

WSK ASIA

MALAYSIA-SINGAPORE

WSK MALAYSIA RACE 2012

SUPPLEMENTARY REGULATIONS

Sanctioned By



Organiser



Promoter



1. **Organising Club** Kelab Kart Selangor & Wilayah Persekutuan
2. **Promoters** Renovatio Motorsports Sdn Bhd
3. **Name of Event** WSK MALAYSIA RACE 2012
4. **Type of Event** Mass start circuit races for karts.
5. **Circuit** Sepang Kart Circuit,
Sepang International Circuit,
Sepang, Selangor.
6. **Status** National with Zone Invitation
7. **Permit No:** T.B.A.
8. **Jurisdiction**
Held under the National Competition Rules of AAM, incorporating the International Karting Regulations of the CIK/FIA and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of NCR B 5.4.
9. **Dates:**
22nd & 23rd September 2012
10. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	See ASRs
Chief Scrutineer	See ASRs
Chief Paddock & Grid Marshal	See ASRs
Chief Course Marshal	See ASRs
Chief Lap Scorer	See ASRs
Chief Timekeeper	See ASRs
AAM Stewards	See ASRs
Club Steward	See ASRs

Race Organising Committee
Paul David
Kasim Hj Abdul
Jed David
James Leong
11. **Entries:**
 - 11.1 Opening and Closing Dates
All entries open forthwith and close on 7th September 2012.
 - 11.2 Entry Fees

Entry fee for KF3 Junior, KF2 Senior, KF2 Master participants	-	RM500.00
Entry fee for Mini Rok Cadet, MicroMax Cadet, Clubman Rotax participants	-	RM400.00

Late entries, if accepted, will be at double the entry fee

All payments are to be addressed to "RENOVATIO MOTORSPORTS SDN BHD"

11.3 Conditions for acceptance or refusal of Entries

- (a) 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.
- (b) It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provisions of the National Competition Regulations of AAM, these Supplementary Regulations and Technical Regulations. If an Entrant is unable to be present in person at the event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.
Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event. The presentation of the kart for scrutineering and signing of the scrutineering form will be deemed an implicit statement of conformity.
- (c) The maximum entries for each class shall be 36. Only entries received with full entry fees will be considered as a confirmed entry. Entries by fax or e-mail must be followed up with payment before the close of entries.

11.4 Competition Licence

- (a) All Malaysian drivers must be in possession of a valid **Novice, National or International Karting Licence issued by the AAM.**
- (b) **Overseas competitors must be in possession of a valid Karting Licence issued by their ASN for the year together with a release letter or the entry form endorsed by the ASN.**
- (c) Entrants Licences must be produced if it is a team entry.
- (d) Competitors below the age of 18 must have at least one parent or authorised legal guardian present at all times during the competition.

NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.

11.5 Address of Entries

Completed entry forms together with the appropriate fees should be sent to:-

The Secretary of Meeting,
WSK Malaysia Race 2012
31 Jalan Datuk Sulaiman 4,
Taman Tun Dr. Ismail,
60000 Kuala Lumpur, Malaysia

Or
Email: ask@wskasia.com

12. **Insurance**

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

13. **Awards**

The Overall winner of each category will be determined from the official classifications of the Final race of the day.

PRIZES

Awards for each category winners will be as follows -

1 st	-	Trophy
2 nd	-	Trophy
3 rd	-	Trophy
4 th	-	Trophy
5 th	-	Trophy

* Only one prize will be awarded if entry is less than 6 drivers in a class

14. **Driver's Briefing**

Any driver who is not present at the Driver's Briefing may not be allowed to compete and will incur a fine of RM250. The onus is on the driver and his / her guardian (if required) to be present at the time and place stated. Drivers will be informed of the place for Drivers Briefing during Signing-in.

15. **Classes**

WSK Asia Series

- | | | | | |
|-----------|---|-----|------------------|-----------------------|
| • Junior | - | KF3 | Age 13 – 16 | Minimum weight 145 kg |
| • Senior | - | KF2 | Age 15 and above | Minimum weight 158 kg |
| • Masters | - | KF2 | Age 30 and above | Minimum weight 170 kg |

Renovatio Supporting Series

- | | | | |
|-----------|-----------|------------------|-----------------------|
| • Cadet | Mini ROK | Age 8 – 12 | Minimum weight 110 kg |
| • Cadet | MicroMax | Age 8 – 12 | Minimum weight 110 kg |
| • Clubman | Rotax Max | Age 15 and above | Minimum weight 170 kg |

All ages to be based on 1st January 2012.

16. **Eligible Karts and Equipment**

- 16.1 The Event is reserved for CIK Homologated karts, as defined by the "2012 WSK MALAYSIA RACE TECHNICAL REGULATIONS" that are separately distributed with these regulations.
- 16.2 The Entrant must enter the same chassis, engines and tyres combination for the Event. No change of combination shall be accepted after the entry list has been made official by the Organizer.
- 16.3 The official tyre make for the Championship is VEGA. The compounds and sizes for the respective classes shall be indicated in the Technical Regulations.

- (a) The Official Tyre Distributor for WSK MALAYSIA RACE 2012 is KRS Motorsports Sdn Bhd.
- (b) It is not permissible to: tamper with any tyre, to alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use. Specifically the application of any substances including tyre treatment/tyre softener is strictly prohibited. The use of heating sources, including heat guns or lamps, is also prohibited.

17. **Telemetry**

The use of all systems of telemetry is forbidden.

18. **Race Numbers**

Number plates shall be of plastic and rounded corners with 22 cm. sides. Numbers shall be at least 15 cm. high and 2 cm. wide. The number plates must be fitted to the front and rear and must carry **NO** advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 mm black line.

19. **Prize Giving**

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

20. **Fuel**

20.1 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.

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

21. **Scrutineering**

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineer(s) who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition. Protective clothing must be produced at the time of scrutineering. A time schedule may be issued for scrutineering by class and Drivers/Entrants are to comply with that requirement or may not be allowed to compete.

21.1 Every driver will be allowed to scrutineer the following:

- 2 engines
- 1 chassis
- 2 sets Dry tyres
- 2 sets Wet tyres

21.2 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 Practice, Time Trials and 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.

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

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

- Snell Foundation K98, SA2000, K2005 and SA2005 (USA),
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
- Snell-FIA CMH, for Drivers under 15 years old

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

(b) A pair of gloves covering the hands completely.

(c) 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.

(d) Leather overalls complying with the standards defined by the FIM are authorised.

(e) Boots must cover and protect the ankles.

(f) **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.**

21.4 The name of the Driver must appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 2.24 of the CIK Technical Regulations.

21.5 The flag of the Driver's nationality must be that of the nationality of his license.

21.6 **COMPETITION NUMBERS**

Competition Numbers for the following categories will be as follows:-

- (a) Cadet – Black Numbers on White Background
- (b) Junior – Black Numbers on Green Background

- (c) Senior – Black Numbers on Blue Background
(d) Master – Black Numbers on Yellow Background
21.7 AFTER EACH TIME TRIAL, HEATS AND RACES, ALL COMPETITORS IN ALL CLASSES MUST SURRENDER THEIR TYRES TO THE SCRUTINEERS AT THE PARC FERME.

22. **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.

- 22.1 Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
22.2 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.
22.3 No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
22.4 Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.

23. **Grid Position**

Grid positions for the first two heats in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10 minute Timed Practice, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position for the two heats. Any driver who does not take part in Timed Practice will start at the back of the grid in the two heats. If there are more than one driver who have not done Timed Practice their grid positions shall be determined by the drawing of lots. The grid position for the Pre-Final in each class will be determined from the total points scored in the heats with the lowest points scorer in grid number one. The starting order shall be 2-2-2. The grid position for the Final shall be based on the finishing position in the Pre-Final.

24. **Transponders**

All drivers should provide their own transponders (AMB/MyLaps). Drivers without personal transponders can rent transponders at a fee of RM50 per unit for the whole weekend. If in case the transponder is lost or damaged during the rental, the cost of replacement shall be RM1000. All transponders are to be mounted at the back of the drivers' seat and not more than 25cm from the ground.

25. **Race Procedure, Point Scoring & Determination of Winners**

25.1 Race Procedure for each class

- (a) Will consist of non-qualifying practice, qualifying practice, heats (to qualify for pre-final and final, if necessary), pre-final and final.
(b) Heats to qualify for pre-finals: Two heats each with a minimum distance of approximately: 8km for Cadet, 10km for Junior and 12km for Senior/Master.
(c) Pre-Final: Minimum distance of approximately: 12km for Cadet, 18km for Junior and 22 km for Senior/Master
(d) Final: Minimum distance of approximately: 18km for Cadet, 22km for Junior and 28km for Senior/Master.

25.2 Insufficient Entries

At the close of entries, the promoters reserve the right to amalgamate classes if there are less than 12 entries in a single class.

25.3 Point Scoring & Determination of Winners

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

26. **Start Procedure**

- 26.1 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.
26.2 Competitors in a race will be released from the Parc Ferme area and will be moved to the starting grid where they will be positioned in the proper starting order. Any competitor found driving at excessive speed in the Parc Ferme area will be penalized.
26.3 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.
26.4 The approach to the Warm Up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start.
(a) **3 MINUTE** board
Everyone to vacate the Grid area except drivers, officials and 1 team member
(b) **1 MINUTE** board
Everyone except competitors must vacate the Grid area.
(c) **30 SECONDS** board
All drivers to start their engines and remain in their original Grid positions.
26.5 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.

- 26.6 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.
- 26.7 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.
- 26.8 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 30 kph minimum to 50 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.
- 26.9 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)
- 26.10 Jump Start:
(a) A "**Jump Start**" will be deemed to have occurred when a driver is not in his prescribed grid position at the start of the race.
(b) The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.

27. **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 1.5 minutes 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.

28. **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.

29. **Crew Conduct**

The onus of responsibility for the conduct of crew will at all times be on the Entrant. Any misbehaviour on the part of the crew will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew are permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the rolling lap has commenced, all crew must return to the Pits or Paddock. Smoking in the Pits is forbidden. The penalty for such an offence is exclusion of the driver. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.

Smoking in the Pit and Paddock is strictly forbidden. Anyone caught smoking in the Pit and Paddock will be imposed with a fine of RM 500.

THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH AN OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK.

30. **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:

- 30.1 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.
- 30.2 Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void.
- 30.3 Should more than 2 laps but less than 75% of the race been completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal was given to stop was given.
- 30.4 The points to be awarded will vary according to the number of laps completed by the Race leader before the signal to permanently stop the Race was given:
Case A: less than 2 laps. No points will be awarded.
Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). half the points will be awarded.
Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). The karts shall be sent directly to the Parc Fermé and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

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 single file 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.

31. **Protests**

Any protest must be made in accordance with the NCR Part X and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.

Protest Fee	RM 250.00
Protest Against Eligibility	RM 250.00 plus RM 500.00 deposit for dismantling
Appeal Fee	RM 2,500.00 plus deposit of RM 500.00 for dismantling

All fees shall be in cash (Ringgit Malaysia)

32. **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.

33. **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.

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 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 Organizer 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 reserves the right to place sponsor logos measuring a minimum of 30cm by 7cm on the front bumper and both side pods, and 18cm by 8cm on the front panel of all competing karts.

Advertising of any product or company in competition with the Sponsors' product per kart will be permitted subject to the following rejection fees payable to the organiser.

Sponsorship Full Rejection per Sponsor	
Main Sponsor	RM4,000
Co Sponsor	RM2,000

35. **Flag Signals**

The following signals will be used:

Green Light	Start of race or practice
Blue Flag	Stationery - you are being closely followed. Waved - a driver wishes to overtake, let him pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop.
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs.
White Flag	Slow moving vehicle on the track.
Yellow Flag with Red Stripes	Deterioration of adhesion (eg.oil, water).
Green Flag	All clear.
Black Triangle & White Triangle Flag with Number	Last warning before exclusion following unsporting behaviour.
Black Flag with Number	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.
Red Flag	All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official.

36. **CIK "Code of Driving Conduct on Karting Circuits"**

Please read the Code carefully and take note that under the Code the Organisers may take action against any driver who breaks the Code.

36.1 The following race officials by virtue of their position are herewith designated as Judges of Fact in all matters relating to the Code:

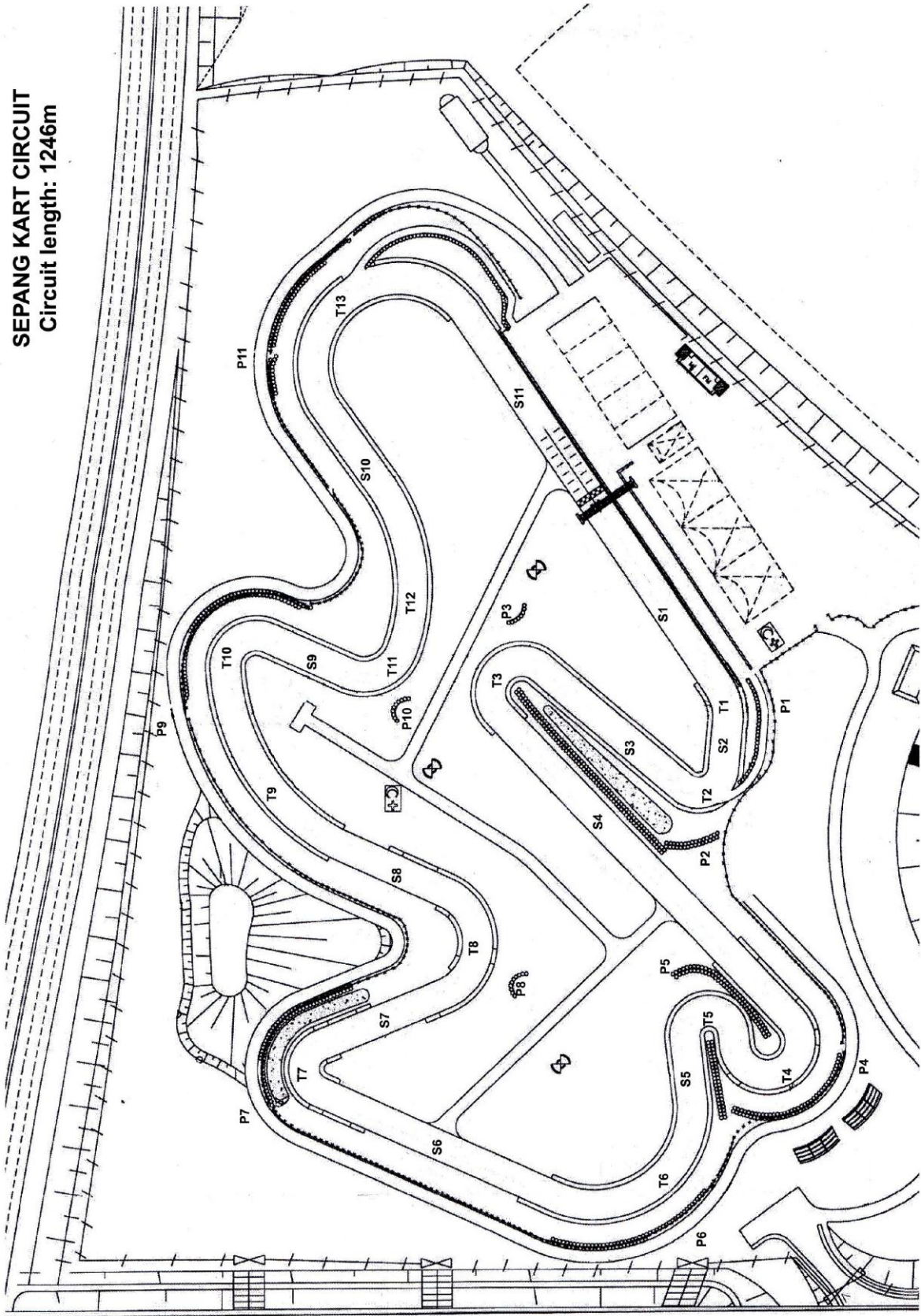
- (a) Clerk of the Course
- (b) Deputy Clerk(s) of the Course
- (c) Chief Course Marshal
- (d) Chief Start Marshal

- 36.2 Contact between karts will not be tolerated at any time during the event from the time of Official Practice till the end of racing for the event. Determination as to whether the contact was accidental or deliberate will be at the discretion of the Judges of Fact who will, with the agreement of the Stewards of the Meeting inflict the following penalties:
- | | |
|-------------------------------------|---|
| (a) First contact during the event | Driver shown "Black and White diagonal flag" for unsporting behaviour. |
| (b) Second contact during the event | Driver shown "Black flag" and disqualified from that particular race. |
| (c) Third contact during the event | Driver shown "Black flag" and disqualified from that particular race and referred to the Stewards for further action. |
37. **Programme of the Meeting:**
Provisional Time Schedule as per attached.
Detailed program of the meeting will be given out during registration.
38. **Reservation of Rights**
The Organisers may at their discretion and with the consent of the Stewards of the Meeting –
- (a) Abandon, cancel or postpone the event due to unforeseen circumstances.
 - (b) Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
 - (c) Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
 - (d) Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
 - (e) In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
 - (f) To amalgamate classes should the minimum of 6 entries are not achieved.

Date Issued: 10th August 2012



SEPANG KART CIRCUIT
Circuit length: 1246m



WSK MALAYSIA RACE 2012



ENTRY FORM

CLASS:

KF3 JUNIOR

KF2 SENIOR

KF2 MASTER

MINI ROK CADET

MICROMAX CADET

CLUBMAN ROTAX

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:

T-SHIRT SIZE: S / M / L / XL

ENGINE MAKE:.....

No:

#1

#2

RACING NUMBER REQUESTED:

2ND CHOICE:

APPLICABLE FEES:

RM 500 Entry fee for KF3 Junior, KF2 Senior, KF2 Master participants

RM 400 Entry fee for Mini Rok Cadet, MicroMax Cadet, Clubman Rotax participants

RM 50 Loan of Transponder (optional)

RM 300 Rental of Tentage (optional)

FOR OFFICIAL USE ONLY

Entry received on: RM Receipt No: Cash / Cheque No:

Accepted payment is in the form of Cheques, Internet Banking transfers & Wire transfers

Payable to "Renovatio Motorsports Sdn Bhd"

Visit "www.wskasia.com" for detailed payment instructions

WSK MALAYSIA RACE 2012



INDEMNITY FORM

DRIVER'S DECLARATION

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

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

NAME OF DRIVER: _____

SIGNATURE: _____

DATE: _____

ENTRANT'S DECLARATION

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

NAME OF ENTRANT: _____

SIGNATURE: _____

DATE:.....

INDEMNITY BY PARENT/GUARDIAN

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

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

NAME OF GUARDIAN: _____

SIGNATURE: _____

I/C or PASSPORT NO: _____

DATE: _____

WSK MALAYSIA RACE 2012



TECHNICAL PASSPORT

It is the responsibility of the competitor to check each item before presenting the equipment for scrutineering. You will not be allowed to practice unless the equipment is scrutineered.

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

Chassis Make: _____ Chassis No: _____

1. Engine Make: _____ Engine No: _____ Tyre Make / Type: _____

2. Engine Make: _____ Engine No: _____

Competitor MUST check all items listed below:

			Yes	No
Driver Protection				
1.	Helmet	Snell Foundation K98, SA2000, K2005 and SA2005 (USA), British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain), SFI Foundation Inc., Spec. SFI 31.1A and 1.2A (USA). Snell-FIA CMH, for Drivers under 15 years old		
2.	Gloves	Covering the hands completely		
3.	Overalls	Level 2 CIK homologation		
4.	Boots	Must cover and protect the ankles		
Chassis				
1.	Chassis proper	No straightening, rewelding on critical areas. No cracks		
2.	Axles	No excessive free play		
3.	Wheels	No visible damage		
4.	Steering	No excessive free play		
5.	Seat mounts	No cracking at mounting points. Mounted securely to frame.		
6.	Bodywork	Securely fastened. Min 25 m.m. from the ground. No modifications permitted.		
7.	Brakes	Pads with sufficient thickness. No hydraulic leaks. Brakes not spongy.		
8.	Bumpers	Properly mounted		
9.	Tyres	New, with correct markings.		
Engine				
1.	Exhaust	Secure		
2.	Carburettor	Return spring secure		
3.	Battery	Secure and all cables properly insulated.		
4.	Kill switch	Properly mounted and marked.		
Racing Panels / Numbers				
1.	Transponder holder	Secure and in the correct position behind seat and less than 25cm from the ground.		
2.	Racing numbers	Fitted and in the correct colour for the class entered.		
Safety Requirements				
1.	Fasteners	All fasteners to be double nutted, self-locking, safety wired or split pins.		
2.	Ballast weights	Each weight to be fitted with 2 bolts with minimum 6 mm diameter.		
3.	Fuel lines	Either safety wired or clamped.		
4.	Chain guard	Must cover from the engine sprocket to the center of the rear axle axis.		

I confirm that all the above items have been checked and that the kart and engine(s) conform to the specific regulations for this event.

Driver Signature:

Date:

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

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

Scrutineer:

Date: