

Red White Sangari

INVITATIONAL KART PRIX 2009

SUPPLEMENTARY REGULATIONS RED WHITE SANGARI INVITATIONAL KART PRIX 2009

1. **Organising Club** Kelab Kart Selangor & Wilayah Persekutuan
2. **Promoters** Red White Racing – Indonesia
Sangari – Brazil
KRS Motorsports - Malaysia
3. **Name of Event** Red White Sangari Invitational Kart Prix 2009
4. **Type of Event** Mass start circuit races for karts.
5. **Circuit** Sepang Kart Circuit, Sepang International Circuit, Sepang, Selangor, Malaysia
6. **Status** National with Zone Invitation
7. **Permit No:** T.B.A.
8. **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.
9. **Dates:**
21st & 22nd November 2009
10. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	Paul David
Chief Scrutineer	See ASRs
Chief Paddock & Grid Marshal	See ASRs
Chief Course Marshal	Zulkifli Adam
Chief Lap Scorer	Syed Hamdan
Chief Timekeeper	Patrick Yong
AAM Stewards	See ASRs
Club Steward	Pakiman Erjas
11. **Entries:**
 - (a) **Opening and Closing Dates**
All entries open forthwith and closes on 6 November, 2009.
 - (b) **Entry Fees**

Basic Entry Fee per foreign driver	-	USD200.00
Entry fee for Malaysian licence holders	-	USD120.00 (No accommodation given)

Late entries, if accepted, will be at double the entry fee
 - (c) **Conditions for acceptance or refusal of Entries**
 1. 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.
 2. **It is a condition of entry that one 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.**
 3. 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.

SANCTIONED BY:



ORGANISING CLUB:



PROMOTED BY:



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.

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

**KRS MOTORSPORTS SDN BHD
EON BANK BHD
MAIN BRANCH
JALAN RAJA LAUT
KUALA LUMPUR, MALAYSIA**

ACCOUNT NO: 0018-10-007163-9

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.**
- (ii) **Under Article 18 of the FIA International Sporting Code, any competitor from outside the Asian Zone will need an invitation from the Organisers to compete in this event. 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. Minimum requirement is INTERNATIONAL C LICENCE.**

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,
KRS MOTORSPORTS SDN BHD
48, JALAN INDUSTRI USJ 1/1
47600 SUBANG JAYA
SELANGOR, MALAYSIA

Email: sales@kartmoreracing.com

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

13. **Awards**
The promoters reserve the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors. Reference ROTAX MOJO MAX Challenge Technical Regulations 2009.
The Overall winner of each category will be determined from the official classifications of the Final race of the day.

PRIZES

Awards for each category winners will be as follows-

1 st	-	Trophy and USD4000.00
2 nd	-	Trophy and USD3000.00
3 rd	-	Trophy and USD2000.00
4 th	-	Trophy and USD1500.00
5 th	-	Trophy and USD1000.00

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

14. **Driver's Briefing**
Any driver who is not present at the Driver's Briefing will not be allowed to compete. The onus is on the driver to be present at the time and place stated. Drivers will be informed of the place for Drivers Briefing during Signing-in.

15. **Classification of Karts:**
All karts shall comply with the following specifications:

15.1 **Rotax Max – Senior/ Masters**

(a) Chassis

Chassis must be CIK homologated or sanctioned by the authorised Rotax Distributor in Malaysia.
Maximum diameter of chassis tubing 32.0 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 **Rotax FR125 MAX**. 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 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 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.**

(c) 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 K27 or 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.

(d) Spark Plug: DENSO Iridium IW 24, 27, 29, 31 or 34. **NO OTHER MAKES ARE ALLOWED.**

(e) Battery: can be of original type – FIAMM -GS or YUASA 6.5. **Other makes are allowed provided that they are 12V with maximum 8Ah and must be sealed.**

(f) 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 bottom 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 any 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 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. 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.

(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 allowed.

(i) Brakes

Hydraulic disc brakes operating on rear wheels only. Front brakes are permitted and when used only CIK-FIA homologated front brakes are allowed.

(j) 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. **ALL WET TYRES MUST BE FITTED IN THE DIRECTION INDICATED ON THE TYRE. PENALTY WILL BE IMPOSED ON THOSE FLOUTING THIS RULE.**

Front: 4.0 x 10.0 – 5 Rear: 6.0 x 11.0 – 5

Strictly no modifications or tyre treatment allowed

(k) 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**.

(l) Age Limit

Senior Max class drivers must have his/her 15th birthday before **30.09.2009**
Master Max class drivers must have his/her 32nd birthday during 2009

(m) Number Plates

Black plates with White Numbers

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 2000.00 in order to compete in this Race.

- (n) Licence
Minimum of AAM National grade Licence only for Malaysian drivers. Foreign Drivers – minimum International C licence

15.2 **Rotax Max - Junior**

(a) Chassis

As per description for Rotax FR125 Senior Max.

(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**. The engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcase, cylinder head and the reed valve block with an official seal to prevent modifications.

All other descriptions as per the Rotax FR125 Senior Max.

(c) Carburettor

As per descriptions for Rotax FR125 Senior Max

(d) Intake Silencer

As per descriptions for Rotax FR125 Senior Max

(e) Exhaust System

As per descriptions for Rotax FR125 Senior Max

(f) 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.

(g) Brakes

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

(h) Tyres

As per descriptions for Rotax FR125 Senior Max

(i) Weight

Minimum of 145 kg including driver at all times.

(j) Age Limit

Driver must have his/her 13th birthday before **30.09.2009**. He/she must have his/her 17th birthday after **31.12.2009**. Drivers who are 12 years old but below 13 years will be allowed to race provided they apply to the Organisers for an exemption.

(k) Number Plates

Red plates with White numbers

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 RM2000.00 in order to compete in the Race.

(l) Licence

Minimum of AAM Novice grade Licence only for Malaysian drivers. **Foreign Drivers – International C licence**

15.3

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 piece. 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 4.00 - 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**

White with black numbers

(f) **Licence**

Minimum of AAM Novice grade Licence only for Malaysian drivers. **Foreign Drivers – International C licence**

16. **Telemetry**

The use of all systems of telemetry is forbidden.

17. **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.

18. **Prize Giving**

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

19. **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 using illegal fuel using either of the above tests will be disqualified from the event and his/her results deleted from the records.

20. **Scrutineering**

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineer(s) 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. Protective clothing must be produced at the time of scrutineering.

- (a) Every driver will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 3 front and 3 rear slicks; and 3 front and 3 rear wet tyres. Only these tyres will be permitted to be used throughout the whole meeting.
- (b) 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.
- (c) 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 K98, SA2000, K2005 and SA2005 (USA),

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

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

21. 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.

22. 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.

23. Race Procedure, Point Scoring & Determination of Winners

23.1 Race Procedure

duration

- (a) Each round will consist of non-qualifying practice, qualifying 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
- (c) Pre-Final: Minimum distance of 15km or 15 minutes duration.
- (d) Final: Minimum distance of 20km or 20 minutes duration.

The promoters reserve the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors. Reference ROTAX MOJO MAX Challenge Technical Regulations 2009.

23.2 Point Scoring & Determination of Winners

The Overall winner in each class will be determined from 2 heats, a Pre Final and a Final. Points will be awarded for finishing positions in the heats thus: 1st – 0 points, 2nd – 2 points, 3rd – 3 points and so forth. The overall winner for the event will be the winner of the final race of each class. For the purpose of points scoring in the heats, any driver that does not complete a heat will be credited with the number of laps he actually completed and his position will be determined after all race finishers have been placed. If a driver does not compete in a Heat for whatever reason, he will be credited with the same number of points plus two (2) of the number of entrants in the heat.

24. Start Procedure

- 24.1 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.
- 24.2 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.
- 24.3 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.
- 24.4 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.
- 24.5 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.

- 24.6 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.
- 24.7 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.
- 24.8 The start of the race will be given by switching off the RED signal lights.
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 reduced speed or, if the circuit is equipped with a speed control system, at a speed of 15 kph minimum to 25 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. Any kart crossing any of the white lines during the Formation lap before the race is started will be penalized 10 seconds. When the karts approach, the red lights will be on. No kart may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the formation is not to the satisfaction of the Starter he may switch on the flashing Amber light indicating that the formation is to continue on one more lap and the start will now be the switching off of all the lights.
- 24.9 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the driver's kart. However the Clerk of the Course reserves the right to use the black flag if he deems that a 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)
- 24.10 **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.

25. **Finish**

The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationary until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power 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.

26. **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.

27. **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.

28. **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.

29. **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 1000.00
Protest Against Eligibility	RM 1500.00 plus RM 500.00 deposit for dismantling
Appeal Fee	RM 2,500.00 plus deposit of RM 500.00 for dismantling

All fees shall be in cash (Ringgit Malaysia)

30. **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.

31. **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.

32. **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.

33. **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.

34. **Programme of the Meeting:**

Provisional Time Schedule as per attached.
Detailed programme of the meeting will be given out during registration.

***AFTER EACH TIME TRIAL, HEATS AND RACES, ALL COMPETITORS IN ALL CLASSES MUST SURRENDER THEIR TYRES TO THE SCRUTINEERS AT THE PARC FERME.**

35. **Reservation of Rights**

The Organisers may at their discretion and with the consent of the Stewards of the Meeting –

- (a) Abandon, cancel or postpone the event due to unforeseen circumstances.
- (b) Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
- (c) Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- (d) 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.
- (e) 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.
- (f) To amalgamate classes should the minimum of 6 entries are not achieved.

Red White Sangari

INVITATIONAL KART PRIX 2009

ENTRY FORM

CLASS:

ROTAX JUNIOR

ROTAX SENIOR

ROTAX MICRO MAX

<p>ENTRANT</p> <p>Name:.....</p> <p>Address:</p> <p>.....</p> <p>.....</p> <p>Post code:..... City:</p> <p>Country:</p> <p>Phone: Fax:</p> <p>E-mail:</p> <p>Licence Number:</p>

<p>DRIVER</p> <p>Name:.....</p> <p>Address:</p> <p>.....</p> <p>.....</p> <p>Post code:..... City:</p> <p>Country:</p> <p>Phone: Fax:</p> <p>E-mail:</p> <p>Birth date (If under 18 years):</p> <p>Licence Number:</p>

<p>KART MAKE:.....</p> <p>CHASSIS No:</p>

<p>ENGINE No:</p> <p>#1</p> <p>#2</p>
--

<p>RACING NUMBER REQUESTED: <input type="text"/></p>	<p>2ND CHOICE: <input type="text"/></p>
---	---

ENTRY FEES:

Entry Fee: US 200
RM 50 Loan of Transponder

<p>FOR OFFICIAL USE ONLY</p> <p>Entry received on: US Receipt No: Cash / Cheque No:</p>
--

SANCTIONED BY:



ORGANISING CLUB:



PROMOTED BY:



INDEMNITY FORM

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: _____

2. Engine Make: _____ Engine No: _____

SANCTIONED BY:



ORGANISING CLUB:



PROMOTED BY:



Red White Sangari

INVITATIONAL KART PRIX 2009

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.

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

Chassis Make: _____ Chassis No: _____

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 Signature:

Date:

Parent / Guardian Signature: (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:

SANCTIONED BY:



ORGANISING CLUB:



PROMOTED BY:

