

**ALL STARS KARTING 2011
SUPPLEMENTARY REGULATIONS**

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ALL STARS KARTING 2011 SUPPLEMENTARY REGULATIONS

1. GENERAL UNDERTAKINGS

All Drivers, Entrants and Officials participating in this Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code, the Karting Technical Regulations, the General Prescriptions applicable to the CIK-FIA Karting International and Championships, Cups and Trophies and these Sporting Regulations and the provisions of the National Competition Rules of the Automobile Association of Malaysia (AAM) which complies with the CIK/FIA regulations and any Bulletins whether written or verbal issued by the Organiser.

AAM Permits Nos., dates/times and venues relating to the opening and closing of entries, briefing, scrutineering, sporting checks, publications of start list, final checks, publication of results, prize giving, etc., will be issued in the Bulletins before each round of the Series.

2. GENERAL CONDITIONS

2.1 Organisation:

- A. Organising Club : Langkawi Motorsport Club (LMC)
- B. Promoters : COMMA Motorsports
City Karting Promotion
- C. Name of Event : All Stars Karting 2011
- D. Type of event : Mass start circuit races for karts
- E. Status : Zone International
- F. Sect. Address :
City Karting Promotion
Car Park Western 5
Shah Alam Stadium, Section 13
40000 Shah Alam, Selangor, Malaysia.
Tel: 603-5512 5868 Fax: 603-5512 1769

2.2 Organising Committee

- Organising Chairman - Mr. Ng Kim Wee
- Event Manager - Mr. Ron Teoh
- Media/Promotion Manager - Mr. Ng Wai Leong
- Liaison Manager - En. Jan Al-Jeffri
- PR Manager - En. Sayed Alfeizal
- Technical Manager - Mr. Aaron Lim
- Event Co-ordinator - En. Nik Iruwan
- Race Management (Marshal) - En. Raja Sharif

- A. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.
- B. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event.
- C. The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.

3. CHAMPIONSHIP EVENTS

- 3.1 Dates/Venues :

Round 1	: March 19 – 20	Speedway Plus Circuit, Subang
Round 2	: April 23 – 24	Shah Alam Circuit, Shah Alam
Round 3	: June 4 – 5	Morac International Circuit, Langkawi
Round 4	: July 2 – 3	Sepang Go-Kart Circuit, Sepang

4. OFFICIALS

- AAM Stewards - TBA
- Clerk of the Course - TBA
- Deputy Clerk of the Course - TBA
- Secretary of the Meet - TBA
- Chief Medical Officer - TBA
- Technical Delegate - TBA
- Sr. Scrutineer - TBA
- Chief Safety Officer - TBA

Chief Time Keeper (Results)	-	TBA
Chief Course Marshal	-	TBA
Chief Lap Scorer	-	TBA
Chief Grid/Pit Marshal	-	TBA
Chief Starter/Finisher	-	TBA
Chief Paddock Marshal	-	TBA
Chief Race Control	-	TBA

5. ELIGIBLE KARTS

Only karts complying with the CIK-FIA Karting Technical Regulations, with the Recognition Regulations or, failing this, with any regulations of the ASN concerned submitted to the approval of the CIK-FIA, may be accepted in an Event. The safety prescriptions of the CIK-FIA must always be applied (Article 3 of the Technical Regulations of the CIK-FIA, Safety of Karts and Equipment).

6. ELIGIBLE DRIVERS

- A. Any person of legal entity holding a valid International 'C' competition licence or for Karting issued by the respective ASNs for the current year is eligible.
- B. All competition licence holders from the Asian Zone must hold a 'no objection certificate' from their National Sporting Authority or obtain its stamp on the entry form when the event is held outside the country where their licences are issued.
- C. Any person holding an AAM karting licences for the current year is eligible.

7. ACCEPTATION OF ENTRIES

The minimum number of karts entered in each category is 6 (six) and it is the sole discretion of the Organisers to twin the relevant categories as permitted by the Regulations of the CIK-FIA. The Organisers also has to right to cancel the Event.

8. ENTRIES

- A. Address of Entries
Those wishing to take part in the All Stars Karting 2011 must send their entry form duly completed before the closing date and time announced in the Bulletins of each round, complete with full details of the driver and the kart. If the entry is sent by fax, the original must be submitted to the organisers during the administrative checks.
The Secretary of the Meeting, All Stars Karting 2011
c/o AMC Events Management
Suite 308, Level 3, Block B3
Leisure Commercial Square, No.9, Jalan PJS 8/9
46150 Petaling Jaya, Selangor, Malaysia.
Tel: 603-7877 0063 Fax: 603-7877 0093
e-mail: amc.mal@gmail.com

9. ENTRY FEES

- A. Opening Dates and Fees:
The entry fees opens forthwith, shall be for each Round shall be as follows:

Yamaha Cadet	-	RM250.00 per entry
Yamaha Junior	-	RM350.00 per entry
Yamaha Senior	-	RM350.00 per entry
Sonik Sport Senior/Master	-	RM500.00 per entry
KF3	-	RM350.00 per entry
125 Open		RM350.00 per entry

Late entries, if acceptable will be subjected to double entry fees.
- B. Acceptance, of Entries:
By the very act of signing the entry form, the entrants, drivers and their service crews submit themselves to the sporting jurisdictions specified in the CIK/FIA International Sporting Code, National Competition Rules of the AAM and those of the Organising countries and the prescription of these Supplementary Regulations and its bulletins.
The entry application will only be accepted if:
 - (i) accompanied by the total entry fees.
 - (ii) entry forms are duly completed and signed.

Entry Fees can be payable by cash or cheque to the name of:
"AMC Events Management." Public Bank Account No. 3131 9878 04
- C. Refusal/Refund of Entries:
The Organisers reserves the right to refuse the entry of an entrant or a driver without having to give any reason for the refusal.
- D. Entry fees will be refunded in full:
 - (i) to candidates whose entry has not been accepted.
 - (ii) in the case of the race not taking place.

- E. Number of Entries Allowed:
The maximum number of entries per category is 36.
- F. Closing of Entries:
The closing date and time of entries for each Round of the Championship shall be at 1800hrs, 3 days before the start of the Official non-Qualifying Practice of the race meet.

10. SCRUTINEERING AND SPORTING CHECKS

- A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Bulletins of the Event, each Driver and each Entrant must have all required documents and information available.
- B. Unless a waiver is granted by the Stewards in particular circumstances, Drivers and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Event.
- C. An Entrant, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by the Organisers.
- D. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during an Event.
- E. No kart will be allowed to participate in any part of the Event unless it has been checked and passed by the Scrutineers.
- F. At any time during an Event, the Scrutineers may :
 - (a) check the eligibility of the kart or of the Driver's equipment,
 - (b) require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
 - (c) require an Entrant to supply them with such parts or samples as they may deem necessary.
- G. Any kart, which after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- H. The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- I. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.
- J. The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will no include any specific figures except concerning fuel tests.
- K. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- L. At the Sporting Checks, each Driver will receive a Scrutineering Form. All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete Scrutineering form will be rejected.
- M. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- N. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.
- O. Systems for the measuring of the maximum engine revs and/or for the control of the clutch functioning may be used in categories where engine speed limits and/or limits regarding clutch functioning are prescribed. They shall be installed in the strict respect of the relevant instructions.
- P. On decision of the Stewards, the Scrutineers will be authorised to interchange Entrants' ignition systems for the system supplied by the CIK or the ASN concerned. The substitution ignition system will have to be of the same make and same model as the one used by the Entrant concerned.

11. WEIGHING

- A. After Qualifying Practice, the Qualifying Heats and the races of the final phase, each kart crossing the Line will be weighed. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.
- B. At the end of Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. Should for reasons of force majeure the Driver unable to go to the scales at the end of a Qualifying Heat or of a race of the final phase, his kart would be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.
- C. No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before Weighing (except by a Scrutineer within the framework of his official duties).

- D. Only Scrutineers and Officials may penetrate in the Weighing Area. No intervention whatsoever is allowed in that Area unless it has been authorised by these Officials.
 - E. A kart or a Driver is not allowed to leave the Weighing Area without the authorisation of the Technical Delegate (or Sr. Scrutineer).
 - F. Any infringement to these provisions relating to the Weighing of karts may entail to a time penalty or a fine or exclusion of the Driver and kart concerned.
 - G. The Organiser shall place the scales under a shelter at the entrance to the «Finish» Servicing Park and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the Weighing Procedure of their karts is over.
 - H. If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver may be imposed with a time penalty or a fine or excluded from Qualifying Practice, the Qualifying Heat or the race concerned.
 - I. The Organiser must provide for certified weights for the calibration of the scales.
- 12. PARC FERME**
- A. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever maybe carried out therein without the authorisation of these Officials.
 - B. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
 - C. The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.
- 13. GENERAL SAFETY**
- A. It is strictly forbidden for Drivers to drive their karts in a direction opposite that of a race, unless this is strictly necessary to remove the kart from a dangerous situation.
 - B. During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
 - C. During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him ; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Practice, Qualifying Practice, the Qualifying Heat or the races of the final phase.
In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.
 - D. Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
 - E. If refuelling is authorised, it may be carried out only in an area provided for this purpose.
 - F. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the Repairs Area.
 - G. When the track is closed by the Race Direction during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the « Finish » Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of marshals carrying out their duties and of Drivers when they are driving.
 - H. During Qualifying Practice, the Qualifying Heats and the race(s) of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in Repairs Area, which he may reach only by his own means.
Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the Assembly Area.
 - I. A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, races and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations (Part IX – AAM NCRs) or the Code.
 - J. If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Races of the final phase, he/she must evacuate the track as soon as possible for safety reasons.

- K. If a Driver is involved in a collision, he/she must not leave the circuit without the Stewards' agreement.
- L. No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- M. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
- N. Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- O. During the Event and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before rejoining the track.
- P. When they participate in non-Qualifying or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the Technical Regulations.
- Q. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock must be controlled. These operations can under no circumstances be carried out in the Paddock lanes; they can be carried out only in a secured area within the perimeter of the unit allocated to the Entrant concerned, or inside an enclosure provided by the Organiser for this purpose. Additionally, the time schedule can provide for periods of silence to be imperatively respected.
- R. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Event.
- S. In the case of a « wet race » (conditions signalled by means of a panel by the Race Direction), the choice of tyres will be left to the appreciation of the Drivers, the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers. The use of «slick» tyres is therefore mandatory in any other case.
- T. Crew (Mechanics) conduct:
 - (i) The responsibility for the conduct of the 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 be fined up to RM1500.00 and/or excluded from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew is 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.
 - (ii) THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) DURING THE EVENT 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. THE ORGANISER RESERVES THE RIGHTS TO CONDUCT DOPING TESTS AS PER CIK-FIA REGULATIONS.

14. SIGNIFICATION OF FLAGS

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

- A. National Flag:
This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Events, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.
- B. Red Flag:
This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.
- C. Black and white chequered flag:
This flag must be waved. It signifies the end of a practice session or a race.
- D. Black flag:
This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance.

If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps.

The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

- E. Black flag with an orange disc (40 cm in diameter):
This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop at the assembly area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.
- F. Black and white flag divided diagonally:
This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour. These last three flags (in d, e & f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed.
These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show the last two flags (in e & f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.
- G. Blue and red flag (double diagonal) with number:
The Driver concerned must stop before being lapped or also when he has been lapped.
This flag may only be used if it is provided for in the Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Event.
- * Flag signals to be used at observation posts:
- H. Yellow flag:
This is a signal of danger and should be shown to Drivers in two ways with the following meanings:
- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.
Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard.
Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.
- I. Yellow flag with red stripes:
This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.
This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.
- J. Blue flag:
This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.
- K. White flag:
This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.
- L. Green flag:
This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.
It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

15. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of practice, the Qualifying Heats and the races of the final phase, as well as any decisions of the Officials of the Event will be posted on the official posting board.

16. PRACTICE

- A. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.
- B. No Driver may take the start of a Race without having participated in at least one Free practice or non-Qualifying Practice session.

- C. The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session.
In the case of non-Qualifying Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.
- D. Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.
- E. Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

17. BRIEFING

- A. Definition : The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Entrants and Drivers entered in the Event.
- B. Aim of the Briefing : to remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organisation of the Event ; to remind them of the safety notions, either general, or specific to the circuit used ; to give any clarification concerning the interpretation of the Regulations.
- C. The time of the Briefing is mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.
- D. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.

18. STARTING GRID

- A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
- B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.
- C. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.
- D. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.
- E. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Event or if it is a new circuit, on that which was designated as such by the CIK-FIA.
- F.
 - i) Access to the Assembly Area will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Assembly Area at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.
 - ii) In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the Assembly Area three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the Assembly Area after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorised to leave the Assembly Area only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps. In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start" Servicing Park. Each Driver will select one of the two chassis to take it to the Assembly Area and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.

- iii) However, the substitution of the selected chassis will be authorised by decision of the Race Director, in the event that "START DELAYED" is announced, which will entail lengthening the starting procedure by 5 minutes. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the «Start» Servicing Park in order to carry out the necessary mechanical interventions; he will be invited to leave the Assembly Area only once all the other karts have left the Assembly Area to start their Formation Lap, and he will have to stay at the back of the formation. In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the Assembly Area two minutes before the time scheduled for the start of the Race.
- G. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.
- H. Starting grid procedure on the track:
 - 1) In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Event. Instead of the provisions of point F, it is the specific procedure below which is applied.
 - 2) In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start" Servicing Park. Each Driver will select one of the two chassis to take it to the Assembly Area and this choice will be final. No additional time will be allowed to a Driver who has not respected these instructions.
 - 3) 15 minutes before the starting time for the Formation Lap, each Driver with his kart placed on a trolley and pushed by his "A" Mechanic will leave the "Start" Servicing Park to take up their positions on the starting grid for the race.
 - 4) 13 minutes before the starting time for the Formation Lap, an audible warning will be sounded, announcing that the exit from the "Start" Servicing Park Servicing will close 1 minute later.
12 minutes before the starting time, the exit from the "Start" Servicing Park will be closed and a second audible warning will be sounded.
 - 5) The launching of the Formation Lap will be preceded by the showing of boards announcing:
5 minutes,
3 minutes,
1 minute,
30 seconds.
Each of these boards will be accompanied by an audible warning.
 - 6) In the categories where engines are equipped with an on-board starter only:
When the 5 minute signal is shown, along with a "MECHANICS, CLEAR THE TRACK" board, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the Assembly Area with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the assembly area, from where it will take the start.
In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the Assembly Area when all the other karts have left the grid to start the Formation Lap.
 - 7) Interviews may no longer take place once the 3- minute board has been shown.
With the 1-minute board, the "CLEAR THE TRACK" board will be shown:
everybody except Drivers and Officials must leave the grid.
 - 8) "30-second" signal:
30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.
 - 9) Should a Driver require assistance after the "30-second" signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the Assembly Area, and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap.
Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the Assembly Area immediately. If a Driver starts from the Assembly Area after the intervention of a Mechanic, he will be authorised to do so only on the orders of a Marshal, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

- 10) The only variation in the above start procedure will take place when the “START DELAYED” board is shown on the Line, which will entail lengthening the procedure by 5 minutes. In this case, the Competitors will have the possibility of changing karts. The starting procedure will begin again at the 5-minute signal, in order to allow the karts to be changed. The Mechanics will then have the possibility of bringing to the grid the substitution karts placed on trolleys, will be allowed to proceed to the change of karts and will have to return directly to the «Start» Servicing Park with the karts which were not selected for the race. Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the «Start» Servicing Park in order to carry out the necessary mechanical interventions; he will be invited to leave the Assembly Area only once all the other karts have left the grid to start their Formation Lap, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

19. STARTING PROCEDURE

- A. The start signal shall be given by means of lights. Should under unforeseen circumstances when the lights are not in working order, the flags shall be used.
- B. All starts will be rolling type. Drivers 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.
- C. To give the start, the Race Director (or, failing that the Clerk of the Course) shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier. (Article 7.7.1 C of the Circuit Regulations, Part 1).
- D. Two 2-metre wide lanes bordered by white lines will be painted over the 110 metres leading to the Start Line. A Yellow Line shall be painted 25 m prior to the Start Line. For rolling starts, this Yellow Line will also be materialized by soft cones (1 cone on each side of the track) and no Driver is permitted to overtake or change grid position or accelerate before crossing that line.
- E. As soon as the Clerk of the Course or the Race Director indicates with the green flag that the karts may take the start, the Drivers may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course or of the Race Director in time with his kart in working order will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course, of the Race Director or of the Officer in charge of the Assembly Area.
- F. The number of Formation Laps shall be indicated at the Briefing. According to the instructions given at the Briefing, karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under the pain of a penalty inflicted by the Stewards (10 seconds from the Heat).
If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall start again from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from the race.
- G. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track, equipped with a timekeeping loop and indicated by the Race Director or the Clerk of the Course at the Briefing.
- H. If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course or the Race Director may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position..
- I. The Clerk of the Course or the Race Director will give the start as soon as he is satisfied with the formation.
- J. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances.
- K. Any attempts to jump start the start or delay it shall be sanctioned of Article 2.24 of the General Prescriptions.
- L. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

- 19.1 **ROLLING STARTS FOR DIRECT DRIVE KARTS WITH OR WITHOUT CLUTCHES**
 At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed or, if the circuit is equipped with a speed control system, 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 failing to respect the required speed 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 flashing orange light, which means that another Formation Lap must be covered.
- 19.2 **NEUTRALISATION OF A QUALIFYING HEAT OR A RACE (SHORT CIRCUITS)**
- (a) The Clerk of the Course or the Race Director may decide to neutralise a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
 - (b) When the order is given to neutralise the Qualifying Heat or Race, all observation posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralisation is over. Flashing orange lights will be switched on at the Line.
 - (c) All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
 - (d) During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible.
 - (e) The karts may enter the repair zone during the neutralisation, but they may rejoin the track only when authorised to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
 - (f) When the Race Director or the Clerk of the Course decides to end the neutralisation, he will have the flashing orange lights switched off; this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be shown immobile.
 - (g) At that moment, the leading kart will continue to set the pace, at a moderate speed. The Race Director or the Clerk of the Course will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralisation of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waved by the Race Director or the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
 - (h) Each lap completed during the neutralisation will be counted as a racing lap.
 - (i) If the race finishes during the neutralisation, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.

20. STOPPING A RACE OR PRACTICE

- A. Should it become necessary to stop the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, only the Clerk of the Course or his deputy shall order a red flag to be shown on the Start Line. Simultaneously, red flags will be shown at Marshals' posts provided with these flags. If the signal to stop racing is given:
- (i) during Practice :
 all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed ;
 - (ii) during the Qualifying Heats :
 all karts will immediately reduce their speed and go to the « Finish » Servicing Park entrance or stop on the track at the place designated during the Briefing, considering that :
 - the classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given,
 - karts or rescue vehicles may be on the track,
 - the circuit may be totally blocked because of an accident,
 - the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given :

- less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps).

If the Heat can be restarted, Article 2.22 will apply;

- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps).

The karts will be directly led to the Parc Fermé, and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given ;

(iii) during a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park or stop on the track at the place designated during the Briefing, considering that :

- the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given,

- karts or rescue vehicles may be on the track,

- the circuit may be totally blocked because of an accident,

- the weather conditions may have made it impossible to drive on the circuit at racing speed.

B. The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop was given:

Case A : less than 2 laps. No points will be awarded.

If the Race can be restarted, Article 19 Case A will apply.

Case B : more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be restarted, Article 19 Case B will apply. Should this not be possible, half the points will be awarded.

Case C : 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Parc Fermé and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

21. **RESTARTING A RACE**

Working on karts will be allowed only in the Servicing Park; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. If the regulations of the Event provide for this possibility, it will be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Refuelling will be allowed.

Case A : If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 16F). The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as for the original race.

Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, either in their original kart or in their second kart. Unoccupied places on the grid shall remain vacant.

Case B : If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag (in the conditions provided for under Article 16). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with the second kart. The first kart and the second kart are allowed in the « Start » Servicing Park.

Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped. The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

22. **FINISH**

A. The signal indicating the end of the Race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the Race.

B. Should, for any reason other than under Article 18A, the signal indicating the end of the Race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the Race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

- C. After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
Any classified karts unable to reach the Parc Ferme by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Ferme in a regular manner.
- D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

23. FINAL CONTROL

- A. As soon as the Chequered flag is displayed (Finish), the Parc Ferme regulations will apply. The karts shall be driven slowly to the Parc Ferme area. The Scrutineers shall carry out a thorough check to verify:
- (i) its weight as specified under their category;
 - (ii) its conformity of the karts submitted at the pre-scrutineering and the Technical Regulations as specified for in the Regulations;
 - (iii) if there is cause to impose any of the penalties as provided for.
- B. The number of karts to be scrutineered will be at the discretion of the organisers.

24. GENERAL OBLIGATIONS

- A. 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. The Organisers may specify in the Bulletins a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base. Anyone caught using illegal fuel or additives will be disqualified.
- B. Control of driver's helmet and equipment
Inspection will take place at scrutineering as per schedule as announced in the Bulletins for each round of the Championship.
- C. Apparel and Helmet
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. Standard of helmets acceptable as follows:
- (i) Snell Foundation 2000-SA, K-2005 and SA2000 (USA)
 - (ii) British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain)
 - (iii) SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA)
 - (iv) Snell-FIA CMH, for Drivers under 15 years old
 - (v) The weight of the helmets may be checked at anytime during the event and must be more than 1800g or 1,550g for Juniors/Cadets. Please note that certain types of helmets must be not painted or carry adhesive material in accordance with Appendix L of the ISC (Chapter III, Article 12). Any addition of devices, whether aerodynamic or otherwise, attached to the helmets are forbidden if they are not homologated.
 - (vi) A pair of gloves covering the hands completely.
 - (vii) Fabric overalls must have a « Level 2 » homologation granted by the CIK-FIA bearing in a visible way the CIKFIA 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.
 - (viii) Boots must cover and protect the ankles.
- D. Data Logging
Any data acquisition device for recording and displaying of any data is allowed.
- E. Insurance
All competitors are covered for Public Liability under a Master Policy held by the Organisers for a limited amount of RM500,000.00 for each round of the event.
The duration of the coverage comes into effect from the start of the official practice till the end of the final race of the meet.
- F. Advertising
Advertising is permitted on karts and driver's apparel including helmets and overalls provided that it does not encroach upon the spaces reserved for plates and competition numbers or conflict with any of the race sponsors. The Organiser will have the right to indicate the positioning of compulsory sponsors' decals which shall not be placed anywhere else.

- G. The Organisers reserve the right to remove or obliterate any advertising that they consider not appropriate and as follows:
- (i) it is not authorised by the ASN, the national laws and CIK/FIA regulations;
 - (ii) it is likely to give offence or bad taste;
 - (iii) it is of political or religious in nature.

25. CLASSIFICATION

- A. All events of the All Stars Karting 2011 counts for:
Yamaha SL Cup, Sonik Sport, KF3 and 125 open for Overall Champion Driver of each category.
- B. The classifications of the Champion will be established by the addition of the results of all the Rounds obtained in the Series by the Drivers.
- C. The winner shall be the Driver who scored the greatest number of points in each category.
- D. The Overall winner of each category in each round of the Series will be determined from the official classifications of the Final race of the day EXCEPT otherwise stated.
- E. For round of the event, the highest placed first drivers in each round of the Championship shall be awarded points, as follows:
- | | |
|-----------------|-----------------|
| 1st – 25 points | 8th – 8 points |
| 2nd – 20 points | 9th – 7 points |
| 3rd – 16 points | 10th – 6 points |
| 4th – 13 points | 11th – 5 points |
| 5th – 11 points | 12th – 4 points |
| 6th – 10 points | 13th – 3 points |
| 7th – 9 points | 14th – 2 points |
| | 15th – 1 point |

26. DEAD HEATS

- If two or more Drivers finish the season with the same number of points, the higher place in the Series (in either case) will be awarded:
- A. to the holder of the greatest number of first places;
 - B. 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;
 - C. if this procedure fails to produce a result, the AAM will nominate the winner according to such criteria as it deems fit.

27. FINAL CLASSIFICATIONS

- A. The classification is provisional at the end of the race and final results will be confirmed by the Stewards of the Meet 30 minutes after the posting of the provisional results.
- B. Provisional classifications may be issued at the end of each race in accordance with the programme.
- C. Any disputes shall be examined by the Stewards of the Meeting whose decision is final.
- D. For the final classification of the Championship, the results of all the rounds will be taken into account.

28. NUMBER OF KARTS ALLOWED ON THE TRACK

The number of karts allowed on the track for each Race shall be 36.

29. RUNNING OF THE EVENT

- A. Each Round will comprise of a non-Qualifying Practice, Qualifying Practice, Qualifying Heats and a final phase as a minimum.
- B. Qualifying Practice:
 - (i) for Drivers who have passed scrutineering. Any lap fully covered is timed. Any ties will be decided by the 2nd best time set by each Driver, and so on.
- C. Final phase of the Race:
 - (i) The Championship will comprise of two races in the final phase named “Pre-Final” and “Final”. From the starting signal to the Chequered flag, the distances of the Pre-Final and Final will be equal to the minimum number of full laps necessary for covering the respective distances of 15 to 25 km. The Chequered flag will be shown to the leading kart when it crosses the Line at the end of the lap on which the distance is completed.

30. RACING 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. The Organiser may provide the number to all the participants.

31. INCIDENTS

- A. An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:
- (i) provoked the stopping of a Race in application of Article 142 of the Code;
 - (ii) violated these Sporting Regulations or the Code;
 - (iii) had jumped start;
 - (iv) had not respected flag signaling;
 - (v) have caused one or several karts to take a false start;
 - (vi) have caused a collision;
 - (vii) have caused another Driver out of the track;
 - (viii) have illegally prevented a legitimate passing manoeuvre by a Driver
 - (ix) have illegally impeded another Driver during a passing manoeuvre.
- B. Any Driver or Drivers having involved in any incidents stated above, that is reported to the Stewards by the Clerk of the Course or the Race Director must not leave the circuit without the Stewards' agreement.
- C. The Stewards shall inflict a 10-second time penalty on any Driver having caused an incident. If the incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the Stewards may decide instead of the 10-second time penalty, of a sanction among those provided for penalty scale of Article 153 of the Code.

32. PROTESTS AND APPEALS

- A. All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of RM1500.00, which shall not be returned if the protests are judged unfounded.
- B. If the protest requires the dismantling of a kart, the claimant must pay an additional deposit of RM1500.00.
- C. Competitors may lodge an appeal against the decisions, to the AAM 225 Block 4, No. 7, Persiaran Sukan, Laman Seri Business Park, Section 13, 40100 Shah Alam, Selangor together with the sum of RM3,000.00 appeal which is not returnable if the applicant does not carry out his announced intentions. All fees shall be paid in cash (Malaysian Ringgit).

33. FINES

All fines must be paid to the AAM within 48 hours after their imposition. However, fines of RM1500 or less must be paid immediately.

34. PRIZES - TROPHIES

- A. At the end of the 4 Rounds Series, the driver with the highest number points will be declared the Overall Champion and the awards are as follows:
- | | | | |
|----------|-----|---|------------------|
| KF 3 | 1st | - | Challenge Trophy |
| 125 open | 1st | - | Challenge Trophy |
- B. Awards for each category winners of each Round of the Series are as follows:
- | | | |
|-----|---|--------|
| 1st | - | Trophy |
| 2nd | - | Trophy |
| 3rd | - | Trophy |
| 4th | - | Trophy |
| 5th | - | Trophy |
- C. The above awards will only be given provided that the total number of starters is not less than six. In the event of there being fewer karts starting, the number of awards for the classification in each category of the Event will be reduced so that it does not exceed half the number of the starting karts.

35. PRIZE GIVING / PODIUM CEREMONY

The Prize Giving ceremony will be held after the end of the Final Race of each Round. The winners must be present to collect the prizes wearing their full racing attires and also the *Winner Caps provided by the Event Sponsors (if any)*. Any prize winners who have found to have breach this rule and prior agreement with the Organisers shall be penalised with a fine of up to RM500.00 and their awards forfeited and/or further sanctioned by the ASN.

36. RIGHTS OF ORGANISERS

- A. The Organisers may at the discretion and with the consent of the Stewards of the Meeting:
- (i) abandon, cancel or postpone the Series due to 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 the start any driver who is found to have misbehaved or have 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;
- (v) 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;
- (vi) To win any category as provided by CIK-FIA should the minimum of 6 entries are not achieved.

37. ADVERTISEMENT

- A. Any advertisement on the results or materials of the event on printed and electronic media by an entrant, driver and/or interested parties must be submitted to the Organisers for approval under the pain of penalties, and shall be in accordance with the National Competition Rules of the organising country.
- B. Approval for the advertisement by the Organisers shall only be released, at the earliest, 24 hours after the time of submission. The Organisers shall not be responsible for any delay in the release of approved advertisement.

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.

39. PROGRAMME

As per attached "APPENDIX A".

40. TECHNICAL REGULATIONS FOR YAMAHA SL CUP.

As per attached "APPENDIX B".

41. TECHNICAL REGULATIONS FOR SONIK SPORTS SENIOR/MASTER.

As per attached "APPENDIX C".

42. TECHNICAL REGULATIONS FOR KF 3

As per attached "APPENDIX D".

43. TECHNICAL REGULATIONS FOR 125 OPEN

As per attached "APPENDIX E".

NOTES

Dated: 15 February 2011

SATURDAY

1500 – 1700hrs	Administrative and Sporting Checks
1500 – 1700hrs	Late Registration
1500 – 1800hrs	Scrutineering

SUNDAY

0800 – 0810hrs	Official Free Practice – Yamaha Cadet
0815 – 0825hrs	Official Free Practice – Yamaha Junior
0830 – 0840hrs	Official Free Practice – Sonik Sport
0845 – 0855hrs	Official Free Practice – Yamaha Senior
0900 – 0910hrs	Official Free Practice – KF 3
0915 – 0925hrs	Official Free Practice – 125 Open

0930 – 0950hrs	Drivers' Briefing
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1000 – 1010hrs	Qualifying Practice 1 (Time Trials) – Yamaha Cadet
1015 – 1025hrs	Qualifying Practice 1 (Time Trials) – Yamaha Junior
1030 – 1040hrs	Qualifying Practice 1 (Time Trials) – Sonik Sport

1045 – 1055hrs	Qualifying Practice 1 (Time Trials) – Yamaha Senior
1100 – 1110hrs	Qualifying Practice 1 (Time Trials) – KF 3
1115 – 1125hrs	Qualifying Practice 1 (Time Trials) – 125 Open

1130 – 1145hrs	Race 1 – Yamaha Cadet	12 laps
1150 – 1210hrs	Race 1 – Yamaha Junior	15 laps
1215 – 1235hrs	Race 1 – Sonik Sport	18 laps
1240 – 1300hrs	Race 1 – Yamaha Senior	18 laps
1305 – 1315hrs	Heat 1 – KF 3	10 laps
1320 – 1330hrs	Heat 1 – 125 Open	10 laps

1335 – 1355hrs	Lunch Break & Demonstration
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1400 – 1410hrs	Heat 2 – KF 3	10 laps
1415 – 1425hrs	Heat 2 – 125 Open	10 laps

1430 – 1445hrs	Race 2 – Yamaha Cadet	12 laps
1450 – 1505hrs	Race 2 – Yamaha Junior	15 laps
1510 – 1530hrs	Race 2 – Sonik Sport	18 laps
1535 – 1555hrs	Race 2 – Yamaha Senior	18 laps
1600 – 1615hrs	Pre-Final – KF 3	15 laps
1620 – 1635hrs	Pre-Final – 125 Open	15 laps

1640 – 1700hrs	Race 3 – Sonik Sport	18 laps
1705 – 1725hrs	Final – KF 3	18 laps
1730 – 1750hrs	Final – 125 Open	18 laps
1800hrs	TRACK CLOSED	

1815hrs	PRIZE GIVING CEREMONY
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1. YAMAHA CADET

- (A) Chassis: *BIREL TRY.*
- (B) Axle: *As per Original. 25mm Axle.*
- (C) Wheel Hubs: *As per Original.*
- (D) Wheels: *As per Original.*
Aluminum Freeline rims with maximum wheel sizes of 115mm x 5 (front) 150mm x 5 (rear) for slicks.
- (E) Engine : Only original Yamaha KT100-SEC is allowed. Only 7YP-XX as per APPENDIX B2. Parts must be Yamaha genuine.
- i. Cylinder: Original cylinder only and strictly no modifications. The cylinder head has to be strictly original. There must be 1pc of original Yamaha cylinder head metal gasket (1.5mm thickness). Minimum thickness is 1.4mm.
- ii. Carburettor: Only the carburettor supplied together with the engine in its original configuration (same brand, same model, and same reference) is admitted. Carburettor repair kit must be YAMAHA genuine part. Original 14.5mm taper joint is mandatory (black: 7YU-13586-09) and no modification is allowed.
- iii. Spark Plug: Spark plug is free.
- iv. Exhaust: Must use 7YT-14610-00 or 7YU-14610-00. Exhaust pipe with welding or processing is forbidden. (E xhaust sensor and welding of the sensor is permitted. However, welding to repair the crack from this welding can be considered as processing.)
- v. Manifold: Must use 7YA-13585-00 and no modification is allowed.
- vi. Ignition: Must be original and no modification is allowed.
- vii. Drive Sprocket: Must be original 10T or 11T by Freeline and no modifications or changes are allowed.
- viii. Clutch Cover: Must use original clutch cover, SL clutch protector or SL clutch support.
- ix. Air Intake Silencer: Must be original and no modification is allowed.
- (F) Weight: The minimum weight of kart + driver is set at 105kgs.
- (G) Tyres: Delivery by the Organiser.
VEGA Tyres 4.0/10.0-5 (Front) 5.0/11.0-5 (Rear).
VEGA Wet tyres will be W2 - 4.0/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (H) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 4 slicks and 4 wet tyres. Only four slick and four wet tyres are permitted to be use throughout the whole meeting.
- (I) Age Limit: The minimum age shall be not less than 8 years. Drivers whose 8th birthday falls within the calendar year 01/01/11 - 31/12/11 shall be eligible. The maximum age will be for drivers who will attain the age of 12 years during the calendar year of 01/01/11 - 31/12/11.
- (J) Protector: Drivers must wear a rib protecting device and neck protector. Any make or brand used must be inspected and approved by the Sr. Scrutineer.
- (K) Awards: Trophies will be awarded to 5th place in each class unless there are less than 6 entries, when only three trophies will be awarded.
Overall Champion for Yamaha Cadet 2011
1st – Trophy + Qualify to Race in YAMAHA SL Summer Festival 2011
2nd– Trophy
3rd – Trophy

2. YAMAHA JUNIOR

- (a) Chassis: *BIREL TIA.*
- (b) Axle: *As per Original. 40mm Axle.*
- (c) Wheel Hubs: *As per Original.*
- (d) Wheels: *As per Original.*
Aluminum Freeline rims with maximum wheel sizes of 120mm x 5 (front) 180mm x 5 (rear) for slicks.
- (e) Engine : Only original Yamaha KT100-SEC is allowed. Only 7YP-XX as per APPENDIX B2. Parts must be Yamaha genuine.
- i. Cylinder: Original cylinder only and strictly no modifications. The cylinder head has to be strictly original. There must be 1pc of original Yamaha cylinder head metal gasket (0.5mm thickness). Minimum thickness is 0.4mm.

- ii. Carburettor: Only the carburettor supplied together with the engine in its original configuration (same brand, same model, and same reference) is admitted. Carburettor repair kit must be YAMAHA genuine part. Original 19.8mm taper joint is mandatory (black: 7YA-13586-00) and no modification is allowed.
- iii. Spark Plug: Spark plug is free.
- iv. Exhaust: Must use 7YT-14610-00 or 7YU-14610-00. Exhaust pipe with welding or processing is forbidden. (Exhaust sensor and welding of the sensor is permitted. However, welding to repair the crack from this welding can be considered as processing.)
- v. Manifold: Must use 7YA-13585-00 and no modification is allowed.
- vi. Ignition: Must be original and no modification is allowed.
- vii. Drive Sprocket: Must be original 10T or 11T by Freeline and no modifications or changes are allowed.
- viii. Clutch Cover: Must use original clutch cover, SL clutch protector or SL clutch support.
- ix. Air Intake Silencer: Must be original and no modification is allowed..
- (f) Weight: The minimum weight of kart + driver is set at 140kgs.
- (g) Tyres: Delivery by the Organiser.
VEGA Tyres 4.5/10.0-5 (Front) 7.1/11.0-5 (Rear).
VEGA Wet tyres will be W2 - 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (h) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 4 slicks and 4 wet tyres. Only four slick and four wet tyres are permitted to be use throughout the whole meeting.
- (i) Age Limit: Driver eligible will be 12 -16 years. However, drivers who attain the age during the calendar year 01/01/11 - 31/12/11 shall be eligible.
- (j) Awards: Trophies will be awarded to 5th place in each class unless there are less than 6 entries, when only three trophies will be awarded.
Overall Champion for Yamaha Junior 2011
1st – Trophy + Qualify to Race in YAMAHA SL Summer Festival 2011
2nd – Trophy
3rd – Trophy

3. YAMAHA SENIOR

- (A) Chassis: Series production chassis currently available to the open market.
- (B) Axle: Maximum of 50mm diameter and minimum wall thickness of 2mm will be allowed.
- (C) Wheel Hubs: Free.
- (D) Wheels: Mono rims with maximum wheel sizes of 130mm x 5 (front) 210mm x 5 (rear) for slicks.
Maximum Wheels size of 130/180mm for rain tyres.
No rims above these sizes will be allowed.
- (E) Engine : Only original Yamaha KT100-SEC is allowed. Only 7YP-XX as per APPENDIX B2. Parts must be Yamaha genuine.
 - i. Cylinder: Original cylinder only and strictly no modifications. The cylinder head has to be strictly original. There must be 1pc of original Yamaha cylinder head metal gasket (0.5mm thickness). Minimum thickness is 0.4mm.
 - ii. Carburettor: Only the carburettor supplied together with the engine in its original configuration (same brand, same model, and same reference) is admitted. Carburettor repair kit must be YAMAHA genuine part. Original 26.0mm joint is mandatory (orange: 787-13586-00) and no modification is allowed.
 - iii. Spark Plug: Spark plug is free.
 - iv. Exhaust: Must use 7YT-14610-00 or 7YU-14610-00. Exhaust pipe with welding or processing is forbidden. (Exhaust sensor and welding of the sensor is permitted. However, welding to repair the crack from this welding can be considered as processing.)
 - v. Manifold: Must use 7YA-13585-00 and no modification is allowed.
 - vi. Ignition: Must be original and no modification is allowed.
 - vii. Drive Sprocket: Must be original 10T or 11T by Freeline and no modifications or changes are allowed.
 - viii. Clutch Cover: Must use original clutch cover, SL clutch protector or SL clutch support.
 - ix. Air Intake Silencer: Must be original and no modification is allowed.
- (F) Weight: The minimum weight of kart + driver is set at 155kgs.

- (G) Tyres: Delivery by the Organiser.
VEGA Tyres 4.5/10.0-5 (Front) 7.1/11.0-5 (Rear).
VEGA Wet tyres will be W2 - 4.2/10.0-5 (Front)6.0/11.0-5 (Rear).
- (H) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 4 slicks and 4 wet tyres. Only four slick and four wet tyres are permitted to be use throughout the whole meeting.
- (I) Age Limit: Drivers eligible will be 15 years and above. However, drivers who attain the age during the calendar year 01/01/11 - 31/12/11 shall also be eligible.
- (J) Awards: Trophies will be awarded to 5th place in each class unless there are less than 6 entries, when only three trophies will be awarded.
Champion for Yamaha Senior 2011
1st – Trophy + Trophy + RM3000
2rd – Trophy
3nd – Trophy

Points will be awarded to the top 15 finishers (refer to Article 25.E) for each race.

The Overall winner of each category in the race weekend will be determined from the official classifications of the two races . The Overall Winner of the Series will be the driver who score the most points from the 8 races of the Series

- ** Grid Position: Yamaha – (Cadet, Junior & Senior)
Grid positions for the first race in each class will be by Qualifying. All karts in a class will be allowed out together for a 10 minute Qualifying, 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 for Race 1 will be by the determined by the position attained during the Qualifying Time Trials. The grid position for Race 2 in Junior & Senior will be determined by the finishing order of Race 1 but **with the 1st 8 positions reversed. However, grid position for Race 2 in Cadet will be determined by finishing order of Race 1 but with the 1st 4 positions reversed.**

SONIK SPORT (SENIOR/MASTER)

The Overall winner of each category in the race weekend will be determined from the official classifications of the three races . The Overall Winner of the Series will be the driver who score the most points from the 12 races of the Series.

(A) Chassis: Chassis must be CIK homologated or sanctioned by the authorised Maxter Distributor in Malaysia.

Maximum diameter of chassis tubing 34.0 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver

(B) Engine: The only engine permitted in this class is the **Sonik Senior/Master as per Sonik Engines International Technical Regulations and Specifications..** All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Maxter seal to prevent modification. All engines are to be sealed by the Official Distributor or someone designated by them from the country of the participating driver.

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.

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 Maxter. **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 **ORIGINAL COMPLETE** 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 left hand side of the engine using standard hoses and connections supplied by Maxter. Customising the cylinder head by painting is not permitted. **ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.**

The organizer will review any advantages by any competitors strictly after every race and prominent actions will be taken if necessary.

(C) Carburettor: Dell'orto Ø 30 VSH30 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.

This is the ONLY standard combination allowed in Sonik Senior/Masters Category

Throttle valve chamfer	50
Conicle needle	K98
Needle Jet	DQ265
Jets emul	CD1
Float Code	1
Mass gr.	9
Needle valve	250

Setting of the carburettor adjustment screws are free.

Only **three types** of main jet are allowed: **126** or **128** or **130**.

- (D) Spark Plug: DENSO Iridium IW 29, or 31. NO OTHER MAKES ARE ALLOWED.
- (E) Battery: Must be of original type supplied by Maxter.
- (F) Air Intake Silencer: The airbox supplied with the engine must be unmodified & used with its filter in place.
- (i) In dry race conditions the airbox MUST be positioned with inlet trumpets to the front of the box.
- (ii) In wet conditions i.e. when declared a wet race by the Clerk of the Course, the airbox may be fitted in opposite position.
- (iii) If the meeting is declared open – kart on wet tyres – position free, Kart on dry tyres – position as dry.
- (G) Exhaust system: The exhaust system and silencer may not be modified in any way. It is not permitted to paint the exhaust system with black paint or do any kind of alteration or modification to the exhaust. The use of any other coating/plating is not allowed. Standard exhaust couplings must be used standard from the engine supplied by the manufacturer – no plate skimming or machining allowed. The use of maximum 2 pieces of original Maxter exhaust springs to fix the exhaust to the cylinder is allowed. There must be no safety wire allowed in exhaust flange area.
- (H) 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 are allowed.
The gearing, which refers to the front tooth is open to 11 or 12, and MUST BE ORIGINAL as supplied by Maxter for Sonik Engine only. There is a Sonik logo engraved on the clutch drum (comes with the front tooth). The rear sprocket and chain is OPEN
- (I) Brakes: Hydraulic disc brakes operating on rear wheels only.
- (J) Tyres: Delivery by the Organiser.
VEGA Tyres 4.5/10.0-5 (Front) 7.1/11.0-5 (Rear).
VEGA Wet tyres will be W2 - 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (K) Weight: Minimum weight of the kart and driver shall be 158kg.
- (L) Age Limit: Senior Max class drivers must have his/her 15th birthday during 2011.
Master Max class drivers must have his/her 32nd birthday during 2011.
- (M) Obligations: All drivers are required to carry the Sonik Sport Series logo if requested and must be positioned at the required area of the race suit and kart as set by the promoter..
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 4000.00 in order to compete in this Race.
- (N) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 4 slicks and 4 wet tyres. Only four slick and four wet tyres are permitted to be used throughout the whole meeting.
- (O) Prizes: Trophies will be awarded to 5th place in each class unless there are less than 6 entries, when only three trophies will be awarded.
Awards for each category winners in every event (best of three races) will be as follows:
1st - Trophy + Sponsors Vouchers and Goodies
2nd - Trophy + Sponsors Vouchers and Goodies
3rd - Trophy + Sponsors Vouchers and Goodies
4th - Medal + Sponsors Vouchers and Goodies
5th - Medal + Sponsors Vouchers and Goodies
- (P) Awards: Awards for each category winners of the championship
1st - Challenge trophy + free entry fee Sonik Sport Asia Series 2012 + Half day Formula BMW Test with Meritus Racing + Sponsors Vouchers and Goodies
2nd - Trophy + free entry fee Sonik Sport Asia Series 2012 + Sponsors Vouchers and Goodies
3rd - Trophy + free entry fee Sonik Sport Asia Series 2012 + Sponsors Vouchers and Goodies
- (Q) Grid Position: Grid positions for the Race 1 will be by Qualifying. The fastest lap time for the kart during the session will determine the grid position for Race 1. The grid position for the Race 2 will be the reversed order for the first eight finishers of Race 1 and position 9 till last will be the finishing order of Race 1. The grid position for the Race 3 will be the second best timed lap in qualifying.

APPENDIX D – TECHNICAL REGULATIONS FOR KF3

KF3

- (A) Chassis: All homologated chassis are permitted.
- (B) Engine : All types of KF3 engine is permitted.
- (C) Weight: The minimum weight of kart + driver is set at 145kgs.
- (D) Tyres: Delivery by the Organiser.
VEGA Tyres 4.5/10.0-5 (Front) 7.1/11.0-5 (Rear).
Vega Wet tyres will be W2 - 4.2/10.0-5 (Front)6.0/11.0-5 (Rear).
- (E) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 3 front 3 rear dry tyres. There will no limit for wet tyres however all tyres must be inspected and marked by the Scrutineers before they are allowed to be used.
- (F) Age Limit: Driver eligible will be 12 -16 years. However, drivers who attain the age during the calendar year 01/01/11 - 31/12/11 shall be eligible.
- (G) Racing Numbers: Yellow number on Balck background. To be provided by the Organisers.

APPENDIX E – TECHNICAL REGULATIONS FOR 125 OPEN

125 OPEN

- (A) Chassis: All homologated chassis are permitted.
- (B) Engine :
 - (i) KF2
 - (ii) TAG
 - (iii) ROTAX MAX
- (C) Weight: The minimum weight of kart + driver for KF2 is set at 158kgs.
The minimum weight of kart + driver for TAG is set at 160kgs
The minimum weight of kart + driver for ROTAX MAX is set at 165kgs
- (D) Tyres: Delivery by the Organiser.
VEGA Tyres 4.5/10.0-5 (Front) 7.1/11.0-5 (Rear).
VEGA Wet tyres will be W2 -4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (E) Scrutineering: All Drivers will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 3 front 3 rear dry tyres. There will no limit for wet tyres however all tyres must be inspected and marked by the Scrutineers before they are allowed to be used.
- (F) Age Limit: Drivers eligible will be 15 years and above. However, drivers who attain the age during the calendar year 01/01/11 - 31/12/11 shall also be eligible.
- (G) Racing Numbers: Black number onYellow background. To be provided by the Organisers.
- (H) Prizes: Trophies will be awarded to each engine category (KF2, TAG & ROTAX MAX) for each Round of the Series are as follows:
 - 1st - Trophy
 - 2nd - Trophy
 - 3rd - Trophy
 - 4th - Trophy
 - 5th - Trophy