but will not be valid unless paid for before the closing date of the round.

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. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.

In the case of an entry being refused by the Organising committee, the entrant will be informed of such refusal within 8 days of receipt of the entry and not less than 5 days before the competition stating the grounds for such a refusal.

Entry fee shall be RM350.00 per entry. **(Please do not send cash in the mail)**  
Late entries, if accepted, will be double the entry fee (RM700.00.)

All cheques/MO/Bank Drafts etc must be crossed and made payable to:

**KRS MOTORSPORTS SDN BHD**  
48, Jalan Industri USJ 1/1  
47600 Subang Jaya

11.2	Dates of entry	
	Round 1	Open 04/02/11 - Closing 25/02/11
	Round 2	Open 01/04/11 - Closing 22/04/11
	Round 3	Open 13/05/11 - Closing 03/06/11
	Round 4	Open 17/06/10 - Closing 08/07/11
	Round 5	Open 12/08/11 - Closing 02/09/11

## 12. RACE CONDITIONS

Each round will consist of free practice, non-qualifying practice, timed practice, Qualifying Heats, Second Chance Heats (if necessary), Pre-final and Final. Race distances will be stated in the Additional Supplementary Regulations for the Round.

Race distances will be approximately 10 - 15 km in qualifying heats, Approximately 10 - 15 km for Second Chance Heat and approximately 15 - 20 km for Pre Final. Race distance for the Final shall be approximately 25 - 30 km.

## 13. CLASSES

### 13.1 Rotax Max Junior

Maximum entries of 34 Drivers. Minimum entries 16 drivers.  
Minimum age must have his/her 13<sup>th</sup> birthday during 2011. He/She must have his/her 17<sup>th</sup> birthday after 31.12.2011.  
Minimum weight 145Kg (including full race gear)  
Numbers: Red number plate with white numbers.

### 13.2 Rotax Max Seniors

Maximum entries 34 Drivers. Minimum entries 16 Drivers.  
Minimum age – must have his/her 15<sup>th</sup> birthday during 2011.  
Minimum weight 165 Kg (including full race gear)  
Numbers: Black number plate with white numbers.

### 13.3 Rotax Max Master

Maximum entries 34 Drivers. Minimum entries 16 Drivers.  
Minimum age: 32 Years (must have celebrated his/her 32<sup>nd</sup> birthday during 2011) Minimum weight 165 kg (180 kg for Heavyweight) including full race gear.  
Numbers: Black number plate with white numbers.

### 13.4 Rotax DD2

Maximum entries 34 Drivers. Minimum entries 16 Drivers.  
Minimum age: as per Appendix 8, International Karting Licences for Senior Drivers. Minimum weight 175 Kg (including full race gear)  
Numbers: Yellow number plate with black numbers.

**PLEASE TAKE NOTE THAT ALL KARTS MUST BE FITTED WITH THE NEW CIK PLASTIC REAR BUMPERS EFFECTIVE IMMEDIATELY IN 2011.**

**Rotax Micromax** is run as a supporting race and will be organized by the Organiser under their own RMC series.

## 14. PRIZES AND AWARDS

All events of the Rotax Mojo Asia Challenge 2011 will count for –

- (a) Rotax Mojo Asia Challenge 2011 for Rotax Max Junior Champion
- (b) Rotax Mojo Asia Challenge 2011 for Rotax Max Senior Champion
- (c) Rotax Mojo Asia Challenge 2011 for Rotax Max Master Champion (32 years & over)
- (d) Rotax Mojo Asia Challenge 2011 for Rotax DD2 Champion

The classifications of the Challenge will be established by the addition of the results of all the rounds obtained in the Challenge by the drivers concerned.

The winner shall be the Driver who scores the most number of points in each category.

The Overall winner of each category in each round of the Challenge will be determined from the official classifications of the Final race of the day.

Points will be awarded in each round of the Challenge to the highest placed first Driver in each category, in accordance with the Rotax Mojo Max Challenge Technical Regulations 2011 and the Rotax Mojo Max Challenge Sporting Regulations 2011:

Pre-Final	Points 34, 33, 32, 31, 30.....	to last placed finisher
Final	Points 55, 52, 50, 49, 48, 47.....	to last placed finisher
Non-finisher at the Pre-Final and Final Bonus Points	Minus 5 points off last placed finisher	
Minus Points	1 bonus point for each start in a Final race will count towards the overall score.	
	If a driver is disqualified from a Pre-Final or Final the points will be deducted from the overall score.	

All points achieved at the Pre-Final and Final of a race event count towards the overall score.

**At the end of the Challenge the first winners of the Junior & DD2 category as well as the first winner of the Senior category or first winner of the Master category will be selected to attend the Rotax Max Grand Finals. They shall be obligated and subjected to rules and conditions issued by the Rotax Distributor of their home country at the Grand Finals whether written or verbal. Anyone found having breach the rules or conditions will NOT be allowed to start or join the race. Drivers are obligated to wear the Team clothing issued to them with all sponsors emblems (if any). The Rotax Distributor of the driver's country will act as the Entrant for all the selected drivers attending the Grand Finals and therefore has the jurisdiction to take action against any driver found to have misbehaved or has brought disrepute to the country.**

#### PRIZES

At the end of the 5 round Challenge, the driver with the highest points will be declared the Champion of the Rotax Mojo Asia Challenge 2011 and the awards will be as follows:

Rotax Max Junior	1 <sup>st</sup> -	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max Senior	1 <sup>st</sup> -	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max Masters	1 <sup>st</sup> -	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max DD2	1 <sup>st</sup> -	Challenge Trophy + Overall, Shoes, Gloves, Bag

Overall, Shoes, Gloves and Bag are sponsored by **Xzuit**.

Awards for each category winners of each round of the Challenge are as follows-

1 <sup>st</sup>	-	Trophy
2 <sup>nd</sup>	-	Trophy
3 <sup>rd</sup>	-	Trophy
4 <sup>th</sup>	-	Trophy
5 <sup>th</sup>	-	Trophy

\* Only one winner will be awarded if entry is less than 6 drivers per class.

All points achieved from the Qualifying Heats will count towards the grid position for the Pre-Final. Grid position for the Final will be the finishing order of the Pre-Final.

#### 15. TYRES

The only tyres allowed are

Dry - MOJO slick tyres Type D2  
Front: 4.5 x 10.0 – 5                      Rear: 7.1 x 11.0 – 5

Wet - MOJO Wet tyres Type W1 or W2  
Front: 4.0 x 10.0 – 5                      Rear: 6.0 x 11.0 – 5

**ALL TYRES MUST BE FITTED IN THE DIRECTION INDICATED ON THE TYRE. PENALTY FOR FLOUTING THIS RULE WILL BE EXCLUSION FROM THE RESULTS OF THAT PARTICULAR RACE.**

Strictly no modifications or tyre treatment allowed.

#### 16. FUEL

(a) 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. The organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base.

(b) Test procedure

(b.1) Digatron DT- 47FT Fuel Meter Test

- (i) The Digatron meter is set to -75 in Cyclohexane (C<sub>6</sub>H<sub>12</sub>).
- (ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.
- (iii) The result of the test should be zero or a -ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.

(b.2) Ceric Nitrate Reagent Testing

- (i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
- (ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

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

## 17. SCRUTINEERING

All karts shall conform to the C.I.K. Technical Regulations. Engines shall conform with the Rotax Mojo Max Challenge Technical Regulations 2011 and the Rotax Mojo Max Challenge Sporting Regulations 2011.

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.

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

All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. **No crew will be allowed to enter the weighing area and assist the driver. Anyone caught assisting or handing items to the drivers will result in the exclusion of the driver concerned.**

- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
  - No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- Only after completion of the weighing will the service crew be allowed to take away the kart.

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

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

\* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:

- Snell Foundation SA2000, K2005 and SA2005 (USA),
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
- Snell-FIA CMH, for Drivers under 15 years old

The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

\* A pair of gloves covering the hands completely.

\* Fabric overalls must have a « Level 2 » homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

\* Leather overalls complying with the standards defined by the FIM are authorised.

\* Boots must cover and protect the ankles.

After scrutineering, the helmets will have an OK sticker pasted on them. Any driver found using helmets that were not scrutineered will be disqualified.

Race officials reserve the right to conduct random checks on all engines, chassis, tyres, helmets and any other items deemed necessary at any time during the course of the meeting.

**Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 1 set slicks and 1 set wet tyres and 1 front and 1 rear spare tyre (slick and wet) are allowed.** Only 6 slicks and 6 wet tyres are permitted to be used throughout the whole meeting. The driver may submit one complete set of each during Scrutineering and elect either one front or one rear tyre for replacement any time during the competition. However, this tyre must be inspected and marked by the Scrutineers before use. 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.

## 18. GRID POSITION

Grid positions for the start in each class will be by Timed Trials. All karts in a class will be allowed out together for one 10 minutes Timed Practice session, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position for the heats. The grid position for the Pre-final in each class will be determined from the total points scored in the heats with the lowest points scorer in grid number one. The 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

## 19. POINT SCORING AND DETERMINATION OF WINNERS

### Race Procedure, Point Scoring & Determination of Winners

19.1 Race Procedure for each class:

- (a) Will consist of non-qualifying practice, timed practice, heats (to qualify for pre-final and final, if necessary), pre-final and final.
- (b) Heats to qualify for pre-finals: Two heats (or more) depending on the number of entries with a minimum distance of 10 km or 15 minutes duration for each heat.
- (c) Pre-Final
- (d) Final

- 19.2 Qualifying Heats:
- Case A: 36 starters or less, two Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Timed Trials.
- Case B: 37 to 72 entered Drivers - At the end of Timed Trials, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum.  
Each group must compete versus all the other groups.
- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1<sup>st</sup> in Timed Trials will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
  - Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.
  - For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.
- If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants of groups A and B plus 1.  
If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.
- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.
  - At the end of the Qualifying Heats, the first 26 classified Drivers will be qualified for the final phase. Possible ties between two or several Drivers will be settled according to their classification in Time Trials. If the Drivers have been divided into 5 groups or more, the first 36 classified Drivers will be qualified for the final phase.
- 19.3 Second Chance Heat:
- Only the first 36 non-qualified Drivers may participate in the Second Chance Heat (depending on the maximum permitted on the grid for the circuit).
  - Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.
  - The first 8 finishers will be qualified for the final phase.
- 19.4 Final phase:  
34 Drivers will compete in the final phase according to the following format: Pre-Final and Final.
- \* Pre-Final : Starting positions according to the number of points received in the Qualifying Heats. The first six Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat. (For 5 groups it will be eight drivers depending on the maximum permitted on the grid for the circuit).  
**Drivers who did not take the start of the pre-final or were excluded from it will not be authorised to participate in the Final.**
- \* Final : Starting positions determined by the classification of the Pre-Final.  
The chequered flag will be shown to the leading kart when it crosses the finishing line at the end of the lap during which that distance is reached. The Line consists in a single line across the track.
- 19.5 Point Scoring & Determination of Winners  
The Overall winner in each class will be the winner of the Final.

## 20. START PROCEDURE

- 20.1 All starts will be rolling type. The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Timed Trials. The grid position for the Final shall be based on the finishing position in the Pre-Final.
- 20.2 Competitors in a race will be released from the Parc Ferme area and will be moved to the starting grid where they will be positioned in the proper starting order. Any competitor found driving at excessive speed in the Parc Ferme area will be penalized.
- 20.3 Upon arrival at the starting grid, the driver will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the Warm-Up lap.
- 20.4 The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.
- (i) **3 MINUTE** board  
Everyone to vacate the Grid area except drivers, officials and 1 team member
  - (ii) **1 MINUTE** board  
Everyone except competitors must vacate the Grid area.
  - (iii) **30 SECONDS** board  
All drivers to start their engines and remain in their original Grid positions.
- 20.5 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the Warm Up lap. The Red signal lights will be turned on. Drivers are to complete one Warm 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 after two laps, the lead karts are still continuing at an excessive speed, the Starter will show a "Slow Down" board and if after one lap the speeding persist, the formation may be stopped at the start line with the False Start flag and the two lead karts relegated to the back of the grid.  
In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.
- 20.6 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, his mechanic will be allowed to make an attempt to start the engine. If it can be started **before** the completion of the Warm Up lap, the driver may re-join in the Warm Up lap at the original position of the formation. If the kart cannot be started, then it must be removed from the track to the pits. If following this the kart is started, it may join the race from the back of the grid after the race has been started.
- 20.7 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.
- 20.8 Two 2-metre wide lanes bordered by white lines will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a speed of 30 kph minimum to 50 kph maximum towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. A Driver overspeeding during the approach to the start Line is liable to be sanctioned by the Stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered. The start will now be the switching off of all the lights.
- 20.9 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However the Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow or a danger to other drivers (CIK General Prescriptions Art.2.14)
21. **JUMP START:**
- 21.1 A "Jump Start" will be deemed to have occurred when a driver crosses the Start line ahead of his prescribed grid position at the start of the race.
- 21.2 The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.
22. **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.
23. **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 AND PADDOCK IS FORBIDDEN. Those who defy this rule will be fined USD100.00** 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 (ie. 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.**
24. **STOPPING THE RACE**  
Should it be deemed necessary to stop the race due to an accident and on grounds of safety or any other reason, the Red Flag shall be shown by the Clerk of Course at the Start Line and all other Flag Marshalls shall show a Red Flag to indicate the race has been stopped. All drivers will immediately stop racing and continue to the Start Line, being prepared to stop at any point as requested by an Official. The result of stopping the race is as follows:
- (a) Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.
- (b) Should less than 2 laps have been completed, the race shall be re-run in full and the 1<sup>st</sup> start be null and void.
- (c) Should more than 2 laps but less than 75% of the race 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 restart 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 restart.  
(f) The re-start shall take place at least 15 minutes after the stopping of the race.
25. **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 not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.
26. **PROTESTS**  
Any protest must be made in writing and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards of the Meeting.
- |                             |   |
|-----------------------------|---|
| Protest Fee                 | USD 500.00  |
| Protest Against Eligibility | USD 500.00 plus deposit of USD 2,000.00 for dismantling   |
| Appeal Fee                  | USD 2,000.00 plus deposit of USD 2,000.00 for dismantling |
- All fees shall be in cash (US Dollars or equivalent)**

27. **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.
28. **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.
29. **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 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 Organizer reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.
- The Organizer and its sponsors 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.
30. **FLAG SIGNALS**  
The following signals will be used:
- |  |   |
|--|---|
| Green Light                                      | Start of race or practice   |
| Blue Flag  | Stationery - you are being closely followed   |
|  | 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 unspotting behaviour                                  |
31. **DEAD HEATS**  
If two or more drivers finish the season with the same number of points, the higher place in the Challenge (in either case) will be awarded:
- to the holder of the greatest number of first places.
  - If the number of first or second is the same, the holder of the greatest number of third and so on until a winner emerges.
  - If this procedure fails to produce a result, the AAM will nominate the winner according to such criteria as it deems fit.
32. **RIGHTS OF ORGANISERS**  
The Organisers may at their discretion and with the consent of the Stewards of the Meeting:
- Abandon, cancel or postpone the Challenge due to unforeseen circumstances.
  - Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
  - Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
  - 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.
  - In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
  - To amalgamate the Rotax Max Senior/Masters category should the minimum of 6 entries are not achieved.
33. **PROGRAMME OF THE MEETING**  
Each round will normally be over two days, Saturday and Sunday, with Friday for unofficial practice. Please see ASRs for detail programme for each round.

Date: 1<sup>st</sup> February 2011



# ROTAX MOJO ASIA ZONE CHALLENGE 2011 ENTRY FORM

ROUND: ..... DATE: .....

**CLASS:**

ROTAX JUNIOR  ROTAX SENIOR   
ROTAX DD2  ROTAX MASTER

**ENTRANT**

Name:.....

Address: .....

.....

.....

Post code:..... City: .....

Country: .....

Phone: ..... Fax: .....

E-mail: .....

**DRIVER**

Name:.....

Address: .....

.....

.....

Post code:..... City: .....

Country: .....

Phone: ..... Fax: .....

E-mail: .....

**KART MAKE:**.....

**CHASSIS No:** .....

**ENGINE No:**

#1 .....

#2 .....

**RACING NUMBER REQUESTED:**  **2<sup>ND</sup> CHOICE:**

**FEES:**

ENTRY FEE: RM 300.00  
TRANSPONDER LOAN: RM 50.00

**FOR OFFICIAL USE ONLY**

Entry received on: ..... Amount:RM ..... Receipt No: .....



## ROTAX MOJO ASIA ZONE CHALLENGE 2011

### INDEMNITY FORM

ROUND: .....

DATE: .....

#### 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 and all regulations relevant to this event. 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 or my National Sporting Association (ASN) 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: \_\_\_\_\_

I/C or PASSPORT NO: \_\_\_\_\_

DATE: \_\_\_\_\_

# ROTAX MOJO ASIA ZONE CHALLENGE 2011 TECHNICAL PASSPORT

ROUND: .....

DATE: .....

It is the responsibility of the competitor to check each item before presenting the equipment for scrutineering. You will not be allowed to practice unless the equipment is scrutineered. Please hand this form to the Scrutineer after being duly filled up and signed.

Driver's Name: \_\_\_\_\_ Class: \_\_\_\_\_ Comp. No: \_\_\_\_\_

Chassis Make: \_\_\_\_\_ Chassis Number: \_\_\_\_\_

1. Engine No: \_\_\_\_\_

2. Engine No: \_\_\_\_\_

			Yes	No
<b>Driver Protection</b>				
1.	Helmet	Snell Foundation K98, SA2000, K2005 and SA2005 (USA), British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain), SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA). Snell-FIA CMH, for Drivers under 15 years old		
2.	Gloves	Covering the hands completely		
3.	Overalls	Level 2 CIK homologation		
4.	Boots	Must cover and protect the ankles		
<b>Chassis</b>				
1.	Chassis proper	No straightening, rewelding on critical areas. No cracks		
2.	Axles	No excessive free play		
3.	Wheels	No visible damage		
4.	Steering	No excessive free play		
5.	Seat mounts	No cracking at mounting points. Mounted securely to frame.		
6.	Bodywork	Securely fastened. Min 25 m.m. from the ground. No modifications permitted.		
7.	Brakes	Pads with sufficient thickness. No hydraulic leaks. Brakes not spongy.		
8.	Bumpers	Properly mounted		
9.	Tyres	New, with correct markings.		
<b>Engine</b>				
1.	Exhaust	Secure		
2.	Carburettor	Return spring secure		
3.	Battery	Secure and all cables properly insulated.		
4.	Kill switch	Properly mounted and marked.		
<b>Racing Panels / Numbers</b>				
1.	Transponder holder	Secure and in the correct position behind seat and less than 25cm from the ground.		
2.	Racing numbers	Fitted and in the correct colour for the class entered.		
<b>Safety Requirements</b>				
1.	Fasteners	All fasteners to be double nutted, self-locking, safety wired or split pins.		
2.	Ballast weights	Each weight to be fitted with 2 bolts with minimum 6 mm diameter.		
3.	Fuel lines	Either safety wired or clamped.		
4.	Chain guard	Must cover from the engine sprocket to the center of the rear axle axis.		

**Signed By:**

Driver: .....

Date: .....

Parent / Guardian: ..... (Must be the same person who signed the Entry Form)

I have checked and confirm that the above form has been duly completed and signed.

Scrutineer: .....

Date: .....