



ROTAX MOJO ASIA ZONE CHALLENGE 2010 SUPPLEMENTARY REGULATIONS

1. ORGANISATION

This Asia Zone Series and its events, which will be listed on the CIK-FIA Zone Calendar are run in accordance with the FIA International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA Karting International Events, (Chapter 2 of the International Karting Regulations), the Series Technical Regulations 2010, these Supplementary Regulations and any Additional Supplementary Regulations of each Event of the Series.

2. ELIGIBLE ENTRANTS

All entered Entrants and Drivers shall be holders of a minimum International "C" licence issued by an ASN which is part of the Asia Zone and the entry form to be stamped or a visa issued by the driver's ASN.

3. SERIES ADMINISTRATION

The Secretariat
RMAC 2010
48, Jalan Industri USJ 1/1
Taman Perindustrian USJ 1,
47600 Subang Jaya, Selangor
Malaysia

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Contact persons:

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4. DATES OF ROUNDS

Round 1	13 th & 14 th March	Sepang, Malaysia
Round 2	10 th & 11 th April	Surabaya, Indonesia
Round 3	24 th & 25 th July	Pekan, Malaysia
Round 4	2 nd & 3 rd October	Malacca, Malaysia

5. THIS SERIES IS INSCRIBED BY THE AUTOMOBILE ASSOCIATION OF MALAYSIA AND APPROVED BY THE FOLLOWING ASNs:

Round 1	Automobile Association of Malaysia
Round 2	Ikatan Motor Indonesia
Round 3	Automobile Association of Malaysia
Round 4	Automobile Association of Malaysia

6. ENTRIES:

6.1 All entries to be sent to:

The Secretariat
RMAC 2010
48, Jalan Industri USJ 1/1
Taman Perindustrian USJ 1

Entry can also be made by fax but will not be valid unless paid for before the closing date of the round.

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.

In the case of an entry being refused by the Organising committee, the entrant will be informed of such refusal within 8 days of receipt of the entry and not less than 5 days before the competition stating the grounds for such a refusal.

Entry fee shall be USD100.00 or RM350.00 per entry. **(Please do not send cash in the mail)**

Late entries, if accepted, will be double the entry fee (US\$ 200.00.)

All cheques/MO/Bank Drafts etc must be crossed and made payable to:

Kelab Kart Selangor & Wilayah Persekutuan
31 Jalan Datuk Sulaiman 4,
Taman Tun Dr Ismail,
60000 Kuala Lumpur, Malaysia

6.2 Dates of entry

Round 1	Open 05/02/10 - Closing 26/02/10
Round 2	Open 05/03/10 - Closing 26/03/10
Round 3	Open 18/06/10 - Closing 09/07/10
Round 4	Open 27/08/10 - Closing 17/09/10

7. **RACE CONDITIONS**

Each round will consist of free practice, non-qualifying practice, Qualifying practice, Qualifying Heats, Second Chance Heats if necessary, Pre-final and Final. Race distances will be stated in the Additional Supplementary Regulations for the Round.

Race distances will be approximately 10 - 15 km in qualifying heats, Approximately 10 - 15 km for Second Chance Heat and approximately 15 - 20 km for Pre Final. Race distance for the Final shall be approximately 25 - 30 km.

8. **CLASSES**

8.1 **Rotax Max Junior**

Maximum entries of 34 Drivers. Minimum entries 16 drivers.
Minimum age must have his/her 13th birthday during 2010. He/She must have his/her 17th birthday after 31.12.2010.
Minimum weight 145Kg (including full race gear)
Numbers: Red number plate with white numbers.

8.2 **Rotax Max Seniors**

Maximum entries 34 Drivers. Minimum entries 16 Drivers.
Minimum age – must have his/her 15th birthday during 2010.
Minimum weight 165 Kg (including full race gear)
Numbers: Black number plate with white numbers.

8.3 **Rotax Max Master**

Maximum entries 34 Drivers. Minimum entries 16 Drivers.
Minimum age: 32 Years (must have celebrated his/her 32nd birthday during 2010)
Minimum weight 165 kg (180 kg for Heavyweight) including full race gear.
Numbers: Black number plate with white numbers. Heavyweight – White with black numbers

8.3 **Rotax DD2**

Maximum entries 34 Drivers. Minimum entries 16 Drivers.
Minimum age: as per Appendix 8, International Karting Licences for Senior Drivers.
Minimum weight 175 Kg (including full race gear)
Numbers: Yellow number plate with black numbers.

Rotax Micromax is run as a supporting race and will be organized by the Organiser under their own RMC series.

9. PRIZES AND AWARDS

All events of the Rotax Mojo Asia Challenge 2010 will count for –

- (a) Rotax Mojo Asia Challenge 2010 for Rotax Max Junior Champion
- (b) Rotax Mojo Asia Challenge 2010 for Rotax Max Senior Champion
- (c) Rotax Mojo Asia Challenge 2010 for Rotax Max Master Champion (32 years & over)
- (d) Rotax Mojo Asia Challenge 2010 for Max Heavyweight Champion
- (e) Rotax Mojo Asia Challenge 2010 for Rotax DD2 Champion

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

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

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.

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

Pre-Final	Points 34, 33, 32, 31, 30..... to last placed finisher
Final	Points 55, 52, 50, 49, 48, 47.....to last placed finisher
Non-finisher at the Pre-Final and Final Bonus Points	Minus 5 points off last placed finisher 1 bonus point for each start in a Final race will count towards the overall score.
Minus Points	If a driver is disqualified from a Pre-Final or Final the points will be deducted from the overall score.

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

At the end of the Challenge the first winners of the Junior & DD2 category as well as the first winner of the Senior category or first winner of the Master 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.

PRIZES

At the end of the 4 rounds Challenge, the driver with the highest points will be declared the Champion of the Rotax Mojo Asia Challenge 2010 and the awards are as follows –

Rotax Max Junior	1 st	-	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max Senior	1 st	-	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max Masters	1 st	-	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max Heavyweight	1 st	-	Challenge Trophy + Overall, Shoes, Gloves, Bag
Rotax Max DD2	1 st	-	Challenge Trophy + Overall, Shoes, Gloves, Bag

Overall, Shoes, Gloves and Bag are sponsored by Xzuit.

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

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy

- 4th - Trophy
 5th - Trophy

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

All points achieved from the Qualifying Heats will count towards the grid position for the Pre-Final. Grid position for the Final will be the finishing order of the Pre-Final.

10. TYRES

The only tyres allowed are

Dry - MOJO slick tyres Type D2
 Front: 4.5 x 10.0 – 5 Rear: 7.1 x 11.0 – 5

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

ALL WET TYRES MUST BE FITTED IN THE DIRECTION INDICATED ON THE TYRE. PENALTIES WILL BE IMPOSED ON THOSE FLOUTING THIS RULE.

Strictly no modifications or tyre treatment allowed

11. FUEL

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

(b) Test procedure

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

- (i) The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).
- (ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.
- (iii) The result of the test should be zero or a –ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.

(b.2) Ceric Nitrate Reagent Testing

- (i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
- (ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

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

12. SCRUTINEERING

All karts shall conform to the C.I.K. Technical Regulations. Engines shall conform with the **ROTAX MOJO MAX Challenge Technical Regulations 2010 and Sporting Regulations 2010**. 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.

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

All karts after completing the Official timed practice, Heats, Pre-final and Final will proceed to the weighing area for scrutineering and weighing. **No crew will be allowed to enter the weighing area and assist the driver. Anyone caught assisting or handing items to the drivers will result in the exclusion of the driver concerned.** Only after completion of the weighing will the service crew be allowed to take away the kart.

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.

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

* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:

- Snell Foundation SA2000, K2005 and SA2005 (USA),
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
- Snell-FIA CMH, for Drivers under 15 years old

The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material.

In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

* A pair of gloves covering the hands completely.

* Fabric overalls must have a « Level 2 » homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

* Leather overalls complying with the standards defined by the FIM are authorised.

* Boots must cover and protect the ankles.

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

Race officials reserve the right to conduct random checks on all carburettors, engines, chassis, tyres, helmets and any other items deemed necessary at any time during the course of the meeting.

Competitors will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 1 set slicks and 1 set wet tyres and 1 front and 1 rear spare tyre (slick and wet) are allowed.

Only 6 slicks and 6 wet tyres are permitted to be used throughout the whole meeting. The driver may submit one complete set of each during Scrutineering and elect either one front or one rear tyre for replacement any time during the competition. However, this tyre must be inspected and marked by the Scrutineers before use. Bodywork in compliance with CIK Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after a race to verify compliance with the regulations.

13. **GRID POSITION**

Grid positions for the start 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 the 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 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

14. **POINT SCORING AND DETERMINATION OF WINNERS**

The Overall winner in each class will be determined from 2 heats and a Pre-final and a Final. Points will be awarded for finishing positions in the heats thus: 1st – 0 points, 2nd – 2 points, 3rd – 3 points and so forth. At the end of the heats, the points will be totalled up with the competitor with the lowest points being in the pole position for the Pre-Final, and the grid positions being filled up to the maximum of karts allowed on the circuit, unless there are more entries in a class than the grid is permitted to take, in which case there would be elimination heats. The result of the pre-final race will determine the grid position for the final race. The overall winner for the day will be the winner of the final race of each class. For the purpose of points scoring in the heats, any driver that does not complete a heat will be credited with the number of laps he actually completed and his position will be determined after all race finishers have been placed. If a driver does not compete in a Heat for whatever reason, he will be credited with the same number of points plus two of the number of entrants in the heat.

15. START PROCEDURE

- 15.1 All starts will be rolling type. The grid shall be made up of two lines of karts. For the Heats, the grid shall be arranged in the order of the best lap times set during the Official Time Practice. The grid position for the Final shall be based on the finishing position in the Pre-Final.
- 15.2 Competitors in a race will be released from the Parc Ferme area and will drive at a reasonable speed 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.
- 15.3 Upon arrival at the starting grid, the driver will be positioned by the grid marshals. The Parc Ferme exit to the track will be closed to all drivers 5 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the Warm-Up lap.
- 15.4 The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.
- (i) **3 MINUTE** board
Everyone to vacate the Grid area except drivers, officials and 1 team member
 - (ii) **1 MINUTE** board
Everyone except competitors must vacate the Grid area.
 - (iii) **30 SECONDS** board
All drivers to start their engines and remain in their original Grid positions.
- 15.5 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the Warm Up lap. The Red signal lights will be turned on. Drivers are to complete one Warm Up lap followed immediately by a Formation lap (i.e. total of TWO laps). In both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. It is the responsibility of each driver to retain his grid position. If after two laps, the lead karts are still continuing at an excessive speed, the Starter will show a "Slow Down" board and if after one lap the speeding persist, the formation may be stopped at the start line with the False Start flag and the two lead karts relegated to the back of the grid.
In the case of the Pre-Final and the Final, the race will be started but the offenders will be penalised 10 seconds.
- 15.6 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.
- 15.7 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.
- 15.8 The start of the race will be given by switching off the RED signal lights.
Two 2-metre wide lanes bordered by white lines will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a reduced speed or, if the circuit is equipped with a speed control system, at a speed of 15 kph minimum to 25 kph maximum towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. Any kart crossing any of the white lines during the Formation lap before the race is started will be penalized 10 seconds. When the karts approach, the red lights will be on. No kart may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the formation is not to the satisfaction of the Starter he may switch on the flashing Amber light indicating that the formation is to continue on one more lap and the start will now be the switching off of all the lights.
- 15.9 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)

16. **JUMP START:**
- 16.1 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.
- 16.2 The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.
17. **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.
18. **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 AND PADDOCK IS FORBIDDEN. Those who defy this rule will be fined USD100.00** 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 (ie. 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.**
19. **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:
- 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 completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal was given to stop was given.
- NOTE:
- 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 restart 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 restart.
 - The re-start shall take place at least 15 minutes after the stopping of the race.
20. **FINISH**
- The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationery 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 not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.
21. **PROTESTS**
- Any protest must be made in writing and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards of the Meeting.

Protest Fee	USD 500.00
Protest Against Eligibility	USD 500.00 plus deposit of USD 2,000.00 for dismantling
Appeal Fee	USD 2,000.00 plus deposit of USD 2,000.00 for dismantling

All fees shall be in cash (US Dollars or equivalent)

22. **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.

23. **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.

24. **ADVERTISING**

Advertising is permitted on karts and driver's apparel including helmets, overalls and jackets, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organizer 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 Organizer reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

The Organizer and its sponsors reserves the right to use photographs, video recordings and any such materials of the events (including names and photographs/video of drivers) for advertising, publicity and public relations purposes.

25. **FLAG SIGNALS**

The following signals will be used:

Green Light	Start of race or practice
Blue Flag	Stationery - you are being closely followed
	Waved - a driver wishes to overtake, let him pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. If waved extreme danger, be prepared to stop.
Black Flag with Orange Disc and number	Stop for a technical defect. The driver may continue after repairs.
White Flag	Slow moving vehicle on the track
Yellow flag with red stripes	Deterioration of adhesion (eg. oil, water)
Green Flag	All clear
Black Triangle & White Triangle Flag with Number	Last warning before exclusion following unspotting behaviour

26. **DEAD HEATS**

If two or more drivers finish the season with the same number of points, the higher place in the Challenge (in either case) will be awarded:

- (a) to the holder of the greatest number of first places.
- (b) If the number of first or second is the same, the holder of the greatest number of third and so on until a winner emerges.
- (c) If this procedure fails to produce a result, the AAM will nominate the winner according to such criteria as it deems fit.

27. **RIGHTS OF ORGANISERS**

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

- (a) Abandon, cancel or postpone the Challenge 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 the Rotax Max Senior/Masters category should the minimum of 6 entries are not achieved.

28. PROGRAMME OF THE MEETING

Each round will normally be over two days, Saturday and Sunday, with Friday for unofficial practice.

Please see ASRs for detail programme for each round.

Date: 1st January 2010



**ROTAX MOJO ASIA ZONE CHALLENGE 2010
ENTRY FORM**

ROUND:

DATE:

CLASS:

ROTAX JUNIOR
 ROTAX DD2

ROTAX SR/MASTER

ENTRANT

Name:.....

Address:

.....

.....

Post code:..... City:

Country:

Phone: Fax:

E-mail:

Licence Number:

DRIVER

Name:.....

Address:

.....

.....

Post code:..... City:

Country:

Phone: Fax:

E-mail:

Birth date (If under 18 years):

Licence Number:

KART MAKE:.....

CHASSIS No:

ENGINE No:

#1

#2

RACING NUMBER REQUESTED: **2ND CHOICE:**

FEES:

ENTRY FEE: US \$ 100/-

FOR OFFICIAL USE ONLY

Entry received on: Amount:RM Receipt No:



ROTAX MOJO ASIA ZONE CHALLENGE 2010

INDEMNITY FORM

ROUND:

DATE:

DRIVER'S DECLARATION

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

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

NAME OF DRIVER: _____

SIGNATURE: _____

DATE: _____

ENTRANT'S DECLARATION

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

NAME OF ENTRANT: _____

SIGNATURE: _____

DATE:

INDEMNITY BY PARENT/GUARDIAN

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

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

NAME OF GUARDIAN: _____

SIGNATURE: _____

I/C or PASSPORT NO: _____

DATE: _____

**ROTAX MOJO ASIA ZONE CHALLENGE 2010
TECHNICAL PASSPORT**

ROUND:

DATE:

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

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

Chassis Make: _____ Chassis Number: _____

1. Engine No: _____

2. Engine No: _____

			Yes	No
Driver Protection				
1.	Helmet	Snell Foundation K98, SA2000, K2005 and SA2005 (USA), British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain), SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA). Snell-FIA CMH, for Drivers under 15 years old		
2.	Gloves	Covering the hands completely		
3.	Overalls	Level 2 CIK homologation		
4.	Boots	Must cover and protect the ankles		
Chassis				
1.	Chassis proper	No straightening, rewelding on critical areas. No cracks		
2.	Axles	No excessive free play		
3.	Wheels	No visible damage		
4.	Steering	No excessive free play		
5.	Seat mounts	No cracking at mounting points. Mounted securely to frame.		
6.	Bodywork	Securely fastened. Min 25 m.m. from the ground. No modifications permitted.		
7.	Brakes	Pads with sufficient thickness. No hydraulic leaks. Brakes not spongy.		
8.	Bumpers	Properly mounted		
9.	Tyres	New, with correct markings.		
Engine				
1.	Exhaust	Secure		
2.	Carburettor	Return spring secure		
3.	Battery	Secure and all cables properly insulated.		
4.	Kill switch	Properly mounted and marked.		
Racing Panels / Numbers				
1.	Transponder holder	Secure and in the correct position behind seat and less than 25cm from the ground.		
2.	Racing numbers	Fitted and in the correct colour for the class entered.		
Safety Requirements				
1.	Fasteners	All fasteners to be double nutted, self-locking, safety wired or split pins.		
2.	Ballast weights	Each weight to be fitted with 2 bolts with minimum 6 mm diameter.		
3.	Fuel lines	Either safety wired or clamped.		
4.	Chain guard	Must cover from the engine sprocket to the center of the rear axle axis.		

Signed By:

Driver:

Date:

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

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

Scrutineer:

Date: