



ROTAX MAX CHALLENGE (Malaysian Series) 2008 – ROUND 4

ADDITIONAL SUPPLEMENTARY REGULATIONS #1

1. **Organiser** Kelab Kart Selangor & Wilayah Persekutuan
2. **Name of Event** Rotax Max Challenge (Malaysian Series) 2008 - Round 4
4. **Track** Speedway Plus Kart Circuit, USJ Rest Area, ELITE Highway, Shah Alam, Selangor
5. **Status** National with Zone Invitation
6. **Permit No:** TBA
7. **Jurisdiction**
Held under the National Competition Rules of AAM, incorporating the International Karting Regulations of the CIK/FIA and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of NCR 68.
8. **Date:**
Round 4 19th & 20th July 2008
9. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	Sopiee Khoo
Dy Clerk of the Course	Badruzaman Alias
	Jed David
Chief Scrutineer	Raja Daud
Scrutineer (Rotax & Comer)	Raymond Gunawan
Dy Scrutineer (Rotax)	Cyril Kuchappan
Chief Paddock & Grid Marshal	Khairul Rizal Shamsuddin
Chief Course Marshal	Zulkifli Adam
Chief Lap Scorer	Syed Hamdan Syed Hassan
Chief Timekeeper	Patrick Yong
Chief Medical Officer	Dr. V Rao
AAM Stewards	Dr. Abdul Malik bin Md Yusoff (Chief)
	Ron Teoh
Club Steward	Pakiman Erjas
13. **GRID POSITION**
Grid positions for the first heats in each class will be by Timed Practice. All karts in a class will be allowed out together for one 10 minutes Timed Practice session, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position for both the Heats. ~~Grid position in the subsequent Heats will be by the finishing position in the previous Heat.~~ 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 grid position for the Finals in each class will be determined by the finishing position in the Pre-final. The starting order shall be 2-2-2
33. **Programme of the Meeting**
SATURDAY 19th July 2008

0830 1030	Registration & Scrutineering		
1040 1100	Free Practice	Formula C / Micro Max	20 minutes
1105 1125	Free Practice	Rotax DD2	20 minutes
1130 1150	Free Practice	Rotax Junior	20 minutes
1155 1215	Free Practice	Rotax Senior	20 minutes
1220 1240	Free Practice	Rotax Master	20 minutes
1240 1300	Drivers' Briefing		
1300 1330	Lunch Break		
1340 1350	Time Trial	Formula C / Micro Max	10 minutes
1355 1405	Time Trial	Rotax DD2	10 minutes
1410 1420	Time Trial	Rotax Junior	10 minutes
1425 1435	Time Trial	Rotax Senior	10 minutes
1440 1450	Time Trial	Rotax Master	10 minutes
1500 1515	Heat 1	Formula C / Micro Max	10 laps

1520 1535	Heat 1	Rotax DD2	10 laps
1540 1600	Heat 1	Rotax Junior	15 laps
1605 1625	Heat 1	Rotax Senior	15 laps
1630 1650	Heat 1	Rotax Master	15 laps
1650	Track Closed		

SUNDAY 20 July 2008

0830 0840	Warm-Up	Formula C / Micro Max	10 minutes
0845 0855	Warm-Up	Rotax DD2	10 minutes
0900 0910	Warm-Up	Rotax Junior	10 minutes
0915 0925	Warm-Up	Rotax Senior	10 minutes
0930 0940	Warm-Up	Rotax Master	10 minutes
0945 1000	Heat 2	Formula C / Micro Max	10 laps
1005 1020	Heat 2	Rotax DD2	10 laps
1025 1045	Heat 2	Rotax Junior	15 laps
1050 1110	Heat 2	Rotax Senior	15 laps
1115 1135	Heat 2	Rotax Master	15 laps
1140 1200	Pre-Final	Formula C / Micro Max	15 laps
1215 1235	Pre-Final	Rotax DD2	15 laps
1230 1300	Lunch Break		
1305 1325	Pre-Final	Rotax Junior	20 laps
1330 1355	Pre-Final	Rotax Senior	20 laps
1400 1425	Pre-Final	Rotax Master	20 laps
1430 1515	Driver Presentation		
1520 1540	Final	Formula C / Micro Max	15 laps
1545 1605	Final	Rotax DD2	20 laps
1610 1635	Final	Rotax Junior	20 laps
1640 1710	Final	Rotax Senior	25 laps
1715 1745	Final	Rotax Master	25 laps
1815	Prize Giving		

35. **The attention of competitors is drawn to the following “Code of Driving Conduct on Karting Circuits”**

1. **Observance of signals**
The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.
2. **Overtaking**
 - a) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other Competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.
 - b) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.
 - c) Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
 - d) Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
 - e) The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.
 - f) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
 - g) The race track alone shall be used by the Drivers during the race.
 - h) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.
3. **Stopping of a kart during the race**
 - a) The Driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.
 - b) Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.
 - c) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

- d) Apart from the Driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.
- e) Pushing a kart along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.
- f) Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its Driver whilst a race is suspended will not be considered abandoned.

4. **Entrance to the pits (or Repairs Area or Servicing Parks)**

- a) The so-called «deceleration zone» is a part of the pits area.
- b) During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- c) Any Driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal his intention in good time and make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

Issued: 11th July 2008