

Rotax MAX Challenge Asia Festival Sporting Regulation 2022

October 2022



1. INFORMATION / DATE / ENTRY / FREE PRACTICE

1.1 Organization Office

Amprex Racing Services SDN, BHD, (1439599-W) HQ
E-3A-05, Phileo Damansara 1,
Jalan 16/11, Off Jalan Damansara,
Petaling Jaya, 46350, Selangor
Tel: +(604) 955 2727 / +(604) 955 3327
Email: info.amprex@gmail.com
Web: www.moracadventure.com

1.2 Dates / Calendar

RMCAF 9-11 December 2022 MORAC Adventure Park
(Langkawi)

NOTE: Subject to change at any time due to COVID-19

MORAC Adventure Park
Lot 67, Pantai Cenang
Mukim 07000
Langkawi, Kedah, Malaysia
Tel: +(604) 955 2727 / +(604) 955 3327
Email: info.amprex@gmail.com
Web: www.moracadventure.com

1.3 Entries / Subscriptions

1.3.1 Entry for RMCAF Race must be made directly with the race organizer Amprex Racing Services. A copy of the driver license of the driver and a copy of the team entrant person ID have to be present during the registration process.

1.3.2 Entry open and closing date for the event:
Entry opens: 1st October 2022
Entry closes: 18th November 2022

1.3.3 Maximum number of entries per class is 34 drivers. Upon receiving complete entries (full entry fee payment and completed registration form received) of 34 drivers for the specific class earlier, the entries will close immediately.

1.4 Entry Fee

1.4.1 Entry fee for **Max DD2 Master** is **RM7,000**
Include: Entry fee, 4 set of Mojo D5 slick tires and 1 set of Mojo W5 wet tire.

1.4.2 Entry fee for **Senior Max** is **RM7,000**
Include: Entry fee, 4 set of Mojo D5 slick tires and 1 set of Mojo W5 wet tire.

- 1.4.3 Entry fee for **Junior** is **RM7,000**
Include: Entry fee, 4 set of Mojo D2XX slick tires and 1 set of Mojo W5 wet tire.
- 1.4.4 Entry fee for **Mini Max** is **RM5,500**
Include: Entry fee, 3 set of Mojo C2 slick tires and 1 set of Mojo CW wet tire.
- 1.4.5 Entry fee for **Micro Max** is **RM5,500**
Include: Entry fee, 3 set of Mojo C2 slick tires and 1 set of Mojo CW wet tire.

1.5 Payments

Entries are only accepted once full payment has been received on the following bank account:

Name: Amprex Racing Services Sdn Bhd
Current Acc: 260-306-399-8
Bank: United Overseas Bank (Malaysia) Bhd
Branch: Damansara Uptown Branch
Swift code: UOVBMYKL
Address: 1, Jln SS21/58, G-Floor, Uptown 1, Damansara Uptown, 47400 PJ, Selangor

- 1.5.1 Should the driver fail to attend to the event there will be no refund of the entry fee.
- 1.5.2 Should the driver not able to attend (illness) there will be a refund of the entry fee minus 15% after receiving an official written document.

1.6 Free Practices

- 1.6.1 At the event there will be a free practice which will be organized by the organizer. It is mandatory to use control fuel supply by the organizer. MOJO tyres must be use during practice at all time.
- 1.6.2 It is not mandatory to join the practice sessions.

2. REGULATIONS

These regulations are submitted to the Motorsports Association of Malaysia (MAM).

The Competition shall be run in accordance with these RMCAF 2022 Sporting Regulations and official Bulletins and:

- FIA International Sporting Code and its appendices.
- FIA and FIA Karting Official Bulletins
- FIA Karting Technical Regulations
- General Prescriptions applicable to FIA karting international karting Competitions
- Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct
- ROTAX MAX CHALLENGE ASIA FESTIVAL 2022 Technical Regulations and the Official Bulletins
- ROTAX MAX CHALLENGE ASIA FESTIVAL 2022 Supplementary Regulations

Heading in this document are for ease of reference only and do not form part of these Sporting Regulations.

3. CATEGORIES / CLASSES / LICENSES

3.1 Rotax Micro Max

Maximum of 34 entries

License: National Karting License issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age limits: 8-10 years, a driver must have his/her **8th** birthday during the year of the event and must have his/her **11th** birthday after the year of the event. Driver age limit has to be at 10 years in order to be sure that the GF ticket qualified driver can participate in RMCGF 2023.

Weight: 105 kg

3.2 Rotax Mini Max

Maximum of 34 entries

License: National Karting License issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age limits: 10-12 years, a driver must have his/her **10th** birthday during the year of the event and must have his/her **13rd** birthday after the year of the event. Driver age limit has to be at 12 years in order to be sure that the GF ticket qualified driver can participate in RMCGF 2023.

Weight: 115 kg

3.3 Rotax Junior Max

Maximum of 34 entries

License: National Karting License or International license grade G karting license issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Age limits: 12-14 years, a driver must have his/her **12th** birthday during the year of the event and must have his/her **14th** birthday after the year of the event.

A driver who will turn **15 years old in 2023** he/she must holds a valid **International G-Junior** Karting Licence, according to Article 3.4.2 of the CIK International Karting Licences for Drivers. In order to participate in RMCGF 2023 if he/she win the ticket.

Weight: 145 kg

3.4 Rotax Senior Max

Maximum of 34 entries

License: National Karting License or International license grade F or E karting license issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Minimum age Senior Max and Senior Max Novice: From 14th years old, a driver must have his/her 14th birthday during the year of the event.

Weight: 162 kg

3.5 Rotax Max DD2 Master

Maximum of 34 entries

License: National Karting License or International license grade E karting license issued by an ASN affiliated to the FIA + permission to drive abroad from the ASN of the country where the license is issued.

Minimum age: From 32nd years old, a driver must have his/her 32th birthday during the year of the event.

Weight: 180 kg

3.6 Summary Age Limits

Age limit	MICRO	MINI	JUNIOR	SENIOR	MAX DD2 MASTER
	8-10	10-12	12-14	15-99 *(14)	32-99
Age groups	2012-2014	2010-2012	2008 -2010	from 2008	from 1990

4. EQUIPMENT

3.1 Amount of Equipment (RMCAF)

For DD2 Master, Senior and Junior classes, 1 chassis, 2 sealed engines, 2 sets of MOJO slick tires and 1 set of MOJO wet tire.

For Micro and Mini classes, 1 chassis, 2 sealed engines, 1 sets of MOJO slick tires and 1 set of MOJO wet tire.

NOTE: The 2nd set of dry tires must be mounted for the Pre-Finals and Final.

3.2 Tires

Micro Max

Dry	MOJO C2 CIK	front 4.0 / 10.0-5	rear 5.0 / 11.0-5
Wet	MOJO CW CIK	front 3.6 / 10.0-5	rear 4.5 / 11.0-5

Mini Max

Dry	MOJO C2 CIK	front 4.0 / 10.0-5	rear 5.0 / 11.0-5
Wet	MOJO CW CIK	front 3.6 / 10.0-5	rear 4.5 / 11.0-5

Junior Max

Dry	MOJO D2XX CIK	front 4.5 / 10.0-5	rear 7.1 / 11.0-5
Wet	MOJO W5 CIK	front 4.5 / 10.0-5	rear 6.0 / 11.0-5

Senior Max

Dry	MOJO D5 CIK	front 4.5 / 10.0-5	rear 7.1 / 11.0-5
Wet	MOJO W5 CIK	front 4.5 / 10.0-5	rear 6.0 / 11.0-5

Max DD2 Master

Dry	MOJO D5 CIK	front 4.5 / 10.0-5	rear 7.1 / 11.0-5
Wet	MOJO W5 CIK	front 4.5 / 10.0-5	rear 6.0 / 11.0-5

Strictly no modifications or tire treatment are allowed. All tires will be barcode scanned and will be checked each session.

Tires must be mounted according to the sense of rotation defined on the tire at all time. Running in of wet tires on a dry track is not allowed. Wet tires may only be used if the Clerk of the Course has declared Wet Race, Wet Practice or Wet Qualify.

4.3 Fuel / Oil

Only unleaded fuel 95 octanes will be used with Xeramic Full Synthetic 2T Oil. The premixed fuel will be supply by the race organizer.

4.3.1 Advise: the oil mixture ratio will be 50:1 (2%)

4.3.2 It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol. Any fuel tempering will lead to Disqualification. Repeated offense will lead to exclusion.

4.3.3 At any time the volume of the fuel in the tank must be over or equal to 1.5 litre. The scrutineering has the right to change/replace any driver's fuel at any time. Fuel sample can be requested for testing from any participants regardless of their starting or finishing positions. Digatron DT-64 will be use for test, and samples may be requested for further investigation if needed.

4.4 Transponders

4.4.1 All drivers must bring their own transponder. Those who do not have and wish to rent, send an email to victor.amprex@gmail.com to secure yours. Rental transponders available but limited and rental charges apply.

4.4.2 The transponder is mandatory from official practice. It is driver's responsibility to ensure their own transponder is fully charged and ready to be used throughout the whole event and has to be fixed on the lower part of the back of the kart seat.

4.5 Cameras

4.5.1 Wearing onboard camera on or inside the helmet is forbidden during the whole event from the Official Practice to the Final.

4.5.2 With the beginning of the official practice cameras on the kart is forbidden to the Final.

4.6 Helmet / Gloves / Boots

Only helmet is allowed according to CIK-FIA regulations. Overalls, gloves and boots must be up to safety conditions.

4.7 Racing Numbers

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations yellow background and black numbers (4 sides). Except Max DD2 Master: see Technical Regulations Max DD2 Master.

Driver will not be allowed to enter the Parc-Ferme without all the racing numbers present on the kart in a good condition.

Racing numbers for each category are:

- Micro MAX 1 to 99
- Mini MAX 101 to 199
- Junior MAX 201 to 299
- Senior MAX 301 to 399
- MAX DD2 Master 501 to 599

5. EVENT

5.1 General Conditions

- 5.1.1 It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting 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 with the team entrant and/or separately for ensuring that the provisions are observed.
- 5.1.2 Entrant must ensure that their karts comply with the conditions of conformity and safety throughout the event.
- 5.1.3 The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.
- 5.1.4 Entrants, drivers and mechanics must at all times wear the appropriate identification wristbands which have been handed over to them from the race organizer.

5.2 Sporting Checks and Scrutineering

- 5.2.1 During the initial scrutineering and sporting checks, which will take place at Parc-Ferme on Saturday, each driver and entrants must have all required documents and information available.
- 5.2.2 Unless a waiver is granted by the stewards in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.
- 5.2.3 Entrant, a driver or any other person responsible for a kart may not be required to sign a discharge or any other document which has not previously been approved by the ASN hosting the event.
- 5.2.4 The clerk of the course may ask a driver to undergo a medical examination checked by the scrutineerings.
- 5.2.5 At any time during the event, the scrutineers may:
- Check the eligibility of the kart or of the driver's equipment.
 - Require a kart to be dismounted by the team entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
 - Require team entrant to supply them with such parts or samples as they may deem necessary.

- 5.2.6 Any kart which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 5.2.7 The clerk of the course may require that any kart involved in an accident be stopped and checked.
- 5.2.8 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the Parc-Ferme, and who alone are authorized to give instructions to the team entrants.
- 5.2.9 Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to scrutineering.
- 5.2.10 Drivers shall not be allowed to change his/her equipment after it has been identified at scrutineering unless the equipment has broken and not safe to be used for race.
- 5.2.11 At the event, the event organizer and the stewards will control all licenses.

5.3 Briefing

- 5.3.1 Definition: The driver's briefing is a meeting organized by the Race Director for all drivers entered in the event.
 - 5.3.1.1 Driver briefing is mandatory for all drivers and classes.
 - 5.3.1.2 Drivers caught not attending will be fined RM500. The amount received from the fine will be given to a local charity (Langkawi island only) appointed by Amprex & ASN (CIK/FIA rule).
- 5.3.2 Aim of the briefing: to remind drivers of the specific points of the regulations concerning the organization of the event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.
- 5.3.3 Extra meetings may be organized if this is deemed necessary.

6. SAFETY

6.1 General Safety

- 6.1.1 It is strictly forbidden for drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- 6.1.2 During practice, qualify, heats and the races of the final phase, drivers may use the track only and must at all times observe the dispositions of the code relating to driving on circuits.
- 6.1.3 During practice, qualify heats and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or impede another driver. If the driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the practice or the races in which this help was provided. Except for medical or safety reasons, the driver must stay close to his kart until the end of practice, qualify, heats or the race(s) of the phase.
- 6.1.4 Any repairs with tools are banned outside the repairs area. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the repairs area.
- 6.1.5 Except in cases expressly provided for by the regulations or by the code, no one except the driver is authorized to touch a stopped kart unless it is in the repairs area.
- 6.1.6 When the track is closed by the clerk of course during and after practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the <<Finish>> Parc-Ferme, no one is allowed to access to the track, with the exception of marshals carrying out their duties and of drivers when they are driving.
- 6.1.7 During qualify, heats and the race(s) of the final phase, the kart may be restarted only by the driver him/herself, except if he/she restarts from the repairs area. The driver may not receive any outside help on the track during the running of an event, except in the repairs area, which he may reach only by his/her own means.
- 6.1.8 A speed limit may be imposed in the pit lane and in the repairs area during practice and the formation laps. Any driver braking this speed limit will be imposed a penalty provided for in the regulations or the code.
- 6.1.9 If a driver is faced with mechanical problems during practice, qualify, heats or the race(s) of the final phase, he/she must evacuate the track as soon as possible for safety reasons.

- 6.1.10 If a driver is involved in a collision, he/she must not leave the circuit without the steward's agreement.
- 6.1.11 No driver may leave the repairs area without having been invited to do so by marshals.
- 6.1.12 Official instructions will be transmitted to the drivers by means of the signals provided for in the code. Team entrant must not use flags similar to these ones in any way whatever.
- 6.1.13 Any driver who intends to leave the track, to return to the Parc-Ferme or to stop in the repairs area shall demonstrate his/her intention in due time and shall ensure that he/she may do so safely.
- 6.1.14 During the event and at the order of the clerk of the course a driver who breaches the technical regulations, except during the final lap, must stop in the repairs area and remedy the breach before rejoining the track.
- 6.1.15 When they participate in practice or qualify, heats or the races of the final phase, Drivers must at all times wear the full equipment.
- 6.1.16 In the case of a wet race/practice/qualify (conditions signalled by means of a panel by the clerk of the course), the choice of tires will be left to the appreciation of the drivers, the clerk of the course reserving the right to use the black/ black & orange mechanical flag if he deems that a driver's kart is fitted with the wrong set of tires and that the driver is too slow and dangerous for other drivers.

6.2 Number of Karts Allowed on The Track

The number of karts allowed on the track is limited to 34 for final phase races, 34 for qualify and heats and 34 for practices / warm up.

6.3 Code of Driving Conduct on Kart Circuits

6.3.1 Observance of signals:

The instructions detailed in the FIA-CIK General Prescriptions and in the FIA-CIK Circuit Regulations are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.
<https://www.fiakarting.com/page/sporting-regulations>

5.3.2 Overtaking:

A) During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other competitor is already by his side. He shall give the other kart the right of way in order to allow for passing.

B) If the driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake. Any driver who does not take notice of the blue flag may be penalized by the stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

C) Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers 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 penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

D) Any obstructive maneuver 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 authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

E) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

F) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned.

H) Contacts / collisions (during the race, declaration lap included): sanctions may be imposed on a driver who pushes another driver.

5.3.3 Stopping of a kart during the race:

A) The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

B) Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the marshals or other officials to help.

C) Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D) Apart from the driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E) Pushing a kart along the track or pushing it across the finish line is not allowed, and will entail immediate exclusion.

F) Any kart abandoned on the circuit by its driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its driver whilst a race is suspended will not be considered abandoned.

6.4 Running of The Event

The Competition will comprise Free Practice, Qualifying Practice, Qualifying Heats, Pre Final and a Final phase.

A) Free Practice

The time schedule of the event provides practices for each category. They are reserved for those drivers having passed the sporting checks and scrutineering.

The use of transponders is mandatory as from the beginning of the official practice held on 9th December. The race organization will be monitoring and ensure all drivers be using the appoint transponder. Any breach will lead to (insert punishment, sporting or monetary if allowed).

B) Qualifying Practice

Duration of the qualifying will be 6 Minutes, only drivers who have passed scrutineering can participate.

Drivers must be on track 2 minutes after Qualifying Practice started. If a driver is not on track after those 3 minutes the driver will be disqualified from Qualifying Practice.

The use of transponders is mandatory.

Any driver having crossed the line drawn at the exit of the start area will be considered as being a starter and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is timed.

The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

The final classification of qualifying will be drawn up as follows:

- The grid will be drawn up in the order of the fastest time achieved by each driver.
- If no time is taken into account for a driver, he/she will take the start at the end of the grid. If several drivers are in that situation, their starting position will be decided by drawing lots.
- If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.
- DNS competitors will be placed in front of DQ competitors. If a driver stops in the repair area or in the Parc-Ferme, it will be final. He/she shall not be allowed to start again.

C) Qualifying Heats

Case A : 34 drivers : Total of 2 Heats.

Duration of heat: Micro Max: 8 laps

Duration of heat: Mini Max: 9 laps

Duration of heat: Junior Max: 10 laps

Duration of heat: Senior Max: 10 laps

Duration of heat: Max DD2 Master: 10 laps

For the heats, points will be awarded as follow: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1.

If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2.

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.

D) Ranking after heats

At the end of the heat there will be a result called "A RANKING AFTER HEAT".

The ranking is the sum of the heat points and sorted on least points, in case of an ex-aequo the better position from the qualifying will be decisive.

Drivers on position 1-34 are qualified for the Pré - Final; the ranking after heats determines the start positions.

E) Pré – Final

34 drivers are qualified from the official result of the Heats. Starting positions will be determined according to the Intermediate Classification established after the Qualifying Heats.

F) Final phase

- A maximum number of 36 drivers will compete at the Final phase. Starting positions will be determined according to the Pre-Final classification.

- During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his starting number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

Number of laps:

Category	Pré – Final	Final
Micro Max	10 laps	11 laps
Mini Max	11 laps	13 laps
Junior Max	14 laps	15 laps
Senior Max	14 laps	15 laps
Max DD2 Master	14 laps	15 laps

- In wet conditions, all the mentioned numbers of laps for Qualifying Heats and Pre Finals will be reduced in 2 laps.
- In wet conditions, all the mentioned numbers of laps for the Final phases will be reduced in 3 laps.

6.5 Starting Grids (on Pre-Grid, and Final Races)

FIA-CIK International Sporting Code, FIA-CIK General Prescriptions Article 2.19

- A)** At the end of the final qualifying session, the list of qualified drivers as well as the starting grids will be officially published.
- B)** Only these drivers will be allowed to take the start of the heat, pre- final heats and of the final phase.
- C)** Any entrant whose kart(s) is (are) unable to take the start for any reason what so ever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the official in charge of the Parc-Ferme, who will advise the clerk of the course as soon as he has the opportunity.
- D)** The grids will be drawn up in accordance with the fastest time achieved by each driver, taking into account the qualifying practice session. Should one or several drivers achieve the same time; the tie will be settled on the basis of their second best time, and so on.

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 official results have been published. This 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 on the grid position on the inside line to the first corner.

- E)** Access to the Parc-Ferme will end as stated in the official time table. Any kart which has not taken its position on the pre-grid at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course.

The karts placed on the pre-grid must be ready to race; it is strictly forbidden to carry out any work, adjustment and/or setup on the kart on the pre-grid, with the exception of tire pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means (tire pressure gauge), tire pressure adjustment must stop without delay when the "3 minutes" board is shown and an audible warning is given, at this time the mechanic must leave the area immediately.

- F)** Karts on the assembly area are prohibited to return to Parc-Ferme, except under exceptional circumstances left to the appreciation of the clerk of the course. It is prohibited to bring a second set of tires to the assembly area.
- G)** The mechanics will have to clear the assembly area/Parc-Ferme 3 minutes before the time scheduled for the start of the race. If a driver is unable to start from the assembly area after the display of the green flag and/or light and if he requests the intervention of a mechanic, he will be authorized to leave the assembly area only on the orders of a marshal and he will take the start from

the back of the formation when the start at the start/finish line is given, respective of the number of formation laps. No additional time will be allowed to a driver who has not respected these instructions.

- H) Any driver who is present, with his/her kart, on the pre-grid within the time limit will be considered as a starter.
- I) Time qualification: should a driver require assistant after the "30-second" signal in the time qualification the 2 best laps will be void.

6.6 Start Delayed

If the clerk of the course considers of safety reasons that the start must be delayed, the following procedure will take place.

- A) A time will be given where change can be made.
- B) Team entrants/drivers outside this time will not be able to enter the race.
- C) By tire change:
 - The width of the rear and front wheel may be adjusted but must conform to CIK-FIA Technical Regulations.
 - No other modifications and/or changes are permitted unless the Race director decides otherwise.

6.7 Starting Procedure

- A) The start signal shall be given by means of lights.
- B) The start will be of the «rolling» type. The regulations for "Rolling start of the CIK-FIA general regulations apply. The grid being constituted of two lines of karts.
- C) The Organizer following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards. (SC in car racing)
- D) Two 2-meter wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be painted 25 m ahead of the start line.
- E) As soon as the clerk of the course indicates with the green flag that the karts may take the start, the drivers are «at the orders of the clerk of the course» and may no longer receive any outside help. Any driver who has not placed himself at the orders of the clerk of the course in time with his kart in working order will be allowed to leave the assembly area only at the orders of the clerk of the course or of the officer in charge of the assembly area.
- F) If the clerk of the course considers that a driver has been immobilized as a result of another driver's mistake, the clerk of the course may stop the formation lap and start again the starting procedure on the basis of the original grid or allow the impeded driver to regain his position.
- G) The Clerk of the Course will give the start as soon as he is satisfied with the formation.

- H)** At the end of the formation lap, drivers will go at slow speed towards the start line assembled in two lines of karts. During the approach stage, the red light will be on. No karts may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the clerk of the course is satisfied with the formation he 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 an extra formation lap must be covered. Should the engine of a driver stop during formation lap, an official or mechanic nominated to carry out that task may restart him as soon as he/she has been passed by the entire field. He may then rejoin 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 fall behind the entire field without stopping, he must remain at the rear for the start and must not attempt to regain his position.
- I)** In the case of repeated false starts or incidents during the formation lap(s), the clerk of the course, acting as a judge of fact, may stop the starting procedure by means of the red flag and inform the stewards, who will be entitled to inflict on the offending drivers a penalty according to the FIA-CIK General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the drivers present in the starting area or in repair area before the procedure was stopped will be allowed to take the start of the new formation lap.
- J)** Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to the FIA-CIK General Prescriptions. page 16 from 20
- K)** 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. This is recorded by the timing system, and the official timekeepers who act as judges of fact and will determine if a jump start has been committed. The penalty refers to the event regulations.
- L)** As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.
- M)** The stewards may use any video or electronic system likely to help them to take a decision. The steward's decisions may supersede those taken by judges of fact. Any infringement to the provisions of the code or of these sporting regulations relating to the starting procedure may entail the exclusion of the kart and of the driver concerned from the event.

6.8 Stopping a Race

- A)** Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown on the line. Simultaneously, red flags will be shown at marshal's posts

provided with these flags. The decision to stop the race or practice may be taken only by the clerk of the course (or, if he had to leave, by his deputy). If the signal to stop racing is given:

Case A: during practice, all karts shall immediately reduce speed and go back slowly to the «Finish» Parc-Ferme, and all karts abandoned on the track shall be removed.

Case B: other than practice, all karts will immediately reduce their speed and go to the «Finish» Parc-Ferme entrance or stop on the track at the place designated during the briefing, considering that:

- The classification of the race will be the classification at the end of the lap prior to that during which the signal to stop was given.
- Karts or rescue vehicles may be on the track.
- The circuit may be totally blocked because of an accident.
- The weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop was given:

- More than two laps but less than 75% of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). If the race can be restarted, the article of the FIA-CK General Prescriptions will apply.
- 75% or more of the distance scheduled for the race (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Parc-Fermé, and the race will be considered as having stopped when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given. Full points will be awarded.

6.9 Restarting a Race

- A)** Working on karts will be allowed only in the Repair Area; the only persons allowed to intervene on a kart are the Driver himself and his appointed Mechanic, holder of the appropriate pass. Refueling will not be allowed. All karts must be ready at the 3 minutes board.
- B)** After a suspending situation, the delay will be kept as short as possible and as soon as resuming time is known, Drivers will be informed. In all cases at least a 10 minutes warning will be given. Boards will be presented 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption. Each signal will be accompanied by an audible warning. page 17 from 20
- C)** The Race or Heat will be resumed with the “SLOW” process and Article 2.20 (CIKFIA General Prescription). The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repair Area when the red flag was shown will be allowed to take the new start.
- D)** Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended.

6.10 Neutralisation Of A Heat Or Race

- A)** The clerk of the course or the race director may decide to neutralize a qualifying heat or a race. This procedure will be used only if the track is obstructed, or if the drivers or officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the qualifying heat or race.
- B)** When the order is given to neutralizes the qualifying heat or race, all observer's posts will display waved yellow flags and a "SLOW" board (yellow board with the word "SLOW" written in black), which shall be maintained until the neutralization is over. Flashing orange lights will be switched on at the line.
- C)** All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- D)** During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible. The leading kart must keep the engine RPM range below 9,000rpm at all time
- E)** The karts may enter the repair zone during the neutralization, but they may rejoin the track only when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart. Overtaking is strictly prohibited
- F)** When the race director or the clerk of the course decides to end the neutralization, he will have the yellow flash lights switched off and stand yellow flag.
- G)** At that moment, the leading kart will continue to set the pace, at a moderate speed. The race director or the clerk of the course will signal the resumption of the race by means of a waved green flag at the line. Overtaking will remain prohibited until the karts have crossed the line at the end of the neutralization of the qualifying heat or race. On approaching the line, where a green flag will be waived by the race director or the clerk of the course, the drivers may accelerate only after crossing the yellow line preceding the line. The yellow flags and the "SLOW" boards at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- H)** Each lap completed during the neutralization will be counted as a racing lap.
- I)** If the race finishes during the neutralization, the karts will take the checker flag as usual, without being allowed to overtake. Overtaking will be permitted only if a kart slows down because of a serious problem.

6.11 Safeties

- A)** General Safety. CIK-FIA International Karting Regulation, General Prescription Article 2.14 and the Code (ISC)
- B)** Kart Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and the Code (ISC)

- C)** Equipment Safety. CIK-FIA International Karting Regulation, Technical Regulations Article 3 and 3.2 and the Code (ISC)
- D)** Provisional information of the meeting adapted to each race circuit / track license agreement / conditions. Additional information will be available in the Event Supplementary Regulations.
- E)** It is forbidden to use motorbikes, scooters or any other motorized vehicles in the Paddock, except where the Clerk of the Course has given special permission.

6.12 Paddock

- A)** Only vehicles with authorized passes are allowed in the Paddock.
- B)** Each Paddock shall be equipped with at least one 5 Kg fire extinguisher provided by the organizer.
- C)** It is strictly forbidden to smoke or to use any device risking provoking fire in the Paddock area, it is forbidden to Cook in the Paddock, except with a special authorization from the Organizer or track manager.
- D)** No Catering awnings are allowed in the Paddock, a separate area next to camping will be allocated, if space allows.
- F)** Ground sheets are compulsory to be used during the whole race week.
- G)** Refueling is only allowed in your allocated paddock space, and only with the use of ground sheet. The fuel tank must be impounded by end of Thursday. Friday onwards refueling in paddock is not allowed.
- H)** Any fuel and/or spilling will be fined with a 1,000 RM,= penalty, to be paid to the track owner before leaving the track.

6.13 Parc-Ferme / Pregrid

- A)** Only one (1) driver per kart and one (1) mechanic is allowed in “Parc-Ferme” “Pre-grid” and only with wrist band.
- B)** Open and closing times for “Parc-Ferme”and “Pre-grid” will be announced in the time schedule.
- C)** Drivers who miss the “Parc-Ferme Gate Closing Time” are allowed to start, but only from the “Parc-Ferme” when the start is given. He is not allowed to follow the formation before.
- D)** Mechanical help with or without tools in the pre-grid area, drivers are allowed to start from the “Parc-Ferme” when the start is given. He is not allowed to follow the formation before.

6.14 Jurisdictions

Amprex Racing Services reserves the right to issue additional statement following the agreement of the Motorsports Association of Malaysia (MAM) presenting the race and the CIK-FIA, concerning the Rules and Regulations (previously approved by the

Motorsports Association of Malaysia (MAM) proposing the event and the CIK-FIA) from time to time, and all such statements will be issued to all registered competitors by way of Competitor's Bulletins at the race event, or published via online communications.

The jurisdiction of a court is excluded for decisions of the FIA, the Motorsports Association of Malaysia (MAM), their jurisdictions, the stewards, and the event organizer.

No claim for compensation of whatever kind may be derived from actions and decisions of the Motorsports Association of Malaysia (MAM) or its jurisdiction as well as of Motorsports Association of Malaysia (MAM) representatives or the event organizer, except in the case of a damage caused on purpose or by gross negligence.

6.15 Protests and Appeals

The FIA International Sporting Code is applicable for protests and appeals, Motorsports Association of Malaysia (MAM) Event Regulations and the Motorsports Association of Malaysia (MAM) Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals. ***Protest time is within 30 minutes after the posting of the results.***

Protest deposit - payable to the relevant ASN: International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the Motorsports Association of Malaysia (MAM): International status EUR 1,500.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00

(Protest and appeal deposits are exempt from VAT)

7. RULES AND PENALTIES

7.1 Scale / Weighing Procedure

- a) The scale of the day will be in the “Parc-Ferme”. This scale is the **ONLY** one which will be officially used and counted. The scale will be available from the first practice session.
- b) Driver needs to stand on the scale with all racing safety equipment
- c) Drinking water from a clear plastic bottle is allowed in the Parc-Ferme before weighing, however any driver pouring water over his/her head and race overall will be penalized with an additional 1 (one) KG on the weight of kart and driver **(i.e. Junior 145 + 1 = 146)**

7.2 Front Faring

The front fairing must be in the correct position at all times during a competition according to the CIK-FIA technical regulations.

If the scrutineering reports that the front fairing on one or more karts was no longer in the correct position when the “black and white checkered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a penalty will be imposed automatically on the driver(s) concerned. This penalty is not susceptible to appeal.

Front Faring during Qualifying session : 3 places grid penalty

Front Faring during Heats / Pre-Final / Final : 5 seconds time penalty

When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions; the stewards can also do a collected decision for the involved drivers in a session. The Team Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white checkered flag” was waved this will lead to a disqualification from the involved session or in worse cases from the event.

7.3 Leaving Corridor

If a driver leaving the corridor (lines) before the start was given the following penalties will count.

Case A: 1 to 2 tires out of corridor time penalty 3 seconds

Case B: more than 2 tires out of corridor time penalty 10 seconds

This penalty is not susceptible to appeal.

7.4 Time Penalty 5 Seconds

In addition to the CIK-FIA General Prescriptions the Clerk of the Course have the power to decide a 5 seconds penalty. The penalty will be shown with the black and white flag in connection with the start number and a board 5 seconds at the start/finish line.

During the 2 last laps no flags will be shown, the clerk of the Course inform during the briefing on the procedure for the imposition and notification of these penalties.

If there are more offences of the same driver in the same session, the clerk of the course will report that to the stewards for possible further punishment.

This penalty is not susceptible to appeal.

In case a driver has 2 penalties, “front fairing” and “5 seconds clerk of course decision” in the same session, both penalties should be added to the results.

5 seconds penalties can be given for the following:

- Unfair driving behavior,
- Dangerous driving behavior,
- Ignoring the yellow flag,
- Not following the instructions of the stewards of the meeting or the clerk of the course,
- Causing a false start,
- Not following the specific instructions mentioned during the briefing.

For any incident that is not mentioned, but deemed incorrect by the clerk of the course, a sanction can be proposed by the stewards of the meeting.

The above mentioned incidents can also remain unpunished, or a more severe punishment can be applied, if the clerk of the course thinks it is appropriate.

7.5 Tires Mounted With Wrong Driving Direction

If a driver is detected in the “Pregrid area” with tires mounted with wrong driving direction, he/she will be moved to the Parc-Ferme, there he/she or his/her mechanic should mount his/her tires correctly. No other technical changes are allowed. Afterwards he can take the start of the session, first when the start was given at the start/finish line, he is not allowed to follow the warm-up lap and formation laps before.

If a driver is detected in the Parc Fermé (servicing parc out) with tires mounted with wrong driving direction, A grid penalty will be applied to the driver : last position. (0 points).

If a driver is detected after checkered with tires mounted with wrong driver direction, disqualification (DQ) will impose automatically.

This penalty is not susceptible to appeal.

8. PODIUM CEREMONY

The drivers classified 3rd, 2nd and 1st in the finals are podium winners determined according to supplementary regulations of each race category class shall climb on the podium one after the other.

The first 3 competitors must wear their overalls zipped up also bring along the helmet at prize giving ceremonies.

If caps are supplied by the organiser of the RMCAF 2022 they must be worn by the drivers during the podium ceremony.

The prize winners must wear sponsor caps if supplied by race organiser during the commendation ceremonies after the RMCAF races.

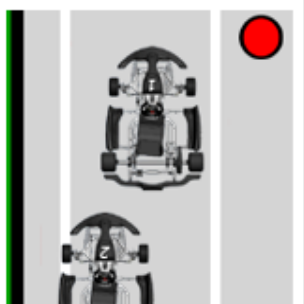
All drivers agree that ROTAX and its sponsors may use photographs or videos of RMCAF races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

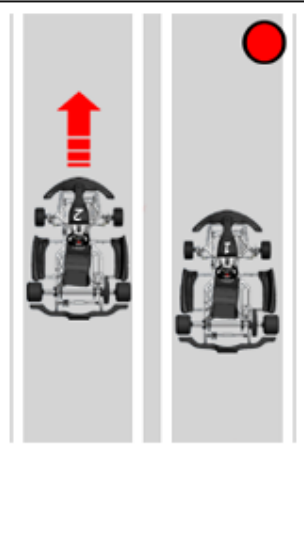
9. PENALTY CATALOGUE

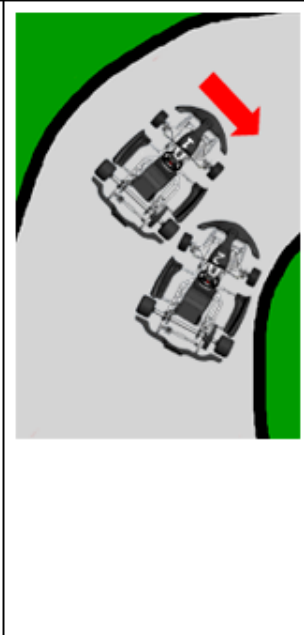
Participants, who commit an irregularity, shall be punished with a penalty according to the bellow regulations. Further suggestion: Involved participants shall receive a malus-point for each irregularity, which will stay valid for the whole season. If a participant has received a certain number of malus-points, he shall be excluded from the following race to which he was signed in.

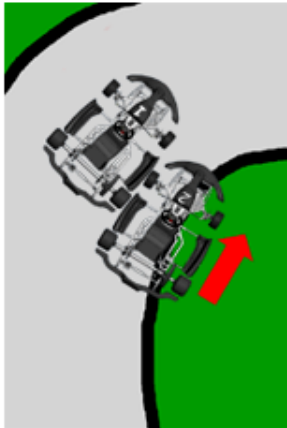
There is no route for appealing a Stewards Decision. The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it. (see table on the next page)

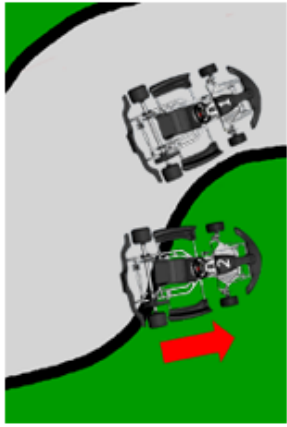
DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 5 seconds
Driving in a manner incompatible with general safety	Up to 10 seconds, Race or Meeting disqualification
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Abusive Language, Behavior or Assault	Race or Meeting Disqualification
Failure to attend Drivers' Briefing	Fine of RM500
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Scrutiner Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race Meeting Disqualification
Incorrectly positioned front fairing - Qualifying	3 Places Grid Penalty
Incorrectly positioned front fairing - races	5 Seconds penalty
Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race Disqualification
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to ASN

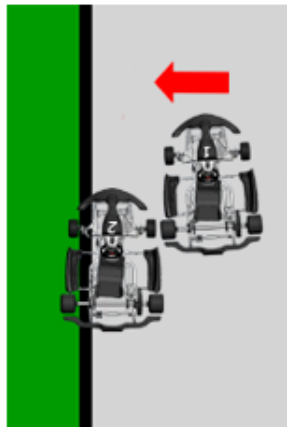
<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		General:
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		A: 3 seconds B: 10 seconds
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

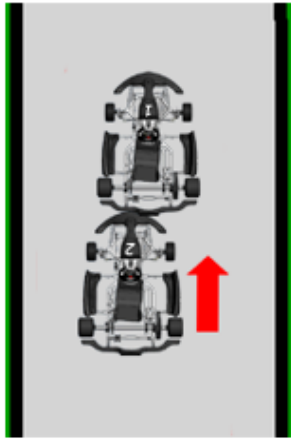
<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		General:
		10 seconds
		Without advantage:
		Not relevant
		With advantage:
		Not relevant

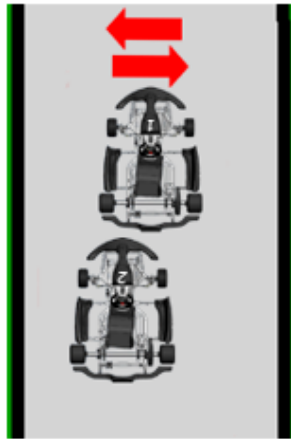
<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
		10 positions

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

----- **END OF SPORTING REGULATIONS** -----