



SUPPLEMENTARY REGULATIONS BHP- ROTAX MAX CHALLENGE (Malaysian Series) 2011

1. **Organising Club** Kelab Kart Selangor & Wilayah Persekutuan
Promoter of Series Race Promotions & Management Sdn Bhd
2. **Name of Event** BHP - Rotax Max Challenge (Malaysian Series) 2011
3. **Type of Event** Mass start circuit races for karts.
4. **Track** See Additional Supplementary Regulations
5. **Status** National with Zone Invitation
6. **Permit No:** T.B.A.
7. **Jurisdiction**
Held under the National Competition Rules of AAM, incorporating the International Karting Regulations of the CIK/FIA and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of NCR B 5.4. This series is restricted to Rotax engines and is run under the following specific regulations:
(a) Rotax Mojo Max Challenge Technical Regulations 2011
(b) Rotax Mojo Max Challenge Sporting Regulations 2011
8. **Dates:**

Round 1	12 th & 13 th March	(Entries close: 25 th February) (incorporating the Asia Zone Max Challenge Rd 1)	TBA
Round 2	7 th & 8 th May	(Entries close: 22 nd April) (incorporating the Asia Zone Max Challenge Rd 2)	TBA
Round 3	18 th & 19 th June	(Entries close: 3 rd June) (incorporating the Asia Zone Max Challenge Rd 3)	TBA
Round 4	23 rd & 24 th July	(Entries close: 8 th July) (incorporating the Asia Zone Max Challenge Rd 4)	Pekan
Round 5	17 th & 18 th September	(Entries close: 2 nd September) (incorporating the Asia Zone Max Challenge Rd 5)	TBA

Note: All rounds count for the BHP - Rotax Max Challenge 2011.
9. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	See ASRs
Deputy Clerk of the Course	See ASRs
Chief Scrutineer	See ASRs
Chief Paddock & Grid Marshal	See ASRs
Chief Course Marshal	See ASRs
Chief Lap Scorer	See ASRs
Chief Timekeeper	See ASRs
AAM Stewards	See ASRs
Club Steward	See ASRs
10. **Entries:**
 - (a) Opening and Closing Dates
All entries open 21 days before each round and close 14 days before the event.
 - (b) Entry Fees

Basic Entry Fee per driver per Round	-	RM300.00
Loan of Transponder	-	RM 50.00

Drivers with their own AMB 160 transponders will be exempted from rental charges for transponders.

Late entries, if accepted, will be at double the entry fee
 - (c) Conditions for acceptance or refusal of Entries
 1. Competitors who change classes once they have put in an entry for the series cannot accumulate points from the previous class. Points scored in one class cannot be transferred to another class.

2. All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.
3. A competitor may enter any number of classes in either series but the basic entry fee of RM 300 must be paid and an additional RM100 be paid for each additional class entered. It is the responsibility of the competitor to ensure that he /she has sufficient time between races to switch karts or components to comply with a particular class. No time allowance will be given to anyone.
4. **It is a condition of entry that one and half set of MOJO tyres be purchased for every Rotax class entered (unless specified otherwise) and Deli tyres for the MicroMax class. Payment for these tyres must be made together with the entry fees and a voucher will be given for collection of the tyres at Parc Ferme. The tyres will be marked with the competition number by officials of the KKS on delivery and must be surrendered and used for the competition. No other tyres, even of the same make will be permitted to be used for that event.**
5. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provision of the National Competition Regulations of AAM, the Technical Regulations and Sporting Regulations of Rotax. 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.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event. The presentation of the kart for scrutineering and signing of the scrutineering form will be deemed an implicit statement of conformity.

An Entrant can be either the driver himself or a Team. In the case of a Team, a Team Entrant licence for 2011 must be produced at the time of registration. Failure to produce a valid Team Licence will render the entry be classified under the driver's name.

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

**KRS Motorsports Sdn Bhd
48 Jalan Industri USJ 1/1,
47600 Subang Jaya, Selangor,
Malaysia**

Please **do not** send cash in the mail

- (d) Competition Licence
 - (i) All Malaysian drivers must be in possession of a valid **Novice, National or International Karting Licence issued by the AAM ONLY.**
 - (ii) Overseas competitors must be in possession of a valid Karting Licence issued by their ASN for the year together with a release letter or the entry form endorsed by the ASN.

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

- (e) Address of Entries
Completed entry forms together with the appropriate fees should be sent to:-

The Secretary of Meeting,
Rotax Max Challenge 2011,
48 Jalan Industri USJ 1/1,
47600 Subang Jaya, Selangor,
Malaysia

PLEASE NOTE ENTRY RECEIVED WITHOUT ENTRY FEES WILL NOT BE CONSIDERED AS AN ENTRY.

11. **Insurance**
All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser.

12. **Awards**
 - (a) Each round will consist of non-qualifying practice, timed practice, heats (to qualify for pre-final and final, if necessary), pre-final and final.
 - (b) Heats to qualify for pre-finals: Two heats each of a minimum distance of 10 km or 15 minutes duration
 - (e) Pre-Final: Minimum distance of 15km or 15 minutes duration.
 - (f) Final: Minimum distance of 20km or 20 minutes duration.

Rotax Max Challenge

All events of the Rotax Max Challenge 2011 (Malaysian Series) will count for –

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

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

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

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

Points will be awarded in each round of the championship to the highest placed first Driver in each category, in accordance with the Rotax Technical and Sporting Regulations as follows –

Pre-Final	Points 34, 33, 32, 31, 30..... to last placed finisher
Final	Points 55, 52, 50, 49, 48, 47.....to last placed finisher
Non-finisher in the	
Pre-Final And Final	Minus 5 points off last placed finisher

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

At the end of the Series the first winner of the Senior, Junior, DD2 category will be selected to compete at the Rotax Max Grand Finals. They shall be obligated and subjected to rules and conditions issued by the Rotax Distributor of Malaysia at the Grand Finals whether written or verbal. Anyone found having breaching the rules or conditions will NOT be allowed to start or compete in the event. Drivers are obligated to wear the Team clothing issued to them with all the sponsors emblems (if any). Drivers are no longer allowed to have their own sponsors on the Team clothing. The Rotax Distributor of Malaysia is the Entrant for all the selected drivers attending the Grand Finals and therefore has the jurisdiction to take action against any driver found to have misbehaved or has brought disrepute to the country.

There will be only one National Team clothing issued by the Rotax Distributor. Any driver who is selected to attend the Grand Finals can request for more clothing for his/her family at a cost given by the Distributor. No other clothing will be allowed to be used on pain of removal from the Grand Finals.

PRIZES

At the end of the 5 round series, the driver with the highest points will be declared the Champion of the Rotax Max Challenge 2011 and the awards are as follows –

Rotax Max Junior	1 st	-	Challenge Trophy + Voucher worth RM2,000.00
Rotax Max Senior	1 st	-	Challenge Trophy + Voucher worth RM2,000.00
Rotax Max Masters	1 st	-	Challenge Trophy + Voucher worth RM2,000.00
Rotax Max DD2	1 st	-	Challenge Trophy + Voucher worth RM2,000.00
Rotax Micromax	1 st	-	Challenge Trophy + Voucher worth RM2,000.00

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

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy
4 th	-	Trophy
5 th	-	Trophy

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

13. Driver's Briefing

All Drivers and Entrants must be present for Drivers' Briefing. Any driver who is not present at the Driver's Briefing will not be allowed to compete. Drivers / Entrants will be informed of the place for Drivers Briefing during Signing-in. Children under the age of 18 must be accompanied by their parent(s) or legal guardian.

14. Classification of Karts & Engines

14.1 Engine

The only engines permitted in this competition are the **Rotax FR125 MAX and the FR 125 Junior MAX**

(i) This engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

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

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

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

(iii) In all matters concerning the technical eligibility of the engine, the reference document shall be:

(a) **"Repair Manual for Rotax engines type FR 125 MAX and FR 125 Junior MAX"**

Version Engine Configuration No: FR125 MAX (21kw) 37.125.1301

Version Engine Configuration No: FR125 Junior MAX (15 kw) 30.0125.30

Edition: 11 2000

Issued by:

Bombardier-Rotax GmbH,
A-4623 GUNSKIRCHEN,
Welser Strasse 32,
AUSTRIA

(b) Any technical bulletins that may be issued by Bombardier-Rotax relating to the above engines.

(iv) **All drivers holding Malaysian competition licences must surrender their engine card and personal ID at registration. Competitors who do not have an ID (having engines not purchased from the authorised dealers/distributor in Malaysia) will have to pay an engine fee of RM 2500.00 in order to compete in the whole BHP- Rotax Max Challenge (Malaysian Series) culminating to the Rotax Max Grand Finals.**

14.2 Rotax Max – Senior & Masters

(a) Chassis

Chassis must be CIK homologated or sanctioned by the authorised Rotax Distributor.

Maximum diameter of chassis tubing 32.0 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver.

(c) Engine

The only engine permitted in this class is the **Rotax FR125 MAX**

(i) Carburettor

Dell'orto VHSB 34QD or QS stamped in the housing of the carburettor. All parts of the carburettor including the body are to be unmodified and run as supplied from the manufacturer. The only adjustments allowed are the main jet, external air screw, and needle position on the four grooves provided. **Needle jet atomiser FN266. Jet needle K98.**

Following two combinations of floats and idle jets are legal.

**Combination 1: Floats marked with "gr 5.2"
Idle jet is stamped with digits "30"
Idle jet insert is stamped with the digits "30"**

**Combination 2: Floats marked with "gr 3.6"
Idle jet is stamped with digits "60"
Idle jet insert is stamped with the digits "60"**

Start jet is stamped with the digits "60" Setting of the carburettor adjustment screws are free.

(ii) Spark Plug

DENSO Iridium IW 24, 27, 29, 31 or 34. **NO OTHER MAKES ARE ALLOWED.**

(iii) Battery: Must be of original type – FIAMM - GS or YUASA 6.5.

(iv) Intake Silencer

The airbox supplied with the engine must be unmodified & used with its filter in place. In dry race conditions the airbox **MUST** be positioned with inlet trumpets to the bottom of the box.

In wet conditions i.e. when declared a wet race by the Clerk of the Course, the airbox may be fitted in any position.

If the meeting is declared open – kart on wet tyres – position free, Kart on dry tyres – position as dry.

(v) Exhaust system

The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint and replace the sound absorption material to retain its efficiency. The use of any other coating/plating is not allowed.

Standard exhaust couplings must be used. Only one piece of isolating mat can be used. The use of maximum 4 pieces of original ROTAX exhaust springs to fix the exhaust to the cylinder is allowed. There must be no safety wire allowed in exhaust flange area.

- (vi) Transmission
Direct from the engine to the rear axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. No modifications allowed.
- (d) Brakes
Hydraulic disc brakes operating on rear wheels only. Front brakes are permitted and when used only CIK- FIA homologated front brakes are allowed.
- (e) Tyres
The only tyres allowed are **MOJO** slick tyres Type D2
Front: 4.5 x 10.0 – 5 Rear: 7.1 x 11.0 – 5

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

ALL TYRES MUST BE FITTED IN THE DIRECTION INDICATED ON THE TYRE. PENALTY FOR FLOUTING THIS RULE WILL BE EXCLUSION FROM THE RESULTS OF THAT PARTICULAR RACE.
Strictly no modifications or tyre treatment allowed
- (e) Weight
Minimum weight of the kart and driver for the **Senior Max class** shall be **165kg**.
Minimum weight of the kart and driver for the **Master Max class** shall be **165kg**.
- (f) 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
- (g) Number Plates
Black plates with White Numbers (Senior)
- (h) Licence
Minimum of AAM National grade Licence only.

14.3 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.

14.3

ROTAX MAX DD2

- (a) Chassis
Chassis approved by BRP-ROTAX only are allowed to be used. Chassis must be designed according to CIK rules for shifter classes (front and rear brakes mandatory). Brake system must have a valid CIK Homologation. ROTAX Rear Tire Protection System is mandatory to be used. Approved chassis will be listed at "www.maxchallenge-rotax.com"
- (b) Engine
Only Rotax DD2 engine is permitted. Refer to Rotax Mojo Max Challenge Technical Regulations 2011.
 - (i) Carburettor
As per description for Rotax Max Senior/Masters
 - (ii) Transmission
Direct from engine to rear axle. 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) Weight
Minimum weight of kart and driver shall be 175 kg.
- (d) Age Limit
Drivers must have his/her 15th birthday during 2011.
- (e) Tyres
As per descriptions for Rotax Max – Senior & Masters.
- (f) Number Plates
Yellow plate with black numbers
- (g) Licence
Minimum of AAM National grade Licence only.

14.4

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.

15.

Telemetry

The use of all systems of telemetry is forbidden.

16. **Race Numbers**
Number plates shall be of plastic and rounded corners with 22 cm. sides. Numbers shall be at least 15 cm. high and 2 cm. wide. The number plates must be fitted to the front and rear and must carry **NO** advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 mm black line.

17. **Prize Giving**
The Prize Giving ceremony will be held after the end of the final race of each round. All competitors must collect their prizes in person and wearing racing overalls.

18. **Fuel**

(a) Solely a mixture of commercial fuel and oil on sale commercially. By commercial fuel it is meant a motor fuel produced by an oil company and currently distributed at roadside refilling stations throughout the country, on sale commercially and including no other additives. Any infringement of this rule will entail disqualification from the event. The Organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base.

(b) Test procedure

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

(i) The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).

(ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.

(iii) The result of the test should be zero or a -ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.

(b.2) Ceric Nitrate Reagent Testing

(i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.

(ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

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

19. **SCRUTINEERING**
All karts shall conform to the C.I.K. Technical Regulations. Engines shall conform with the Rotax Mojo Max Challenge Technical Regulations 2011 and the Rotax Mojo Max Challenge Sporting Regulations 2011.
The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition.

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

- All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. **No crew will be allowed to enter the weighing area and assist the driver. Anyone caught assisting or handing items to the drivers will result in the exclusion of the driver concerned.**
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer. Only after completion of the weighing will the service crew be allowed to take away the kart.

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

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

- A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
 - Snell Foundation SA2000, K2005 and SA2005 (USA),
 - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
 - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
 - Snell-FIA CMH, for Drivers under 15 years old

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

- A pair of gloves covering the hands completely.
- Fabric overalls must have a « Level 2 » homologation granted by the CIK/FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
- Leather overalls complying with the standards defined by the FIM are authorised.
- Boots must cover and protect the ankles.
- **All Micromax drivers MUST WEAR a proper neck brace. This is compulsory otherwise he/she will not be permitted to take part in the event.**

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

- 19.4 **Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 1 setslicks and 1 set wet tyres and 1 front and 1 rear spare tyre (slick and wet) are allowed.** Only 6 slicks and 6 wet tyres are permitted to be used throughout the whole meeting. The driver may submit one complete set of each during Scrutineering and elect either one front or one rear tyre for replacement any time during the competition. However, this tyre must be inspected and marked by the Scrutineers before use. Bodywork in compliance with CIK Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after a race to verify compliance with the regulations
- 19.5 Please note that CIK Technical Regulation 2.5.3 – “Rear wheel protection” will be implemented in its entirety. Please read it carefully.
“The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength”.
- 19.6 Please note that CIK Technical Regulation 2.9 “Chain Guard / Driving Belt” will also be implemented.
“ In all categories without a gearbox, it is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets and extend to at least the lower plane of the rear axle.”
- 19.7 Race officials reserve the right to conduct random checks on all engines, chassis, tyres, helmets and any other items deemed necessary at any time during the course of the meeting.
- 19.8 **Each Entrant is to present an ABC fire extinguisher of minimum 1.5 kg capacity during scrutineering which must be kept within easy reach in the paddock at all times. Each extinguisher will be identified against the competition number of a competitor.**

20. Weighing

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

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

21. Grid Position

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

22. Race Procedure, Point Scoring & Determination of Winners

22.1 Race Procedure for each class:

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

22.2 Qualifying Heats:

Case A: 36 starters or less, two Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Timed Trials.

Case B: 37 to 72 entered Drivers - At the end of Timed Trials, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Timed Trials will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.
- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants of groups A and B plus 1.

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.
 - At the end of the Qualifying Heats, the first 26 classified Drivers will be qualified for the final phase. Possible ties between two or several Drivers will be settled according to their classification in Time Trials. If the Drivers have been divided into 5 groups or more, the first 36 classified Drivers will be qualified for the final phase.
- 22.3 Second Chance Heat:
- Only the first 36 non-qualified Drivers may participate in the Second Chance Heat (depending on the maximum permitted on the grid for the circuit).
 - Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.
 - The first 8 finishers will be qualified for the final phase.
- 22.4 Final phase:
34 Drivers will compete in the final phase according to the following format: Pre-Final and Final.
- * Pre-Final : Starting positions according to the number of points received in the Qualifying Heats. The first six Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat. (For 5 groups it will be eight drivers depending on the maximum permitted on the grid for the circuit).
Drivers who did not take the start of the pre-final or were excluded from it will not be authorised to participate in the Final.
- * Final : Starting positions determined by the classification of the Pre-Final.
The chequered flag will be shown to the leading kart when it crosses the finishing line at the end of the lap during which that distance is reached. The Line consists in a single line across the track.
- 22.5 Point Scoring & Determination of Winners
The Overall winner in each class will be the winner of the Final.

23. Start Procedure

- 23.1 All starts will be rolling type. The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Official Time Practice. The grid position for the Final shall be based on the finishing position in the Pre-Final.
- 23.2 Competitors in a race will be released from the Parc Ferme area and will be moved to the starting grid where they will be positioned in the proper starting order. Any competitor found driving at excessive speed in the Parc Ferme area will be penalized.
- 23.3 Upon arrival at the starting grid, the driver will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the Warm-Up lap.
- 23.4 The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.
- (i) **3 MINUTE** board
Everyone to vacate the Grid area except drivers, officials and 1 team member
 - (ii) **1 MINUTE** board
Everyone except competitors must vacate the Grid area.
 - (iii) **30 SECONDS** board
All drivers to start their engines and remain in their original Grid positions.
- 23.5 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the Warm Up lap. The Red signal lights will be turned on. Drivers are to complete one Warm Up lap followed immediately by a Formation lap (i.e. total of TWO laps). In both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. It is the responsibility of each driver to retain his grid position. If after two laps, the lead karts are still continuing at an excessive speed, the Starter will show a "Slow Down" board and if after one lap the speeding persists, the formation may be stopped at the start line with the False Start flag and the two lead karts relegated to the back of the grid.
In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.
- 23.6 Any competitor who is not able to start the Warm Up lap must raise his arm. After all the other karts have left the grid, his mechanic will be allowed to make an attempt to start the engine. If it can be started **before** the completion of the Warm Up lap, the driver may re-join in the Warm Up lap at the original position of the formation. If the kart cannot be started, then it must be removed from the track to the pits. If following this the kart is started, it may join the race from the back of the grid after the race has been started.
- 23.7 Should a driver stop for any reason during the Warm Up or Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then re-join at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.
- 23.8 Two 2-metre wide lanes bordered by white lines will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a speed of 30 kph minimum to 50 kph maximum towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. A Driver overspeeding during the approach to the start Line is liable to be sanctioned by the Stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If he is satisfied with the formation, the Clerk of the Course or the Race Director will give the start by switching off the red lights. If he is not satisfied with

the procedure, he will switch on the orange light, which means that another Formation Lap must be covered. The start will now be the switching off of all the lights.

23.9 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However the Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow or a danger to other drivers (CIK General Prescriptions Art.2.14)

23.10 Jump Start:

(i) A "Jump Start" will be deemed to have occurred when a driver crosses the Start line ahead of his prescribed grid position at the start of the race.

(ii) The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.

24. **Finish**

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

As soon as the Chequered Flag has been shown to a driver at the end of the race, he must proceed directly, using only the authorised route, to the Parc Ferme. From the moment the driver has received the Chequered Flag until he is released from the Parc Ferme he is under Parc Ferme conditions and must make no alterations or adjustments to his kart or other materials or equipment.

25. **Restarting during the race**

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

26. **Crew Conduct**

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

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

27. **Stopping the Race**

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

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

NOTE:

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

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

28. **Protests**

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

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

All fees shall be in cash (Ringgit Malaysia)

29. **Posting of Results**
Results of each race will be announced over the public address system as soon as possible after such race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.
30. **Postponement**
At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.
31. **Advertising**
Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.
32. **Flag Signals**
The following signals will be used:
- | | |
|---------------------------|--|
| Green Light | Start of race or practice |
| Blue Flag | Stationery - you are being closely followed. |
| | Waved - a driver wishes to overtake, let him pass. |
| Yellow Flag | Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop. |
| Black Flag with | |
| Orange Disc and Number | Stop for a technical defect. The driver may continue after repairs. |
| White Flag | Slow moving vehicle on the track. |
| Yellow Flag with | |
| Red Stripes | Deterioration of adhesion (eg.oil, water). |
| Green Flag | All clear. |
| Black Triangle & White | |
| Triangle Flag with Number | Last warning before exclusion following unsporting behaviour. |
| Black Flag with Number | Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race. |
| Red Flag | All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official. |
33. **Programme of the Meeting:**
Provisional Time Schedule.
- | | |
|-----------------|--|
| <u>Friday</u> | |
| 1500 – 1700 hrs | Signing in |
| <u>Saturday</u> | |
| 0730 – 0800 hrs | Signing in (only with prior arrangement) |
| 0800 – 0930 hrs | Scrutineering |
| 1030 | Free Practice commences |
- Detailed programme of the meeting will be given out during signing in.
34. **Reservation of Rights**
The Organisers may at their discretion and with the consent of the Stewards of the Meeting –
- Abandon, cancel or postpone the event due to unforeseen circumstances.
 - Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
 - Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
 - Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
 - In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
 - To amalgamate classes should the minimum of 6 entries are not achieved.

Date Issued:
1st February 2011



**ROTAX MAX CHALLENGE
(Malaysian Series) 2011**

ENTRY FORM

ROUND: **DATE:**

CLASS:

ROTAX JUNIOR

ROTAX MASTER

ROTAX SENIOR

ROTAX DD2

ROTAX MICRO MAX

ENTRANT

Name:

Address:

.....

Post code: City:

Country:

Phone: Fax:

E-mail:

Licence Number:

DRIVER

Name:

Address:

.....

Post code: City:

Country:

Phone: Fax:

E-mail:

Birth date (If under 18 years):

Licence Number:

KART MAKE:

CHASSIS No:

ENGINE No:

#1

#2

RACING NUMBER REQUESTED:

2ND CHOICE:

ENTRY FEES:

Entry Fee: RM 300
RM 50 Loan of Transponder

FOR OFFICIAL USE ONLY

Entry received on: RM Receipt No: Cash / Cheque No:

Transponder Deposit received: RM Initial:

Deposit returned: RM Initial:



ROTAX MAX CHALLENGE (Malaysian Series) 2011

INDEMNITY FORM

ROUND:

DATE:.....

DRIVER'S DECLARATION

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

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

NAME OF DRIVER: _____

SIGNATURE: _____

DATE: _____

ENTRANT'S DECLARATION

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

NAME OF ENTRANT: _____

SIGNATURE: _____

DATE:.....

INDEMNITY BY PARENT/GUARDIAN

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

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

NAME OF GUARDIAN: _____

SIGNATURE: _____

I/C or PASSPORT NO: _____

DATE: _____

ROTAX MAX CHALLENGE (Malaysian Series) 2011 TECHNICAL PASSPORT

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

Driver's Name: _____ Class: _____ Comp. No: _____

Chassis Make: _____ Chassis Number: _____

1. Engine Make: _____ Engine No: _____ Tyre Make / Type: _____

2. Engine Make: _____ Engine No: _____

Competitor MUST check all items listed below:

			Yes	No
Driver Protection				
1	Helmet	Snell Foundation K98, SA2000, K2005 and SA2005 (USA), British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain), SFI Foundation Inc., Spec. SFI 31.1A and 1.2A (USA). Snell-FIA CMH, for Drivers under 15 years old		
2.	Gloves	Covering the hands completely		
3.	Overalls	Level 2 CIK homologation		
4.	Boots	Must cover and protect the ankles		
Chassis				
1.	Chassis proper	No straightening, rewelding on critical areas. No cracks		
2.	Axles	No excessive free play		
3.	Wheels	No visible damage		
4.	Steering	No excessive free play		
5.	Seat mounts	No cracking at mounting points. Mounted securely to frame.		
6.	Bodywork	Securely fastened. Min 25 m.m. from the ground. No modifications permitted.		
7.	Brakes	Pads with sufficient thickness. No hydraulic leaks. Brakes not spongy.		
8.	Bumpers	Properly mounted		
9.	Tyres	New, with correct markings.		
Engine				
1.	Exhaust	Secure		
2.	Carburettor	Return spring secure		
3.	Battery	Secure and all cables properly insulated.		
4.	Kill switch	Properly mounted and marked.		
Racing Panels / Numbers				
1.	Transponder holder	Secure and in the correct position behind seat and less than 25cm from the ground.		
2.	Racing numbers	Fitted and in the correct colour for the class entered.		
Safety Requirements				
1.	Fasteners	All fasteners to be double nutted, self-locking, safety wired or split pins.		
2.	Ballast weights	Each weight to be fitted with 2 bolts with minimum 6 mm diameter.		
3.	Fuel lines	Either safety wired or clamped.		
4.	Chain guard	Must cover from the engine sprocket to the center of the rear axle axis.		

I confirm that all the above items have been checked and that the kart and engine(s) conform to the specific regulations for this event.

Driver:

Date:

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

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

Scrutineer:

Date: