



ROTAX ASIA ZONE CHALLENGE 2017

SUPPLEMENTARY REGULATIONS





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1.	Organising Club Promoter of Series	Kelab Kart Selangor & Wilayah Persekutuan Race Promotions & Management Sdn Bhd																												
2.	Name of Event	Rotax Asia Zone Challenge 2017																												
3.	Type of Event	Mass start circuit races for karts																												
4.	Track	See Additional Supplementary Regulations																												
5.	Status	Zone																												
6.	Permit No:	T.B.A.																												
7.	Jurisdiction	<p>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 Part IV (2).</p> <p>This series is restricted to Rotax engines and is run under the following specific regulations:</p> <p>(a) Rotax MAX Challenge Technical Regulation 2017 Edition 2016 11 22 issued by BRP-Powertrain GmbH</p> <p>(b) Rotax MAX Challenge Technical Regulation 2017 Appendix for 125 Micro MAX and 125 Mini MAX Edition 2016 11 22 issued by BRP-Powertrain GmbH</p> <p>(c) Rotax Max Challenge Technical and Sporting Regulations 2017</p> <p>The Sporting and Technical Regulations are available for download from www.rotaxasia.com or upon request from KRS Motorsports. Team Managers and drivers are reminded to read and understand the Regulations. Ignorance of the regulations is no excuse.</p>																												
8.	Dates:	<table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Round 1</td> <td>4 & 5 March</td> </tr> <tr> <td>Round 2</td> <td>22 & 23 April</td> </tr> <tr> <td>Round 3</td> <td>20 & 21 May</td> </tr> <tr> <td>Round 4</td> <td>22 & 23 July</td> </tr> <tr> <td>Round 5</td> <td>19 & 20 August</td> </tr> <tr> <td>Round 6</td> <td>30 Sept & 1 October</td> </tr> </table>	Round 1	4 & 5 March	Round 2	22 & 23 April	Round 3	20 & 21 May	Round 4	22 & 23 July	Round 5	19 & 20 August	Round 6	30 Sept & 1 October																
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9.	Officials of the Meeting	<table style="width: 100%; border: none;"> <tr> <td style="width: 40%;">Race Director</td> <td>Paul David</td> </tr> <tr> <td>Secretary of the Meeting</td> <td>Mohd Kasim Hj Abdul</td> </tr> <tr> <td>Clerk of the Course</td> <td>Jed David</td> </tr> <tr> <td>Deputy Clerk of the Course</td> <td>See ASRs</td> </tr> <tr> <td>Chief Scrutineer</td> <td>See ASRs</td> </tr> <tr> <td>Rotax Scrutineer 1</td> <td>Mohamed Rizal Jaafar</td> </tr> <tr> <td>Rotax Scrutineer 2</td> <td>Jefrie Mohd Ruhani</td> </tr> <tr> <td>Chief Paddock & Grid Marshal</td> <td>See ASRs</td> </tr> <tr> <td>Chief Course Marshal</td> <td>See ASRs</td> </tr> <tr> <td>Chief Lap Scorer</td> <td>See ASRs</td> </tr> <tr> <td>Chief Timekeeper</td> <td>See ASRs</td> </tr> <tr> <td>AAM Stewards</td> <td>See ASRs</td> </tr> <tr> <td>Club Steward</td> <td>See ASRs</td> </tr> <tr> <td>Rotax Technical Director</td> <td>James Leong</td> </tr> </table>	Race Director	Paul David	Secretary of the Meeting	Mohd Kasim Hj Abdul	Clerk of the Course	Jed David	Deputy Clerk of the Course	See ASRs	Chief Scrutineer	See ASRs	Rotax Scrutineer 1	Mohamed Rizal Jaafar	Rotax Scrutineer 2	Jefrie Mohd Ruhani	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	Rotax Technical Director	James Leong
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	Race Organising Committee	Paul David Jed David Kasim Hj Abdul James Leong	KKS KKS KKS KRS
	9.1	<p>The Race Director shall have authority over the Clerk of the Course in the following areas:-</p> <ol style="list-style-type: none"> Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations. Stopping a kart in accordance with the provisions of the FIA International Sporting Code and these Regulations. Stopping a Practice Session or Time Trials or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons and the restart procedure after a suspension. The Starting procedure. 	
	9.2	The Race Director will be in contact with the Clerk of the Course and the Chairman of the Stewards at all times when karts are permitted to run on the circuit.	
10.	Entries		
	(a)	<p><u>Opening and Closing Dates</u></p> <p>All entries open 30 days before each round and close 14 days before the event.</p>	
	(b)	<p><u>Entry Fees</u></p> <p>Basic Entry Fee per driver per Round - RM742.00 inclusive of 1 litre Syn-Max lubricant</p> <p>Loan of Transponder - RM100.00</p> <p>Drivers with their own AMB 160 transponders will be exempted from rental charges for transponders.</p> <p>Late entries, if accepted, will be at double the entry fee. Entry fees inclusive of 6%GST</p>	
	(c)	<p><u>Conditions for acceptance or refusal of Entries</u></p> <ol style="list-style-type: none"> 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. 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. A competitor may enter any number of classes in either series but the basic entry fee of RM742 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. It is a condition of entry that two or one and half sets of MOJO slick tyres be purchased for every Rotax class entered (unless specified otherwise) and Mojo C2 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. 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 2017 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: RACE PROMOTIONS AND MANAGEMENT SDN BHD Please <u>do not</u> send cash in the mail						
	(d)	<u>Competition Licence</u> (i) All Malaysian drivers must be in possession of a valid 2017 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 by the ASN. The Organisers do not accept Entry Forms that are stamped with an ASN stamp. NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.						
	(e)	<u>Address of Entries</u> Completed entry forms together with the appropriate fees should be sent to:- The Secretary of Meeting, Rotax Asia Zone Challenge 2017, 48 Jalan Industri USJ 1/1, 47600 Subang Jaya, Selangor, Malaysia						
11.	Insurance	All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser.						
12.	Awards							
		This series is to select drivers to the Rotax Max Grand Finals representing the Asian Region. <i>As all rounds are being run in Malaysia, all competitors holding Malaysian (AAM) competition licences will automatically be awarded points towards the Rotax Max Challenge Malaysia, and to represent Malaysia at the Rotax Max Grand Finals in the Junior, Senior and DD2 categories.</i>						
	12.1	<u>Rotax Max Challenge (Malaysia) 2017</u> All rounds will count as rounds of the Rotax Max Challenge (Malaysia) for the following classes: a) Rotax Max Challenge 2017 for Rotax Max Junior Champion b) Rotax Max Challenge 2017 for Rotax Max Senior Champion c) Rotax Max Challenge 2017 for Rotax Max DD2 Champion d) Rotax Max Challenge 2017 for Rotax Max DD2 Masters Champion e) Rotax Max Challenge 2017 for Rotax Micromax Champion						
	12.2	<u>Rotax Asia Zone Challenge 2017</u> All rounds will count as rounds of the Rotax Asia Zone Challenge 2016 for the following classes: a) Rotax Asia Zone Challenge 2017 for Rotax Max Junior Champion b) Rotax Asia Zone Challenge 2017 for Rotax Max Senior Champion c) Rotax Asia Zone Challenge 2017 for Rotax DD2 Champion d) Rotax Asia Zone Challenge 2017 for Rotax DD2 Masters Champion e) Rotax Asia Zone Challenge 2017 for Rotax DD2 Veteran Champion f) Rotax Asia Zone Challenge 2017 for Rotax Micromax Champion A & B						
	12.3	The classifications of the each Challenge will be established by the addition of the results of all the rounds obtained in the Challenge by the drivers concerned.						
	12.4	The winner shall be the Driver who scores the most number of points in each category. a) The Overall winner of each category in each round of the Challenge will be determined from the official classifications of the Final race of the day. b) Points will be awarded in each round of the Challenge to the highest placed first Driver in each category, in accordance with the Rotax Mojo Max Challenge Technical Regulations 2017 and the Rotax Mojo Max Challenge Sporting Regulations 2016: <table border="1" data-bbox="598 1908 1410 2040"> <tr> <td>Pre-Final</td> <td>Points 34, 33, 32, 31, 30..... to last placed finisher</td> </tr> <tr> <td>Final</td> <td>Points 55, 52, 50, 49, 48, 47..... to last placed finisher</td> </tr> <tr> <td>Non-finisher at the Pre-Final and Final</td> <td>Minus 5 points off last placed finisher</td> </tr> </table>	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 at the Pre-Final and Final	Minus 5 points off last placed finisher
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		<p>c) All points achieved at the Pre-Final and Final of a race event count towards the overall score.</p> <p>d) For the Rotax Max Challenge (Malaysia), points for 1st position will be awarded to the highest point scoring Malaysian licence holder in each class, followed by 2nd and so forth.</p>																																							
	12.5	<p>At the end of the Challenge the first winners of the Junior & Senior category as well as the first winner of the DD2 category and first winner of the DD2 Masters category will be selected to attend the Rotax Max Grand Finals. They shall be obligated and subjected to rules and conditions issued by the Rotax Distributor of their home country at the Grand Finals whether written or verbal. Anyone found having breach the rules or conditions will NOT be allowed to start or join the race. Drivers are obligated to wear the Team clothing issued to them with all sponsors emblems (if any). The Rotax Distributor of the driver's country will act as 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.</p> <p>Attendance at the Drivers' Parade in the Grand Finals IS COMPULSORY. All drivers must attend the Parade even though they are out of the race. No excuses will be accepted. Penalty for missing the Drivers' Parade will be (1) blacklisted for future participation (2) informed to the ASN concerned for further action.</p>																																							
	12.7	<p>Prizes</p> <p>At the end of the 6 rounds Challenge, the driver with the highest points will be declared the Champion of the Rotax Asia Zone Challenge 2017 and the awards will be as follows:</p> <table border="0"> <tr> <td>Rotax Max Junior</td> <td>1st</td> <td>-</td> <td>Challenge Trophy</td> </tr> <tr> <td>Rotax Max Senior</td> <td>1st</td> <td>-</td> <td>Challenge Trophy</td> </tr> <tr> <td>Rotax Max Micromax</td> <td>1st</td> <td>-</td> <td>Challenge Trophy Group A & B</td> </tr> <tr> <td>Rotax Max DD2</td> <td>1st</td> <td>-</td> <td>Challenge Trophy</td> </tr> <tr> <td>Rotax Max DD2 Masters</td> <td>1st</td> <td>-</td> <td>Challenge Trophy</td> </tr> <tr> <td>Rotax Max DD2 Veteran</td> <td>1st</td> <td>-</td> <td>Challenge Trophy</td> </tr> </table> <p>Awards for each category winners of each round of the Challenge are as follows-</p> <table border="0"> <tr> <td>1st</td> <td>-</td> <td>Trophy</td> </tr> <tr> <td>2nd</td> <td>-</td> <td>Trophy</td> </tr> <tr> <td>3rd</td> <td>-</td> <td>Trophy</td> </tr> <tr> <td>4th</td> <td>-</td> <td>Trophy</td> </tr> <tr> <td>5th</td> <td>-</td> <td>Trophy</td> </tr> </table> <p>*Only one winner will be awarded if entry is less than 6 drivers per class.</p> <p>The same prizes will be awarded to the winners of the Rotax Max Challenge (Malaysia) series 2017</p>	Rotax Max Junior	1st	-	Challenge Trophy	Rotax Max Senior	1st	-	Challenge Trophy	Rotax Max Micromax	1st	-	Challenge Trophy Group A & B	Rotax Max DD2	1st	-	Challenge Trophy	Rotax Max DD2 Masters	1st	-	Challenge Trophy	Rotax Max DD2 Veteran	1st	-	Challenge Trophy	1st	-	Trophy	2nd	-	Trophy	3rd	-	Trophy	4th	-	Trophy	5th	-	Trophy
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Rotax Max DD2	1st	-	Challenge Trophy																																						
Rotax Max DD2 Masters	1st	-	Challenge Trophy																																						
Rotax Max DD2 Veteran	1st	-	Challenge Trophy																																						
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13.	Drivers' Briefing	<p>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.</p>																																							
14.	Classification of Karts & Engines																																								
	14.1	<p><u>Engine</u></p> <p>The only engines permitted in this competition are the Rotax FR125 MAX, FR 125 Junior MAX, Rotax DD2 MAX</p> <p>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.</p> <p>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.</p> <p>ii) The engine and its ancillaries may not be modified in any way and must conform to the official</p>																																							

		<p>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.</p> <p>ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.</p> <p>iii) Eligible engines allowed to be used in the classes are: –</p> <p>(a) Full EVO Max engines as standard</p> <p>(b) Non-EVO Max engines 2014 and below</p> <p>(c) Non-EVO Max engines but with COMPLETE EVO upgrade kit.</p> <p>NO mix and match of EVO parts is allowed.</p> <p>For Micromax class ONLY FULL EVO Max engines and Non-EVO Max engines with complete EVO upgrade kits are allowed.</p> <p>WITH EFFECT 1 JANUARY, 2017 ALL CYLINDERS WITH NUMERAL MARKS (0 TO 9) WILL NO LONGER BE ALLOWED TO BE USED. ONLY CYLINDERS WITH ALPHABETS WILL BE PERMITTED.</p> <p>iv) In all matters concerning the technical eligibility of the engine, the reference document shall be:</p> <p>(a) Rotax MAX Challenge Technical Regulation 2017 Edition 2016 11 22</p> <p>(b) Rotax MAX Challenge Technical Regulation 2017 Appendix for 125 Micro MAX and 125 Mini MAX Edition 2016 11 22</p> <p>Issued by:</p> <p>BRP-Powertrains GmbH & Co KG, A-4623 GUNSKIRCHEN, Welser Strasse 32,AUSTRIA</p> <p>(c) Any technical bulletins that may be issued by BRP-Powertrain relating to the above engines.</p> <p>All drivers must surrender their engine card and personal ID at registration. Engines without an engine card and appropriate seal will not be permitted to be used. There will be no engine sealing at Scrutineering unless the seal is broken by the Chief Scrutineer and resealed.</p>
	14.2	<p>Rotax Max - Senior</p> <p>a) <u>Chassis</u> Chassis must be CIK homologated or sanctioned by the authorised Rotax Distributor. Maximum diameter of chassis tubing 32 mm, round tubing only. Rear axle maximum diameter: 50mm. Only 1 chassis allowed per driver.</p> <p>b) <u>Engine</u> The only engine permitted in this class is the Rotax FR125 MAX [see 14.1 (iii)]</p> <p>c) <u>Brakes</u> Hydraulic disc brakes operating on rear wheels only.</p> <p>d) <u>Tyres</u> <u>Dry</u> MOJO Slick tyres Type D2 Front: 4.5 x 10.0 – 5 Rear: 7.1 x 11.0 – 5 <u>Wet</u> MOJO Wet tyres Type W2/W3 Front: 4.0 x 10.0 – 5 Rear: 6.0 x 11.0 – 5</p> <p>e) 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.</p> <p>f) <u>Weight</u> Minimum weight of the kart and driver for the Senior Max class shall be 160kg.</p> <p>g) <u>Age Limit</u> Senior Max class drivers must have his/her 14th birthday during 2017</p> <p>h) <u>Number Plates</u> Yellow plates with black numbers starting from 200</p> <p>i) <u>License</u> Minimum of AAM National grade Licence.</p>
	14.3	<p>Rotax Max - Junior</p> <p>a) <u>Chassis</u> As per description for Rotax Max – Senior</p>

		<p>b) <u>Engine</u> The only engine permitted in this class is the Rotax FR125 Junior Max [see 14.1 (iii)]. 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</p> <p>c) <u>Brakes</u> Hydraulic disc brakes operating on rear wheels only.</p> <p>d) <u>Tyres</u> As per descriptions for Rotax Max – Senior</p> <p>e) <u>Weight</u> Minimum of 145 kg including driver at all times.</p> <p>f) <u>Age Limit</u> Driver must have his/her 12th birthday during 2017. He/she must have his/her 16th birthday after 31.12.2017.</p> <p>g) <u>Number Plates</u> Yellow plates with black numbers starting from 100</p> <p>h) <u>License</u> Minimum of AAM Novice grade Licence.</p>
	14.4	<p>Rotax Max DD2 Senior, Masters, Veteran</p> <p>a) <u>Chassis</u> 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</p> <p>b) <u>Engine</u> Only Rotax DD2 engine is permitted. See 14.1 (iii) Refer to Rotax Max Challenge Technical Regulations 2017</p> <p>c) <u>Weight</u> Minimum weight of kart and driver shall be 170kgs Senior. Masters/Veteran shall be 175kgs</p> <p>d) <u>Age Limit</u> Drivers must have his/her 15th birthday during 2017 for Senior, 32nd birthday for Masters, and 42nd birthday for Veteran.</p> <p>e) <u>Tyres</u> <u>Dry:</u> Mojo Slick D3 <u>Wet:</u> Mojo W2 or W3</p> <p>f) <u>Number Plates</u> Yellow plates with black numbers starting from 300 for Senior, 400 for Masters, and 500 for Veteran.</p> <p>g) <u>License</u> Minimum of AAM National grade Licence.</p>
	14.5	<p>Rotax Micromax</p> <p>a) <u>Chassis</u> 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.</p> <p>i) <u>Wheelbase</u> Maximum 1010mm</p> <p>ii) <u>Transmission</u> 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.</p> <p>iii) <u>Rear Axle</u> Solid or hollow, magnetic and parallel with a maximum diameter of 30 mm.</p> <p>b) <u>Engine</u> The only engine permitted in this class is the Rotax FR125 EVO Micromax engine or Non-EVO Max engine with complete EVO upgrade kit.</p> <p>c) <u>Brakes</u> Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.</p> <p>d) <u>Wheels & Tyres</u> Wheels may be mono or two piece.</p>

		<p><u>Dry</u> MOJO Slick tyres Type C2 Front: 4.5 x 10.0 – 5 Rear: 5.0 x 11.0 – 5</p> <p><u>Wet</u> MOJO Wet tyres Type CW Front: 3.6 x 10.0 – 5 Rear: 4.5 x 11.0 – 5</p> <p>Tyres must be bought from the Organisers and will be marked to identify the source. No other tyres from other sources will be accepted.</p> <p>e) <u>Weight</u> Minimum 110 kg. including the driver</p> <p>f) <u>Age Limit</u> 8th birthday on 1.1.2017 to 13th birthday before 31.12.2017</p> <p>g) <u>Number Plates</u> Yellow plates with black numbers starting from 10</p> <p>h) <u>License</u> Minimum of AAM Novice grade Licence.</p> <p>i) <u>Group</u> Group A will be drivers 8-10 years and Group B will be drivers 11-13 years</p>
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. Name of driver and country flag on both sides of the side pod is now mandatory. Maximum size 4cm x 35cm.
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	<p>a) C.I.K. approved fuel with approved two- stroke lubricant. Approved lubricant is only XPS or Xeramic Syn-Max 2T.</p> <p>b) Commercial fuel 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.</p> <p>c) <u>Test procedure</u></p> <p>a. <u>Digatron DT- 47FT Fuel Meter Test</u></p> <p>i) The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).</p> <p>ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.</p> <p>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.</p> <p>b. <u>Ceric Nitrate Reagent Testing</u></p> <p>i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.</p> <p>ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.</p> <p>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.</p>
19.	Scrutineering	<p>All karts shall conform to the C.I.K. Technical Regulations. Engines shall conform with the Rotax Mojo Max Challenge Technical Regulations 2017 and the Rotax Mojo Max Challenge Sporting Regulations 2017.</p> <p>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.</p>
	19.1	<p>Drivers must present themselves and their kart, together with scrutineering card, protective clothing, equipment and tyres for scrutineering at the scheduled time.</p> <ul style="list-style-type: none"> All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to

		<p>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.</p> <ul style="list-style-type: none"> 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.
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	19.2	<p>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.</p>
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	19.3	<p>Protective clothing must be CIK approved and must be produced at the time of scrutineering.</p> <ul style="list-style-type: none"> A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions: <ul style="list-style-type: none"> Snell Foundation SA2015, K2010, 2015 and SA2005 (USA), K2005 (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 CMS 2007, CMR2007 for Drivers under 15 years old <p>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.</p> <p>After scrutineering, the helmets will have an OK sticker pasted on them. Any driver found using helmets that were not scrutineered will be disqualified.</p> <ul style="list-style-type: none"> 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.
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	19.4	<p>Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 2 set slicks and 2 sets wet tyres or 1 set slick and 1 set wet plus 1 front and 1 rear spare tyre (slick and wet) are allowed.</p> <p>a) Only 8 slicks and 8 wet tyres are permitted to be used throughout the whole meeting. The driver must submit all sets of tyres during Scrutineering and these tyres can be used throughout the competition. All tyres must be inspected and marked by the Scrutineers.</p> <p>b) Only 2 engines are allowed to be used throughout the whole meeting. Both engines must be scrutineered and recorded in the Scrutineering sheet. From the start of scrutineering to the end of racing on Sunday no engine seals may be replaced and/or broken throughout the race weekend. This include engines which has seized and /or other defects. All engines registered on the scrutineering card, regardless whether or not the engine is defective MUST HAVE intact seals.</p> <p>c) 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</p> <p>d) Drivers are allowed only 1 chassis. However if damage occurs to the chassis which has been scrutineered for the meeting, if in the opinion of the Rotax Technical Director it is not practical to repair, and with the approval of the Stewards, one alternative chassis of the SAME MAKE and MODEL as the damaged chassis may be scrutineered, in order to continue the meeting.</p>
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	19.5	<p>Please note that CIK Technical Regulation 2.5.3 – “Rear wheel protection” will be implemented in its entirety. Please read it carefully.</p> <p><i>“...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</i></p>
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		<i>filling, and the wall thickness must be constant in order to provide uniform strength...</i>
	19.6	Please note that CIK Technical Regulation 2.9 "Chain Guard / Driving Belt" will also be implemented. <i>"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."</i>
	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. The Scrutineers with the approval of the Stewards, have the right to impound carburettor, exhaust, electronic ignition and petrol at their discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver at Rotax Official price list.
	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.
	20.1	Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
	20.2	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.
	20.3	No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
	20.4	Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.
	20.5	It is authorised to adjust the mass of the kart with one or several ballast weights subject to their being solid blocks, fixed to the chassis or to the seat by two bolts for each weight with a minimum diameter of 6 mm.
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) Qualifying 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: Minimum distance of 15km or 15 minutes duration. d) Final: Minimum distance of 20km or 20 minutes duration.
	22.2	Qualifying Heats a) Case A: Up to the maximum number of starters for a circuit, 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 b) Case B: 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 1 st in Timed Trials will be in group A, the 2 nd in group B, the 3 rd in group C, the 4 th in group D, the 5 th in group A, the 6 th in group B, the 7 th in group C, the 8 th 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

		<p>points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.</p> <ul style="list-style-type: none"> - At the end of the Qualifying Heats, the first 22 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. The balance of places for the final phase up to the maximum allowed for the circuit will be from the 2nd Chance heat
		<ul style="list-style-type: none"> c) 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 in that heat plus 1. d) If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants in that heat plus 2. e) 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.
	22.3	<p>Second Chance Heat:</p> <ul style="list-style-type: none"> - 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 top finishers will be qualified for the final phase depending on the maximum permitted for the circuit.
	22.4	<p>Final Phase</p> <p>The maximum number of Drivers allowed to compete in the final phase will depend on the maximum allowed for the circuit and according to the following format: Pre-Final and Final.</p> <p>Pre-Final: Starting positions according to the number of points received in the Qualifying Heats. The Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat.</p> <p>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.</p> <p>Final: Starting positions determined by the finishing 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.</p>
	22.5	<p>Point Scoring & Determination of Winners</p> <p>The Overall winner in each class will be the winner of the Final.</p>
23.	Start Procedure	
	23.1	<p>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.</p>
	23.2	<p>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.</p>
	23.3	<p>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.</p>
	23.4	<p>The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.</p> <ul style="list-style-type: none"> 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	<p>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 persist, the formation may be stopped at the start line</p>

		with the Red 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 not exceeding 50 kph 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 over speeding 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.	Safety	
	27.1	Smoking and the operating of open fires in the Paddock and Pits is forbidden. This includes all tents, walkways and areas around the tents housing competitors, equipment and crew. The

		penalty for such an offence shall be exclusion of the driver from the competition.						
	27.2	No warming up of engines is permitted in the paddock area. Engines may be started and run for only 5 seconds in the paddock and even then with someone seated in the kart on the ground. Any warming up of engines on the stand is to be done in the area designated by the sign "Engine Warm-up Area". The penalty for disobeying this rule shall be exclusion of the driver from the competition.						
28	Front Fairing & Front Fairing Mounting Kit (Art 29 CIK Specific Provisions)							
		<p>The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory.</p> <p>From the Qualifying Heats until the Final, each Driver must enter the "Start" Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the "Start" Servicing Park – Assembly Area under the supervision of a Scrutineer.</p> <p>During Qualifying Heats, Second Chance Heat, Pre-Final and Final it is only allowed to install the front fairing to the correct position in the Repair Area.</p> <p><u>Correct installation of the "Front Fairing".</u></p> <p>The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.</p> <p>The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the "Chequered flag" was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not subject to appeal.</p> <p>Should a Driver be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the "black and white chequered flag" was waved this will lead to an exclusion from the competition.</p> <p>As from the moment the "Last Lap" panel is presented to the Drivers the Repair Area will be closed.</p> <p>All "Front Fairings" must be removed and handed over for impounding after weighing together with the four tyres. Failure to do so will mean immediate exclusion from the event. They are to be collected together with the tyres for mounting before the start of each race.</p>						
29.	Stopping the Race	<p>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:</p> <ol style="list-style-type: none"> 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. Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void. 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 to stop was given. <p>NOTE:</p> <ol style="list-style-type: none"> For Heats, all original drivers will be entitled to take part in the re-start. For Finals, only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start. 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. 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. Refuelling and repairs will be allowed to be carried out in the interval before the re-start. <p>The re-start shall take place at least 15 minutes after the stopping of the race.</p>						
30.	Protests	<p>Any protest must be made in accordance with the NCR Part X 1, 2 & 3 and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 40px;">Protest Fee</td> <td style="text-align: right;">RM 500.00</td> </tr> <tr> <td style="padding-left: 40px;">Protest Against Eligibility</td> <td style="text-align: right;">RM 500.00 + RM 1000.00 stripping fee</td> </tr> <tr> <td style="padding-left: 40px;">Appeal Fee</td> <td style="text-align: right;">RM 2,500.00</td> </tr> </table> <p>All fees shall be in cash (Ringgit Malaysia)</p>	Protest Fee	RM 500.00	Protest Against Eligibility	RM 500.00 + RM 1000.00 stripping fee	Appeal Fee	RM 2,500.00
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Protest Against Eligibility	RM 500.00 + RM 1000.00 stripping fee							
Appeal Fee	RM 2,500.00							
31.	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 or Stewards' enquiries.						
32.	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.						

33.	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.																																				
34.	Flag Signals	<p>The following signals will be used:</p> <table border="1" data-bbox="496 338 1453 1111"> <tr> <td data-bbox="496 338 783 398">Green Light</td> <td data-bbox="790 338 1453 398">Start of race or practice</td> </tr> <tr> <td data-bbox="496 398 783 479">Blue Flag</td> <td data-bbox="790 398 1453 479">Stationary - you are being closely followed Waved - a driver wishes to overtake, let him pass.</td> </tr> <tr> <td data-bbox="496 479 783 560">Yellow Flag</td> <td data-bbox="790 479 1453 560">Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop</td> </tr> <tr> <td data-bbox="496 560 783 640">Black Flag with Orange Disc and Number</td> <td data-bbox="790 560 1453 640">Stop for a technical defect. The driver may continue after repairs. Driver must immediately go into the Repair Area when the flag is shown. Black flag with number will be shown for failure to respond.</td> </tr> <tr> <td data-bbox="496 640 783 701">White Flag</td> <td data-bbox="790 640 1453 701">Slow moving vehicle on the track</td> </tr> <tr> <td data-bbox="496 701 783 781">Yellow Flag with Red Stripes</td> <td data-bbox="790 701 1453 781">Deterioration of adhesion (eg.oil, water).</td> </tr> <tr> <td data-bbox="496 781 783 842">Green Flag</td> <td data-bbox="790 781 1453 842">All clear</td> </tr> <tr> <td data-bbox="496 842 783 922">Black Triangle & White Triangle Flag with Number</td> <td data-bbox="790 842 1453 922">Last warning before exclusion following unsporting behaviour</td> </tr> <tr> <td data-bbox="496 922 783 1003">Black Flag with Number</td> <td data-bbox="790 922 1453 1003">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.</td> </tr> <tr> <td data-bbox="496 1003 783 1111">Red Flag</td> <td data-bbox="790 1003 1453 1111">All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official</td> </tr> </table>	Green Light	Start of race or practice	Blue Flag	Stationary - 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. Driver must immediately go into the Repair Area when the flag is shown. Black flag with number will be shown for failure to respond.	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																
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35	Penalties	The following penalties may be enforced automatically by the Clerk of the Course or the Race Director with the approval of the Stewards of the Meeting. However the Stewards of the Meeting may at their absolute discretion enhance the penalties.																																				
		<table border="1" data-bbox="496 1294 1453 2096"> <thead> <tr> <th data-bbox="496 1294 564 1328"></th> <th data-bbox="571 1294 906 1328">Infringement</th> <th data-bbox="912 1294 1453 1328">Penalty</th> </tr> </thead> <tbody> <tr> <td data-bbox="496 1328 564 1431">(i)</td> <td data-bbox="571 1328 906 1431">Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations</td> <td data-bbox="912 1328 1453 1431">Exclusion</td> </tr> <tr> <td data-bbox="496 1431 564 1503">(ii)</td> <td data-bbox="571 1431 906 1503">Driving at more than 20 km/h in the Pit Lane</td> <td data-bbox="912 1431 1453 1503">10 sec time penalty or Top 3 fastest laps to be removed during Time Trial or Fine or Exclusion or a combination</td> </tr> <tr> <td data-bbox="496 1503 564 1628">(iii)</td> <td data-bbox="571 1503 906 1628">Unnecessarily overtaking another kart during the formation lap. Unnecessarily slowing down the formation lap.</td> <td data-bbox="912 1503 1453 1628">10 sec time penalty</td> </tr> <tr> <td data-bbox="496 1628 564 1653">(iv)</td> <td data-bbox="571 1628 906 1653">Jump/False start</td> <td data-bbox="912 1628 1453 1653">10 sec time penalty</td> </tr> <tr> <td data-bbox="496 1653 564 1724">(v)</td> <td data-bbox="571 1653 906 1724">Any crew or team supporters coming onto the track during the event</td> <td data-bbox="912 1653 1453 1724">Exclusion + Fine</td> </tr> <tr> <td data-bbox="496 1724 564 1776">(vi)</td> <td data-bbox="571 1724 906 1776">Failure to obey flag signals</td> <td data-bbox="912 1724 1453 1776">10 sec time penalty or Top 3 fastest laps will be removed during Time Trial or Fine or Exclusion</td> </tr> <tr> <td data-bbox="496 1776 564 1827">(vii)</td> <td data-bbox="571 1776 906 1827">Acting in an abusive or intimidating manner</td> <td data-bbox="912 1776 1453 1827">Exclusion + Fine</td> </tr> <tr> <td data-bbox="496 1827 564 1879">(viii)</td> <td data-bbox="571 1827 906 1879">Consumption of banned drugs and alcohol</td> <td data-bbox="912 1827 1453 1879">Exclusion + Fine & recommendation for suspension.</td> </tr> <tr> <td data-bbox="496 1879 564 1930">(ix)</td> <td data-bbox="571 1879 906 1930">Drivers' Briefing – failure to attend</td> <td data-bbox="912 1879 1453 1930">RM 200 fine.</td> </tr> <tr> <td data-bbox="496 1930 564 2056">(x)</td> <td data-bbox="571 1930 906 2056">Causing a collision / Contact with another kart (If the incident was caused during a Time Trial/Qualifying/ Practice session)</td> <td data-bbox="912 1930 1453 2056">Time Penalty or Fine or Exclusion Cancellation of the three fastest times which the competitor achieved in the session concerned</td> </tr> <tr> <td data-bbox="496 2056 564 2096">(xi)</td> <td data-bbox="571 2056 906 2096">Not responding to the Black Flag and orange disc</td> <td data-bbox="912 2056 1453 2096">Exclusion</td> </tr> </tbody> </table>		Infringement	Penalty	(i)	Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Exclusion	(ii)	Driving at more than 20 km/h in the Pit Lane	10 sec time penalty or Top 3 fastest laps to be removed during Time Trial or Fine or Exclusion or a combination	(iii)	Unnecessarily overtaking another kart during the formation lap. Unnecessarily slowing down the formation lap.	10 sec time penalty	(iv)	Jump/False start	10 sec time penalty	(v)	Any crew or team supporters coming onto the track during the event	Exclusion + Fine	(vi)	Failure to obey flag signals	10 sec time penalty or Top 3 fastest laps will be removed during Time Trial or Fine or Exclusion	(vii)	Acting in an abusive or intimidating manner	Exclusion + Fine	(viii)	Consumption of banned drugs and alcohol	Exclusion + Fine & recommendation for suspension.	(ix)	Drivers' Briefing – failure to attend	RM 200 fine.	(x)	Causing a collision / Contact with another kart (If the incident was caused during a Time Trial/Qualifying/ Practice session)	Time Penalty or Fine or Exclusion Cancellation of the three fastest times which the competitor achieved in the session concerned	(xi)	Not responding to the Black Flag and orange disc	Exclusion
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36.	Programme of the Meeting	<p>Provisional Time Schedule.</p> <p><u>Friday</u> 1500 – 1700 hrs Pre Registration</p> <p><u>Saturday</u> 0730 – 0800 hrs Registration 0800 – 0930 hrs Scrutineering</p> <p>Detailed programme of the meeting will be given out during Registration.</p>
37.	Reservation of Rights	<p>The Organisers may at their discretion and with the consent of the Stewards of the Meeting:</p> <ol style="list-style-type: none"> 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 in a class are not achieved.

Date Issued:

17 December 2016