



ADDITIONAL SUPPLEMENTARY REGULATIONS #1
KRS-KKS ROTAX MAX CHALLENGE (Malaysian Series) 2011

Round 3

ROTAX MOJO ASIA ZONE CHALLENGE Round 3

(to be read together with the Supplementary Regulations issued on 1st February 2011)

1. **Organising Club** Kelab Kart Selangor & Wilayah Persekutuan
Promoter of Series Race Promotions & Management Sdn Bhd
Race Organising Committee
Paul David KKS
Kasim Hj Abdul KKS
Jed David KKS
James Leong KRS
2. **Name of Event** KRS-KKS Rotax Max Challenge (Malaysian Series) 2011 - Round 3 incorporating Rotax Mojo Asia Zone Challenge 2011 - Round 3
3. **Type of Event** Mass start circuit races for karts.
4. **Track** Stadium Negeri Petrajaya Karting Circuit, Stadium Negeri Petrajaya, Kuching, Sarawak.
5. **Status** National with Zone Invitation
6. **Permit No:** TBA
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.
8. **Dates:**
18th & 19th June 2011
9. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	Paul David
Dy Clerk of the Course	Lucas Tan
Chief Scrutineer	Raja Daud Raja Hassan
Rotax Technical Delegate	Riadi Purnama
Chief Paddock & Grid Marshal	Zainudin bin Adam
Chief Course Marshal	Zulkifli Adam
Chief Lap Scorer	Syed Hamdan Syed Hassan
Chief Timekeeper	Jed David
AAM Stewards	TBA
Club Steward	Pakiman Erjas
Rotax Co-ordinator	James Leong
14. **Classification of Karts & Engines**
14.1 **Engine**
The only engines permitted in this competition are the **Rotax FR125 MAX and the FR 125 Junior MAX**
(i) This engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times. Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by the authorised distributor. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineers. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the scrutineers before leaving Parc Ferme. The scrutineer may at his discretion re-seal the engine. The new seal number must be entered in the engine's identity card and signed by the scrutineer.

- (ii) The engine and its ancillaries may not be modified in any way and must conform to the official Technical Specifications. The engine must be raced in standard form as manufactured by Rotax. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. The addition of material to any component is not allowed. **All parts used in or on the engine must be of original manufacture or source except where expressly allowed.** The engine is to be used with airbox, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer. The radiator must be fitted to the right hand side of the engine using standard hoses and connections supplied by Rotax. Customising the cylinder head by painting is permitted.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

- (iii) In all matters concerning the technical eligibility of the engine, the reference document shall be:
 - (a) **"Repair Manual for Rotax engines type FR 125 MAX and FR 125 Junior MAX"**
Version Engine Configuration No: FR125 MAX (21kw) 37.125.1301
Version Engine Configuration No: FR125 Junior MAX (15 kw) 30.0125.30
Edition: 11 2000

Issued by:

Bombardier-Rotax GmbH,
A-4623 GUNSKIRCHEN,
Welser Strasse 32,
AUSTRIA
 - (b) Any technical bulletins that may be issued by Bombardier-Rotax relating to the above engines.
- (iv) **All drivers holding Malaysian competition licences must surrender their engine card and personal ID at registration. Competitors who do not have an ID (having engines not purchased from the authorised dealers/distributor in Malaysia) will have to pay an engine fee of RM 5000.00 in order to compete in the KRS-KKS Rotax Max Challenge (Malaysian Series) culminating to the Rotax Max Grand Finals.**

14.5 Sarawak Chief Minister Cup – Rotax Class

This is an additional Class applicable only for this event. No points will be scored in the KRS-KKS Rotax Max Challenge (Malaysian Series) 2011 or the Rotax Mojo Asia Zone Challenge 2011. However trophies will be awarded for this class.

- (a) Eligible Entries
Drivers must be resident in the states of Sarawak, Sabah and Brunei and must show proof of residence. All drivers must be in possession of a minimum of an AAM Novice Competition licence valid for 2011.

- (b) Chassis
Chassis must be CIK homologated or sanctioned by the authorised Rotax Distributor.
Maximum diameter of chassis tubing 32.0 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver. Chassis need not comply with the latest requirements for rear bumpers and chain guards but must in all other respects meet CIK safety requirements. **If the competitor wishes to enter also for the KRS-KKS Rotax Max Challenge and Rotax Asia Zone Challenge, the kart must then conform to the latest requirements for rear bumpers and chain guards.**
- (c) Engine
The only engine permitted in this class is the **Rotax FR125 MAX**
- (i) Carburettor
Dell'orto VHSB 34QD or QS stamped in the housing of the carburettor. All parts of the carburettor including the body are to be unmodified and run as supplied from the manufacturer. The only adjustments allowed are the main jet, external air screw, and needle position on the four grooves provided. **Needle jet atomiser FN266. Jet needle K98.**
- Following two combinations of floats and idle jets are legal.**
- Combination 1:**
Floats marked with "gr 5.2"
Idle jet is stamped with digits "30"
Idle jet insert is stamped with the digits "30"
- Combination 2:**
Floats marked with "gr 3.6"
Idle jet is stamped with digits "60"
Idle jet insert is stamped with the digits "60"
- Start jet is stamped with the digits "60". Setting of the carburettor adjustment screws are free.
- (ii) Spark Plug
DENSO Iridium IW 24, 27, 29, 31 or 34. **NO OTHER MAKES ARE ALLOWED.**
- (iii) Battery: Must be of original type – FIAMM - GS or YUASA 6.5.
- (iv) Intake Silencer
The airbox supplied with the engine must be unmodified & used with its filter in place.
In dry race conditions the airbox **MUST** be positioned with inlet trumpets to the bottom of the box.
In wet conditions i.e. when declared a wet race by the Clerk of the Course, the airbox may be fitted in any position.
If the meeting is declared open – kart on wet tyres – position free, Kart on dry tyres – position as dry.
- (v) Exhaust system
The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint and replace the sound absorption material to retain its efficiency. The use of any other coating/plating is not allowed.
Standard exhaust couplings must be used. Only one piece of isolating mat can be used. The use of maximum 4 pieces of original ROTAX exhaust springs to fix the exhaust to the cylinder is allowed. There must be no safety wire allowed in exhaust flange area.

(vi) Transmission
Direct from the engine to the rear axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. No modifications allowed.

(d) Brakes
Hydraulic disc brakes operating on rear wheels only. Front brakes are permitted only for senior class and when used only CIK-FIA homologated front brakes are allowed.

(e) Tyres
The only tyres allowed are **MOJO** slick tyres Type D2
Front: 4.5 x 10.0 – 5 Rear: 7.1 x 11.0 – 5

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

(e) Weight
Minimum weight of the kart and driver for this class shall be **165kg**.

(f) Age Limit
Minimum age for the Borneo class drivers shall be 15 on the 1st January 2011.

(g) Number Plates
Black plates with White Numbers.

(h) Licence
Minimum of AAM Novice grade Licence.

33. **Programme of the Meeting:
Saturday 18th June 2011**

0830 – 0930 Signing in

0830 – 1030 Scrutineering

1040 – 1100 Drivers' Briefing

Detailed programme of the meeting will be given out during Signing in

35. **Paddock Regulations**

35.1 Each tent will be provided one large garbage bag into which all solid waste is to be thrown. A deposit of RM50 will also be collected from each tent occupant and if at the end of the meeting the tent area is clean and all rubbish is properly deposited in the bag, the deposit will be refunded.

35.2 No engines are to be started and run in the Paddock area for more than 5 secs. An area will be designated where karts can be taken for engine running that will be away from the rest of the competitors. Failure to obey this rule will entail a fine of RM 200 and the driver reported to the Stewards for further action.

Date Issued: 2nd May 2011