

MAM MALAYSIA FESTIVAL OF SPEED 2024

Karting Sprint



SUPPLEMENTARY REGULATIONS



- 1) Organiser & Promoter Motorsports Association of Malaysia (MAM)
The Nizra Building
8 Jalan Seri Penchala, Kampung Sungei Penchala
60000 Kuala Lumpur
- 2) Event Name MAM MALAYSIA FESTIVAL OF SPEED 2024 – Karting Sprint
- 3) Category/Type of Event Mass start circuit races for karts
- 4) Date & Venue 18 – 20 October, 2024
PETRONAS Sepang International Circuit

Date and Venue mentioned here are provisional and subject to changes. Any changes including postponement, abandonment or cancellation of any round shall be in accordance to the relevant provisions of the NCR of MAM
- 5) Event Status This is a “National with Foreign Participation” competition inscribed with the Motorsports Association of Malaysia (MAM)
- 6) Event Permit/Permit No The organising permit shall be issued by MAM.
- 7) Jurisdiction
Held under the FIA International Sporting Code, including Appendices and under the National Competition Rules (NCR) of Motorsports Association of Malaysia (MAM).
- 8) Event Time Table and Schedule:
Timetable and schedule will be published and updated prior to the event by an ASR. The general event schedule shall be tentatively as follows and any amendment shall be announced via ASRs.
Friday: Free Practice & Registration
Saturday: Scrutineering & Practice, Time Trial, Heats
Sunday: Warm Up, Super Heat, Final
- 9) Officials

MAM Steward (Chairman)	To be advised
MAM Steward	To be advised
Club Steward	Ahmad Shuhaimi
Clerk of the Course	James Leong
Deputy Clerk of the Course	Badrulzaman Alias
Secretary of the Meet	Mashithoh Hashim
Assistant Secretary of the Meet	Nur Diyana
Chief Medical Officer	To be advised
Deputy Chief Medical Officer	To be advised
Chief Scrutineer	Derrick Chong
Deputy Scrutineer	Norazmi Rahmat
Chief Course Marshal	Saharudin Razak

- The name of Officials appointed and approved for each round of the event shall be made available via an Additional Supplementary Regulations (ASR)
- The duties, roles and responsibilities of all named Officials of the event shall be prescribed and defined in the NCR of MAM

10) Competition License / Eligibility

(a) MALAYSIAN PARTICIPANTS

A valid National or International competition license, issued by MAM

(b) FOREIGN PARTICIPANTS

- Foreign competitors may participate in this event, at the discretion of Organiser under certain restrictions.
- A valid National or International competition license issued by a foreign ASN affiliated to the FIA,
- A Medical Certificate of Aptitude (if it is not stated on the license)
- A Start Permission (if a foreign license holder) from the ASN issuing the license to the Driver.

11) Registration / Entry Fee / Tyre Cost

Entries are open forthwith and will close one week before the event date

- Where a competitor is under the age of 18, the Entry for an event must be countersigned by a Parent, Legal Guardian or their authorised representative as Guarantor. Such Guarantor shall be considered as being the 'Minor's' Entrant and as such shall be subjected to these Rules.
- The Guarantor must attend the event with the Minor, and sign on as his Entrant.
- Registration will be considered complete when the forms, documents and payment are accepted by the Organiser
- Entry fees RM400.00 per entry
- Cost of Tyres – K1D-M RM1020 per set
K3M RM1100 per set

12) Pre-Scrutineering

The presentation of a competition vehicle for pre-event scrutineering and signing of the scrutineering form shall be deemed an implicit statement of conformity with the regulations concerned.

13) Briefing

- Competitors must attend any and all meetings or briefings where this is required and / or scheduled by the SRs, ASRs, by the Clerk of the Course, or by the Stewards of the Event.
- Competitors who do not attend this mandatory briefing shall be reported to the Stewards for further action, which may include exclusion from the event and/or other disciplinary action deemed necessary, by the Stewards. Should the competitors be allowed to participate, a monetary fine of RM300.00 will be imposed and the Driver must attend a separate briefing with the Clerk of the Course prior to taking part in the competition.
- Competitors reporting late (beyond the specified time) for the Drivers Briefing shall present himself/herself to the Stewards. Should the competitors be allowed to participate, the Competitor

shall be penalised with a monetary fine of RM300.00, must attend a separate briefing with the Clerk of the Course prior to taking part in the competition

14) Protest & Appeal

(a) PROTEST -

- Protest or Appeal cannot be made against a judge in relation to a statement of fact, which shall be accepted as a fact unless corrected as provided in the NCR.
- All protest shall be made in accordance to the NCR of MAM as stipulated and provided in PART X – PROTESTS.
- Protest fee RM1500.00
- Protest Against Eligibility RM1500.00 + RM5000.00 stripping fee
- All fees shall be made in cash (Ringgit Malaysia)

(b) APPEAL –

- All Appeal shall be made in accordance to the NCR of MAM as stipulated and provided in PART XI – APPEALS.
- Appeal Fee RM6000.00
- All fees shall be made in cash (Ringgit Malaysia)

15) General Undertaking and Conditions

- Each Competitor and Team participating in this meeting, is deemed to be conversant with the NCR of MAM, the Supplementary Regulations (SR) of the event, and undertakes to submit, without reservations to all provisions and consequences thereof.
- Each Competitor may be represented by his team and/or team manager with the qualification that the team obtains an MAM Entrant license.
- Each Competitor and Team participating in this event shall bear the prime responsibility of the compliance and/or non-compliance to these regulations by all persons connected to his or her entry.
- Any breach of these or other valid Rules appertaining to the event shall, whether or not a penalty is specified in these regulations and the NCR of MAM, where applicable and necessary.
- Actions contrary to the Regulations, any Sr or ASRs, the direction of officials or any other inappropriate behaviour outside of applicable general competition procedures may result in penalties being applied in accordance with the NCR of MAM.

16) Code of Conduct

- All competitors and teams must keep safety and professionalism in mind at all times. Negligence of any kind, or violation of any safety matter shall not be tolerated and shall be reported to the Stewards for further action.
- Any competitors, teams, crew members or other participants compromising others during the event MAY be immediately disqualified from participating in the current event and shall be reported to the Stewards for further action.
- Competitors and teams have the right to clarify and discuss any matters with the Officials and/or judges and such clarification and discussion must be made in proper and appropriate manner.

- If the competitors and/or his members conduct themselves in any manner deemed inappropriate and unprofessional throughout the participation in the event, they shall be reported to the Stewards. This shall also be applicable for matters uploaded on the internet or on any social media platforms.

17) Interpretation of Regulations

Only the Clerk of the Course can give binding information about the event, or in his absence the Deputy Clerk of the Course. For any rules not stated in this regulation, the interpretation of the rules set by MAM will be applicable.

18) Classification of Karts & Engines

18.1 Engine:

Two stroke engines with a maximum engine capacity of 125cc except for the Cadet class (60cc). It is the responsibility of the competitor to produce the engine registration card when requested to verify place of purchase. Failure to do so when requested will entail exclusion from the event and no points scored.

Documents should include the entry form and be emailed to KRS Motorsports Sdn Bhd.

All engines must be stock and any modifications either by removal or addition of material will entail disqualification. Each engine must be accompanied by its own engine card as proof of legality. This will be strictly enforced.

Maximum Number of Engines:

Maximum number of engines permitted to be used by the competitor at the meeting shall be two (2). The two engines will be sealed during scrutineering. Engine card must accompany the engines and surrendered to the Scrutineer during scrutineering.

Carburettor:

In accordance with the relevant engine type homologation

Intake Noise Silencer:

The air box supplied with the engine must be unmodified & used with the original filter in place.

Exhaust and Cooling:

Header pipe must be homologated and the silencer must be fitted and used as homologated with no modification. Cooling of the engine must be in accordance with the relevant engine type homologation. The only coolant permitted is *plain water with no additives*.

For more detailed information please refer to Appendix – IAME TECHNICAL FICHE 2024

18.2 Senior Class and Senior Masters

a) Chassis:

Chassis must be FIA KARTING homologated or sanctioned by the Organiser.

Maximum diameter of chassis tubing 32 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 IAME X30 125cc RL TaG (see Engine General Regulations Appendix)
- c) Brakes:
Single hydraulic disc brakes operating on rear wheels only.
- d) Tyres:
Dry
Komet Slick tyres Type K3M x 2 sets
Front: 4.50 x 10.0 – 5 Rear: 7.10 x 11.0 – 5
Wet
Wet tyres Komet Wet x 2 sets or as announced in ASR
Front: 4.50 x 10.0 – 5 Rear: 6.00 x 11.0 – 5
Strictly no modifications or tyre treatment allowed
- e) Weight:
Minimum weight of the kart and driver for the **Senior 158 kgs, Masters 170 kgs**
- f) Age Limit:
Drivers in senior class must celebrate his/her 14th birthday during 2024. For - Masters class age is minimum 32 years during 2024.
- g) Number Plates:
Yellow plates with black numbers starting from **200 Seniors, 300 Masters,**
- h) License:
Minimum National grade Licence.

18.3 Junior

- a) Chassis:
As per description for Senior class.
- b) Engine:
The only engine permitted will be the IAME X30 125cc RL TaG with the junior exhaust restrictor. (see Engine General Regulations Appendix)
- c) Brakes:
Single hydraulic disc brakes operating on rear wheels only.
- d) Tyres:
As per descriptions for Senior Class
- e) Weight:
Minimum of **145 kg** including driver at all times.
- f) Age Limit:
12th birthday during 2024 and must have his/her 15th birthday after 2024.
- g) Number Plates:
Yellow plates with black numbers starting from **100**
- h) License:
Minimum National grade Licence.

Cadet Class

a) Engine:

The only engine used in this series for Cadet will be the IAME X30 Water Swift 60cc.
All details of the Engine specifications and Technical description as per IAME Technical Fiche 2024.

b) Chassis:

Shall conform to the FIA Karting Technical Regulations except where stated below:
The following are banned: Parts made from Kevlar, carbon fibre (other than seats), and titanium. Front hubs are allowed to be used.

i) Wheelbase

Maximum 950mm

ii) 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

iii) Rear Axle

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

iv) Brakes

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

c) Wheels & Tyres:

Wheels may be mono or two-piece aluminium and/or Magnesium only. Hubs allowed.

Dry

Komet K1D-M Slick tyres 1 set for race

Front: 4.5 x 10.0 – 5 Rear: 5.0 x 11.0 – 5

Wet

Komet Wet tyres 1 set for Rain

Front: 4.0 x 10.0 – 5 Rear: 5.0 x 11.0 – 5

Tyres must be bought from the Organisers and will be marked to identify the source.

No other tyres from other sources will be allowed.

d) Weight:

Minimum **110** kg. including the driver

e) Age Limit:

Minimum age: 8 years old, reaching their 8 birthday in 2024, Drivers can take part in the Cadet class in the years of their 8, 9, 10, 11 and 12 years old birthday. You cannot race in your 13 years in cadet.

f) Number Plates:

Yellow plates with black numbers starting from **10 to 99**

e) License:

Minimum of National grade Licence

19) Telemetry

The use of all systems of telemetry is forbidden.

20) Race Numbers and Name of the Driver

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. The name of driver and country flag shall appear on each side of the side pod and is now mandatory in accordance with Article 2.24 of the FIA Karting Technical Regulations. All names MUST be visible at all times during the event. Maximum size 5cm x 35cm. The flag of the Driver's nationality shall be that of the nationality of his licence.

21) Prize Giving

The Prize Giving ceremony will be held after the end of the last final race. All competitors must collect their prizes in person and wear their racing overalls. Place and time of prize giving will be informed to the competitors before the final races on Sunday.

Awards: (1) Overall awards will be offered to winners 1st – 3rd of each class.

(2) Overall awards will be offered to MAM license holders 1st – 3rd of each class

22) Fuel

- a) Two - stroke lubricant as recommended.
- b) FIA Karting approved fuel or commercial fuel on general sale. 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. Should the Organiser have fuel from a sponsored source, it is compulsory for all drivers to use the designated fuel. ***It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.***
- c) Fuel Test procedure
 - a) 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) Ceric Nitrate Reagent Testing
 - i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
 - ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

Any competitor found to be using illegal fuel and 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.

23) Scrutineering

All karts shall conform to the FIA Karting Technical Regulations. Engines shall conform with the Technical Regulation 2024 from IAME. Copy of Technical Fiche 2024 can be requested from the Organiser.

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.

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

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

At any time, the volume of the fuel in the tank must be over or equal to 1 litre.

Only after completion of the weighing will the service crew be allowed to take away the kart.

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

23.3 Protective clothing must be FIA KARTING 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 or the latest helmet prescriptions from FIA Karting:
 - Snell Foundation SA2020, SA2015, K2020, K2015
 - FIA-CMS 2016, FIA-CMS 2007, CMR2016, CMR2007 (for under 15 yrs old)
 - FIA 8859-2015, 8860-2018, 8860-2010, 8860-2018-ABP

The weight of helmets may be checked at any time during an event and must not be more than 1,300g 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 otherwise, to helmets is forbidden if they have not been homologated with the helmet concerned.

- A pair of gloves covering the hands completely.
- Fabric overalls must have a « Level 2 » homologation granted by the FIA Karting bearing in a visible way the FIA Karting 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. **Car overalls are not allowed to be used in karting.**
- Leather overalls complying with the standards defined by the FIA are authorised.
- Boots must cover and protect the ankles.

- All Cadet drivers MUST WEAR a proper neck brace. This is compulsory otherwise he/she will not be permitted to take part in the event.
- 23.4 Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 2 set slicks and 2 sets wet tyres (Seniors, Juniors, and Masters class) and 2 set slick and 2 set wet for Cadet class are allowed.
- a) Only 8 slicks and 8 wet tyres are permitted to be used throughout the whole meet. 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 before use. Race tyres may not be used in Free Practice, Official Practice and Warm Up.
 - b) Only 2 engines are allowed to be used throughout the whole meet. 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 includes engines which have seized and /or other defects. All engines registered on the scrutineering card, regardless of whether or not the engine is defective MUST HAVE intact seals.
 - c) Bodywork in compliance with FIA Karting Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. However, a dislodged exhaust system is considered as mechanical non-compliance and will be shown a mechanical flag anytime during the event. 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 re-scrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for re-scrutineering after a race to verify compliance with the regulations
 - d) Drivers are allowed only 1 chassis. However, if damage occurs to the chassis which has been scrutineered for the meet, if in the opinion of the Race Director or Clerk of the Course that 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 meet.
- 23.5 Please note that FIA Karting Technical Regulation 2.5.3 – “Rear wheel protection” will be implemented in its entirety. Please read it carefully.
 “...The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength...”
- 23.6 Please note that FIA Karting Technical Regulation 2.9 “Chain Guard / Driving Belt” will also be implemented.
 “In all categories without a gearbox, it is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets and extend to at least the lower plane of the rear axle.”
- 23.7 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 meet. The Scrutineers, with the approval of the Stewards, have the right to impound any carburettor, exhaust, electronic ignition and petrol at their discretion.

- 23.8 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.

24) 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.

- 24.1 Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- 24.2 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.
- 24.3 No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- 24.4 Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.
- 24.5 **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. Each mass of weight must not exceed 5kg.**

25) 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 minutes 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 Super Heat in each class will be determined from the total points scored in the heats with the highest 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 total accumulated points scored from both heats plus the Super Heat.

26) Race Procedure, Point Scoring & Determination of Winners

- 26.1 Race Procedure for each class:
- a) Will consist of non-qualifying practice, timed trials, heats (to qualify for Super Heat) Super Heat and Final.
 - b) Qualifying Heats to qualify for Super Heat: 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) Super Heat: Minimum distance of 15km or 15 minutes duration.
 - d) Final: Minimum distance of 20km or 20 minutes duration.
- 26.2 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 1st in Timed Trials will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.
 - Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.
 - For the Qualifying Heats, points will be awarded as follows:
1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30,
9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22,
16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15
23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8,
30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1
 - 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
- 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 points of the last qualified Driver minus 1 point.
- d) If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of points of the last qualified Driver minus 5 points for the Qualifying Heat in question.
- 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.
- (f) At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more drivers will be settled according to the classification in the Qualifying Practice (Time Trial).

26.3 Second Chance Heat:

- Only the first 36 non-qualified Drivers may participate in the Second Chance Heat (depending on the maximum permitted on the grid for the circuit).
- Starting positions will be determined according to the total number of points obtained in the Qualifying Heats.
- The top finishers will qualify for the final phase depending on the maximum permitted for the circuit.

26.4 Final Phase:

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: Super Heat and Final.

Super Heat:

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.

For the Super Heat, points will be awarded as follows –

1st 75, 2nd 69, 3rd 63, 4th 57, 5th 51, 6th 48, 7th 45, 8th 42

9th 39, 10th 36, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26,
 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15
 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8
 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1

Drivers who did not take the start of the Super Heat he will receive the number of points equal to the number of points of the last classified driver minus 1 point. If a driver had been black flagged or disqualified, he will receive points equal to the number of points of the last classified driver minus 5 points for the Super Heat in question.

Final:

The points from the Super Heat will be added to those of the Intermediate Classification of the Qualifying heats. The cumulated total of these points will serve to establish the Final grid positions. Two or more Drivers who have the same points will be split according to their classification in Qualifying Practice (Time Trial).

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 of a single line across the track.

26.5 Point Scoring & Determination of Winners

The Overall winner in each class will be the winner of the Final.

27) Start Procedure

- 27.1 All race starts will be rolling. 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 cumulative total of points scored in the Qualifying Heats and the Super Heat.
- 27.2 Competitors in the Heats and Super Heat races will be released from the Parc Ferme area and will be moved to the starting grid at a slow speed in their proper position. If the Starter is satisfied with the formation, he will flag off the race by switching off the red lights or wave the green flag. For the Final, karts will be pushed from the Parc Ferme to the starting grid or upon instructions of the Starter.
- 27.3 Upon arrival at the starting grid, the karts 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.
- 27.4 The approach to the Formation lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start from the dummy grid.
 - 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 start their engines and remain in their original Grid positions.
- 27.5 When the 30 seconds are up, a Green flag shall be waved by the Starter signalling the start of the Formation lap. The Red signal lights will be turned on. Drivers are to complete one Formation lap (i.e. total of ONE lap). In the formation lap, Drivers must remain in their starting grid order with the competitor starting from Pole position playing the role as leader of the

formation. It is the responsibility of each driver to retain his grid position. If during the Formation lap, 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 Red flag and the two lead karts relegated to the back of the grid.

In the case of the Super Heat and the Final, the race will be started but the offenders will be penalised 10 seconds.

- 27.6 Any competitor who is not able to start the Formation 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 Formation lap, the driver may re-join in the back of the grid. 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.
- 27.7 Should a driver stop for any reason during the 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.
- 27.8 Two 2-metre wide lanes bordered by white lines (trammel 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 5 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.
- 27.9 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 (FIA Karting General Prescriptions Art.2.14)

Start Delayed:

If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:-

- A time period will be given when changes can be made.
- Drivers outside this time will not be able to enter the race.
- Only the following modifications or changes may be made – Tyre change, check tyre pressures, Front and rear track width adjustment, spark plug substitution and inlet silencer protection installation or rotation of inlet direction.

- 27.10 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.
- 27.11 **It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart in the Pre-Grid, with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own tyre pressure gauge.**
- 27.12 The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly area. The choice will only modify the first row, to the exclusion of the others. Failing this, the pole position driver of each grid will take the start of the race from the grid position which was the pole position the previous year or as defined in the Track inspection report.

28) 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.

He is NOT ALLOWED TO –

- Overtake another kart unless they have a mechanical problem
- Stop at any time
- Receive or give any items to anybody
- Accept any assistance from anybody except a race official
- Take your hands off the steering wheel
- Move about erratically on the track

ABOVE ALL – DO NOT STOP OR SUDDENLY SLOW DOWN AFTER CROSSING THE FINISHING LINE. OTHER KARTS MAY STILL BE RACING AT FULL SPEED BEHIND YOU.

29) 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.

30) Safety

- 30.1 Smoking and the operation 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.

Each team / tent shall have at least one dry powder fire extinguisher of 1.5kg capacity available for inspection during scrutineering and which must be visible in the paddock area of the team / tent throughout the competition.

- 30.2 **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 a fine of RM250 for the first-time offenders. Repeat offenders may be excluded from the competition.

31) Front Fairing & Front Fairing Mounting Kit (Art 29 FIA Karting Specific Provisions)

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2024 is mandatory.

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.

During Qualifying Heats, Second Chance Heat, Super Heat and Final, it is only allowed to install the front fairing to the correct position in the Repair Area.

Correct installation of the "Front Fairing".

The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

Clearance Between - Top and bottom front bumper, measured between the front fairing mounting brackets minimum 60mm and front bumper (upper and lower tubes) and the front fairing (FIA Karting Technical Drawing No. 2c) minimum 27mm

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 5 seconds** will be imposed automatically on the driver(s) concerned. This time penalty is not subject to appeal.

Any attempt by a driver to reinstall a front bumper that is loose by any means before or after the chequered flag is shown will be excluded from the results of that race.

The moment the "Last Lap" sign is shown to the Drivers, the Repair Area will be closed.

32) 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 have been completed, the race will be restarted with the race distance being the original race distance minus the laps completed by the race leader before the signal 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.

33) Posting of Results

Results of each race will be announced over the public address system as soon as possible after each 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.

34) 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.

35) Flag Signals

The following signals will be used:

Green Light	Start of race or practice
Blue Flag Stationery -	You are being closely followed
Blue flag - Waved	A driver wishes to overtake, let them pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. <i>If waved</i> – extreme danger, be prepared to stop
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs. <u>Driver must immediately go</u> into the Repair Area when the flag is shown. Black flag with the driver 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 No:	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 re-join the race.

Red Flag

All drivers will immediately stop racing, slow down and continue towards the Start Line, being prepared to stop at any point as requested by an Official

36) Code of Driving Conduct

Observance of Signals – The instructions detailed in Article 2.15 Signification of flags of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) including International Sporting Code (The Code) are deemed to be part of this Code of Driving Conduct. All drivers must be thoroughly acquainted with them.

a) Overtaking –

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 passing.

b) If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, the flag marshal will give a warning by waving the blue flag to indicate 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.

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 left or right. 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 voluntary, may result in the exclusion from the race.

c) 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.

d) 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.

e) The repetition of serious mistakes or the appearances of a lack of control over the kart (such as leaving the track) may entail exclusion of the Drivers concerned.

f) Contacts / collisions (during the race, deceleration lap included) sanctions may be imposed on a Driver who pushes another Driver.

g) In addition to the FIA Karting General Prescriptions, the Clerk of the Course have the power to decide in connection with the black and white warning flag and or a time penalty of 5 seconds for the Heat or Race concerned. Following this imposed penalty one or more offences of the same Driver in this Heat or Race the Clerk of the Course will report this to the Stewards for possible further punishment.

- h) In accordance with Article 12.2 of the International Sporting Code, time penalties imposed by the Stewards for infringements of the Regulations during a Qualifying heat shall not be subject to appeal.

37) Penalties

The following penalties may be enforced automatically by the Clerk of the Course with the approval of the Stewards. However, the Stewards of the Meet may at their absolute discretion enhance the penalties.

Infringement (Penalty)

- (1) Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations – Exclusion from race.
- (2) 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
- (3) Unnecessarily overtaking another kart during the formation lap. Unnecessarily slowing down the formation lap - 10 sec time penalty
- (4) Jump/False start - 10 sec time penalty
- (5) Any crew or team supporters coming onto the track during the event - Exclusion + Fine
- (6) Failure to obey flag signals - 10 sec time penalty or Top 3 fastest laps will be removed during Time Trial or Fine or Exclusion
- (7) Acting in an abusive or intimidating manner - Exclusion + Fine
- (8) Consumption of banned drugs and alcohol - Exclusion + Fine & recommendation for suspension.
- (9) Drivers' Briefing – failure to attend – Not exceeding RM 300 fine.
- (10) Causing a collision / Contact with another kart - Time Penalty and/or Fine or Exclusion
If the incident was caused during a Time Trial/Qualifying/ Practice session – Cancellation of the three fastest times which the competitor achieved in the session concerned
- (11) Not responding to the Black Flag and orange disc - Exclusion
- (12) Not responding to Black Flag - Exclusion and referral to Stewards for further action.
- (13) Red Flag incidents
 - (a) Not slowing down / overtaking - 30 seconds added to final race time
 - (b) Causing an accident while under Red Flag condition - Exclusion
- (14) Exceeding track limit: all 4 wheels - 10 seconds added to race time
- (15) Unsafe re-joining to circuit - 10 seconds added to race time
- (16) Overtaking under Yellow flag - 10 seconds added to race time
- (17) Immediate Stopping after chequered flag - 10 seconds penalty or Steward's decision
- (18) 2 wheels off the tramlines - 3 seconds penalty
4 wheels off the tramlines - 5 seconds penalty
- (19) Front fairing incorrect position -
3 seconds Time penalty – Cadet Class
5 seconds Time Penalty – Other Classes

38) Reservation of Rights

The Organiser may at their discretion and with the consent of the Stewards of the event,

- (a) Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components and/ or samples required, and to bear any costs arising out of any eligibility checks.
- (b) To amalgamate classes if the minimum of 6 entries in a class is not achieved.

Revised 4

Date: 280824 v1