



ADDITIONAL SUPPLEMENTARY REGULATIONS #1 **KKS MALAYSIAN KARTING CHAMPIONSHIP 2011 – ROUND 3**

1. **Organiser** Kelab Kart Selangor & Wilayah Persekutuan
- Race Organising Committee**
- | | |
|----------------|-----|
| Paul David | KKS |
| Kasim Hj Abdul | KKS |
| Pakiman Erjas | KKS |
| Jed David | KKS |
3. **Type of Event** Mass start circuit races for karts. This championship is for the following Classes only:
Formula Cadet, Formula Junior and Formula 125.
4. **Track** Speedway Plus Kart Circuit, USJ Rest Area, ELITE Highway, Shah Alam, Selangor.
Circuit length: 959 m. Race direction: Clockwise
6. **Permit No:** T.B.A.
8. **Dates:**
Round 3 13th November Entries close: 4th November
- Note:** All rounds count towards the Championship and the Malaysian Champion will be determined from the results from all rounds.
9. **Officials of the Meeting**
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|------------------------------|-------------------------|
| Secretary of the Meeting | Mohd Kasim Hj Abdul |
| Clerk of the Course | Paul David |
| Chief Scrutineer | Sharil bin Ismail |
| Chief Paddock & Grid Marshal | Zainudin bin Adam |
| Chief Course Marshal | Zulkifli Adam |
| Chief Lap Scorer | Syed Hamdan Syed Hassan |
| Chief Timekeeper | Faizal Mustakin |
| AAM Stewards | TBA |
| Club Steward | Pakiman Erjas |
14. **Classification of Karts:**
All karts shall comply with the following specifications:
- 14.1 **AAM Malaysian Karting Championship**
- A. **Formula Cadet**
B. **Formula Junior**
C. **Formula 125**
- Two additional non-championship classes will be added to the event. These classes will run as follows:
1. Rotax Micromax to run together with Formula Cadet
 2. Rotax Max Junior to run together with Formula Junior
- 14.2 Rotax classes are to run to the following specifications:
Classification of Karts & Engines
Engine
The only engines permitted in this competition are 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.

Rotax Max - Junior

(a) Chassis

As per description for Rotax Max – Senior & Masters

(b) Engine

The only engine permitted in this class is the **Rotax FR125 Junior Max**. The Junior Max adheres to the Senior Rotax FR125 Max fiche plus extensions for the Junior including the cylinder and carburettor differences. The cylinder is to be of **Non-Power Valve type**.

All other descriptions as per the Rotax Max – Senior & Masters.

(i) Carburettor

As per descriptions for Rotax Max – Senior & Masters

(ii) Intake Silencer

As per descriptions for Rotax Max – Senior & Masters

(iii) Exhaust System

As per descriptions for Rotax Max – Senior & Masters

(iv) Transmission

Direct from engine to axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. The clutch must engage at a maximum engine speed of 3000 rpm.

(c) Brakes

Hydraulic disc brakes operating on rear wheels only. Front brakes not permitted.

(d) Tyres

As per descriptions for Rotax Max – Senior & Masters

(e) Weight

Minimum of 145 kg including driver at all times.

(f) Age Limit

Driver must have his/her 13th birthday during 2011. He/she must have his/her 17th birthday after **31.12.2011**. Drivers who are 12 years old but below 13 years will be allowed to race provided they apply to the Organisers for an exemption.

(g) Number Plates

Red plates with White numbers

(h) Licence

Minimum of AAM Novice grade Licence only.

Rotax Micromax

(a) Chassis

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

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

1.1 Wheelbase: Maximum 1010 mm

1.2 Transmission

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

1.3 Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 30 mm.

1.4 Brakes

Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.

1.5 Wheels and Tyres

Wheels may be mono or two pieces. Hubs may be separated or integral.

Tyres: Dry: Deli Cadet Front: 10.00 x 4.00 - 5

Rear: 11.00 x 5.00 - 5

Wet: Mojo W1/W2 Front: 10.00 x 4.50 - 5

Rear: 11.00 x 6.00 - 5

Tyres must be bought from the Organisers and will be marked to identify the source. No other tyres from other sources will be accepted.

- (b) Engine
The only engine permitted in this class is the **Rotax FR125 Junior Max** engine with the **Micro Max conversion kit** as per Rotax Technical Regulations, version 26.01.2007 (revisions acc. Bulletin 1- 2007)
- (c) Weight
Minimum 110 kg. including the driver
- (d) Age
8th birthday to 31st December of the year of 12th birthday.
- (e) Number Plate
Blue with black numbers
- (f) Licence
Minimum of AAM Novice grade Licence only.

34. **Programme of the Meeting:**

Provisional Time Schedule.

Sunday

0730 – 0800 hrs	Registration
0730 – 0830 hrs	Scrutineering
0930	Free Practice commences

Detailed programme of the meeting will be given out during signing in.

35. **Reservation of Rights**

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

36. **C.I.K. Code of Driving Conduct on Karting Circuits**

Please read the Code carefully and take note that under the Code the Organisers may take action against any driver who breaks the Code.

- 36.1 The following race officials by virtue of their position are herewith designated as Judges of Fact in all matters relating to the Code:
 - (a) Clerk of the Course
 - (b) Deputy Clerk(s) of the Course
 - (c) Chief Course Marshal
 - (d) Chief Start Marshal
- 36.2 Contact between karts will not be tolerated at any time during the event from the time of Official Practice till the end of racing for the event. Determination as to whether the contact was accidental or deliberate will be at the discretion of the Judges of Fact who will, with the agreement of the Stewards of the Meeting inflict the following penalties:
 - (a) First contact during the event Driver shown "Black and White diagonal flag" for unsporting behaviour.
 - (b) Second contact during the event. Driver shown "Black flag" and disqualified from that particular race.
 - (c) Third contact during the event Driver shown "Black flag" and disqualified from that particular race and referred to the Stewards for further action.

Date Issued: 27th October 2011