



Additional Supplementary Regulations #3 Round 4 31 Aug 2019

SPORTING REGULATIONS

2. ORGANISER

Kelab Sukan Motor MSF Malaysia
A-11-7 Block A, Jaya One
Jalan Universiti
46200 Petaling Jaya.

Attention:
Honorable Secretary
Norfadilah Zainal Abidin

5. VENUE AND RACE DISTANCE

5.2. SPRINT.

There will be 1 race of 10 laps of Sepang F1 Circuit

- SPRINT races require a compulsory 3-minute pit stop. Driver change (not compulsory) may be conducted during the pit stop.

- There will be a Pit In window from Lap 3 till Lap 7, based on the on-track Race Leader. Driver change may be conducted during this pit window. Tyre change and refuelling is not permitted.

5.3. ENDURO.

45 minute endurance.

- ENDURO is no longer a 2-Driver event. Second guest driver is NOT compulsory.

- There will be a Pit In window from minute 13 till minute 32. Driver change may be conducted during this pit window. Tyre change and refuelling is not permitted.

6. TITLE OF EVENT AND DATES

MSF SuperTurismo Series

- a) Round 1 – 16-17 March 2019 : [SUPER SPRINT]
- b) Round 2 – 14 April 2019 : [SPRINT]
- c) Round 3 – 7 July 2018 : [SPRINT]
- d) Round 4 – 31 August 2018 : [ENDURO]
- e) Round 5 – 13 October 2018 : [SUPER SPRINT]
- f) Round 6 – 1 December 2018 : [SUPER SPRINT]

8. DESCRIPTION OF CATEGORIES

- **Saga Cup 1500 NA** – 1984-2005 Saga cars below 1500cc. Strictly naturally aspirated engines only. **Refer to Technical regulations for specific modification, capacities & engines formulation and tire sizes.**

Four Championship sub-categories within this category:

- o 'Pro' category
- o 'Advanced' category
- o 'Intermediate' category
- o 'Casual' category

- Grading of Drivers within the four categories will be decided by the MSF Organising team, and based upon lap times at Sepang Circuit. The cut-off lap times (lap time bracket) will be determined statistically, to provide for a balanced field and number of drivers and cars within each sub-category. These will be announced via ASR.

- Any driver that throughout the year consistently dips into the laptime bracket of the next faster laptime bracket, will be promoted to the next sub-category.

- Definition of 'Consistently' in this context for Saga Cup:

In 1 race (either SUPER SPRINT, SPRINT, or Enduro) two (2) 'bonus' laps is permitted up to 1.500 second into the next upper bracket; strictly no lower even if just 0.001 second.

Example: bracket is 2m58 – 3m01, racers are permitted 2 laps up to 2m56.500.

- Points will not be carried forward upon upgrade to the next upper laptime bracket

Additionally:

– For Round 1, as we are arranging the first timing brackets, there is no margin for Qualifying. If you do a 2m58.54 in Qualifying, you will be upgraded to the next bracket.

- From Round 2 onwards, there is allowance for only ONE (1) lap of up to 0.500 seconds into the lower time bracket during qualifying; if you did that twice, or more than that 0.5 second, you will be immediately upgraded to the next bracket.

12. OFFICIALS OF THE MEETING

Event Director	: Adian Yein Khalid
MSF Race Director	: TBA
Race Steward 1	: TBA
Race Steward 2	: TBA
Clerk of the Course	: TBA
MSF Driving Standards Officer 1	: Badrul Hisham Abdul Rahim
MSF Driving Standards Officer 2	: Rashid Ramlan
MSF Driving Standards Officer 3	: Dr Muhammad Hafiz bin Azizan
MSF Driving Standards Officer 4	: Muhamad Ridzuan Ali @ Hashim
Secretary of the Meet	: Norfadilah Zainal Abidi
Assistant Secretary of the Meet	: TBA
Chief Time Keeper	: Mazran Zulkifly
Chief Scrutineer	: Wan Mohd Fauzi
Chief Course Marshal	: TBA
Chief Medical Officer	: TBA

13. RACE FORMAT & METHOD OF RUNNING

13.1. Practice & Qualifying



- There will be no official Practice session.
- Qualifying will be run in one (1) single 30-minute session where lap times will be recorded and taken into account for the starting position of all races: Super Sprint, Sprint, and Enduro.
- Starting positions for the race will be based on quickest timed single lap during Qualifying session. The fastest time will start from the 1st position, followed by 2nd fastest time in 2nd position, and so on and so forth.

13.3. Sprint

Sprint Format

- There will be 1 race of 10 laps of Sepang F1 Circuit.
- SPRINT races require a compulsory 3-minute pit stop. **Driver change (*not compulsory*) may be conducted during the pit stop.**
- There will be a **Pit In window from Lap 3 till Lap 7**, based on the on-track Race Leader. Driver change may be conducted during this pit window.
- **Pitlane speed limit is 25km/h.**
- **Compulsory pitstop time is 3-minutes.** This will be timed from the moment the car enters the PitLane Entry, to the moment the car leaves the PitLane Exit. A 5-seconds time penalty will be imposed for every 1-second that the car is below the 3-minutes compulsory time, with a maximum of 20-seconds upon which the offending car/team will be disqualified. This will be timed electronically.
Tyre change and refuelling is not permitted.
No more than four (4) team members / personnel are permitted to work on the car during the Pit Stop, including the driver.
- Driver Change is only permitted at the Pit Lane and / or inside the Pit. Simple overall checking and fluid top-ups only permitted.
- End of race signal will be given as soon as the leader has covered the full number of laps or elapsed time.
- The results will be based on the order in which the drivers cross the line and the number of laps completed.
- To be counted as a finisher in the race and be included in the results a driver must: a) Complete 75% of the race distance. b) Cross the finish line on the race track under the machine's power (not in the pit lane) within five minutes of the race winner. The driver must be in contact with his machine.
- Start will be ROLLING START
- Starting position will be based on fastest lap achieved in the Qualifying session. The fastest time will start from the 1st position, followed by 2nd fastest time in 2nd position, and so on and so forth
- Grid will be lined up at the Gridding Area close to the Pit Exit, before proceeding to Rolling Start procedure.

13.4. Enduro

Enduro Format

- 45-minutes enduro. All categories.
- Enduro requires a compulsory 3-minute pit stop. **Driver change (*not compulsory*) may be conducted during the pit stop.**



- There will be a **Pit In window from minute 13 till minute 32**. Driver change may be conducted during this pit window.
- An indication light will be shown at the Start/Finish pitwall for when the Pit Window is open.
- **Pitlane speed limit is 25km/h.**
- **Compulsory pitstop time is 3-minutes.** This will be timed from the moment the car enters the PitLane Entry, to the moment the car leaves the PitLane Exit. A 5-seconds time penalty will be imposed for every 1-second that the car is below the 3-minutes compulsory time, with a maximum of 20-seconds upon which the offending car/team will be disqualified. This will be timed electronically.
Tyre change and refuelling is not permitted.
No more than four (4) team members / personnel are permitted to work on the car during the Pit Stop, including the driver.
- Driver Change is only permitted at the Pit Lane and / or inside the Pit. Simple overall checking and fluid top-ups only permitted.
- Repairs are only permitted at the respective pit, and are limited to the following activities:
 - Checking for vehicle and/or engine damage.
 - Replace punctured/damaged tyre.
 - Replace or repair minor electrical problems; example headlamp bulbs, fuse, spark plug.
 - Replace or repair minor mechanical problems; example adjustment of fender or bumper, top-up engine oil.
- End of race signal will be given as soon as the leader has covered the full number of laps or elapsed time.
- The results will be based on the order in which the drivers cross the line and the number of laps completed.
- To be counted as a finisher in the race and be included in the results a driver must: a) Complete 75% of the race distance. b) Cross the finish line on the race track under the machine's power (not in the pit lane) within five minutes of the race winner. The driver must be in contact with his machine.
- Start will be ROLLING START
- Starting position will be based on fastest lap achieved in the Qualifying session. The fastest time will start from the 1st position, followed by 2nd fastest time in 2nd position, and so on and so forth
- Grid will be lined up at the Gridding Area close to the Pit Exit, before proceeding to Rolling Start procedure.

14. STOPPING A RACE

- Should it become necessary to stop a race or practice by the Clerk of the Course (COC) with the Race Director's consent, it will be done with the red flag at the start line and all flag posts.
- During a race all vehicles will proceed slowly to the Grid area in Pitlane to grid for a re-start.
- If a race is stopped, an extension in time or session may not be given. No protest will be accepted in this case.
- **In the event of a Red Flag situation, it is compulsory for all drivers / teams as well as the Race Director / COC to meet at the Competitors Relations Centre (CRC) to be briefed on the next course of action.**

17. DISCIPLINE AND MEETING WITH RACE OFFICIALS

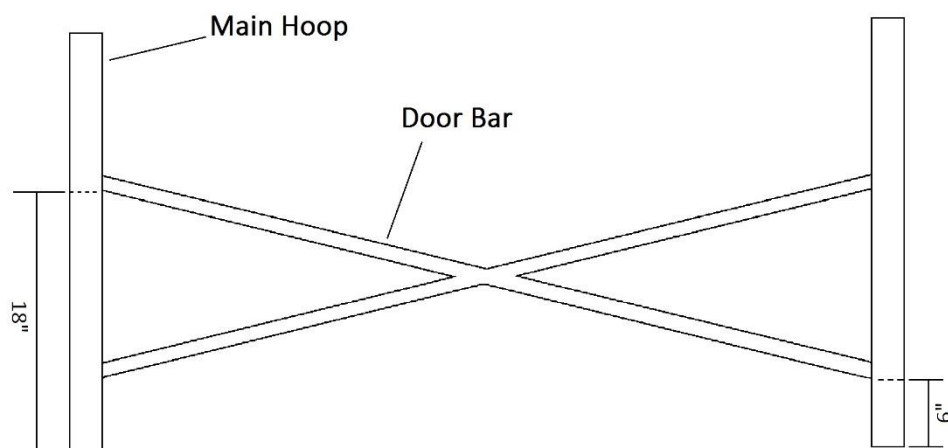
17.3. **Competitors Relations Centre (CRC).**

- Acts as an agent of Race Secretariat
- 1 MSF DSO (Driving Standards Officer) will accept and manage complaints and protests
- Results will be published and shared here
- All required forms will be available here
- Charts of the main procedures will be displayed here
- Copy of the Sporting and Technical regulations available here
- Submit complaints and protests here (using pre-printed carbon forms which will be prepared), which will be received and time stamped, then 25 mins after results published, these will be run up to Secretariat and COC for action.
Complaints that can be settled will be acted on via DSO + COC; For bigger issues, the teams / drivers will be called up by the COC / Race Stewards.

TECHNICAL REGULATIONS

5. SAFETY EQUIPMENT

- 5.1. A bolt-in (Street Categories) or welded-in (Masters Category) Safety cage must be installed.
- 5.1.1. It must be secured at minimum six (6) points on the floor with secure bolts or welded plates. Mounting points are the base of the A Pillar, B Pillar and the rear wheel arch or rear suspension turret.
- 5.1.2. All safety cages must not have more than 2 bends per section unless it is a bolted-in Street cage.
- 5.1.3. A driver side impact bar is compulsory. Diagonal X-bars required.
- 5.1.4. From Round 4 onwards (Merdeka Round, 31 August 2019) a set of diagonal X-bars on the passenger door side (left side) will also be required.



5.2. Safety Cage Specifications. Only steel circular tubes are allowed for use.
 5.2.1. Specifications are

Dimensions (mm)		Use
*Recommended	45 x 2.5 (1¾" x 0.095") or 50 x 2.0 (2.0" x 0.083")	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1)
*Minimum requirement	38 x 2.5 (1½" x 0.095") [CDS only] or 40 x 2.0 (1.6" x 0.083") [Mild Steel]	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1) • Lateral half-rollbars (D in Diagram 5-1) • Any other parts of the safety cage

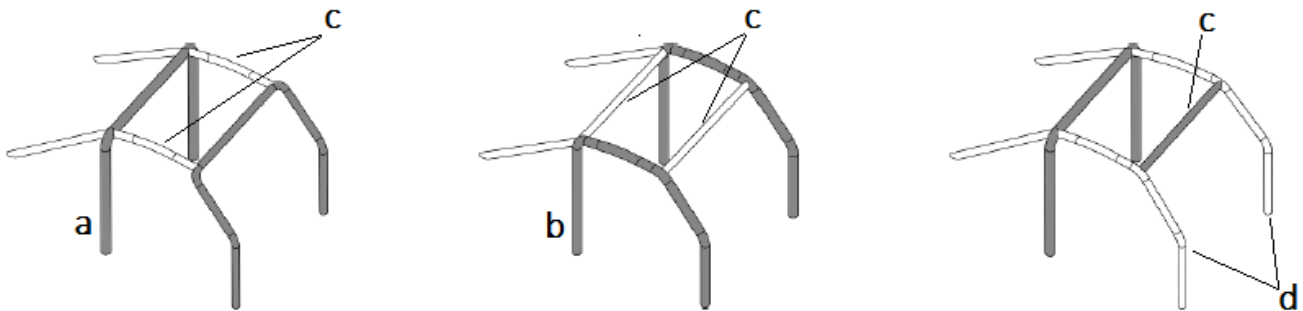


Diagram 5-1

5.2.2. Mount plates

Mount plate size: 120mm x 120mm
 Mount plate thickness: 3mm
 Reinforce plate thickness: 3mm

5.2.3. Welding: full welding around the diameter of the tubing. It is not permitted to grind or plate the welding.

5.3.3 **(Changes to Saga Cup ONLY)**

A Fire Extinguisher must be fitted. Minimum is 1kg CO2 or Powder unit.



12. MINIMUM WEIGHT

Minimum weight limits for certain categories to be implemented from Round 6, 2019.

12.1 The minimum weight of a Car is to be set and weighed excluding the Driver and the Driver's apparel. This weight is with all fluids, and with enough fuel to be able to start and drive away after any weighing of the vehicle at Scrutineer or Parc Ferme.

12.2 The minimum weight stated in 12.5 below for each category must be achieved at all times throughout a Race Meeting with no exception.

12.3 Adding extra weight.

To have the minimum weight as prescribed, additional weight and ballast may be added, and anchored firmly and securely. The ballast is to be placed on the floor of the cockpit, spare wheel well, or luggage compartment.

The material used must be of a unitary block construction, fastened by a bolt with minimum of 10 mm in diameter with a metal plate on the bottom.

The ballast must not have sharp edges. The scrutineer would have the rights to reject any ballast which is deemed unsafe.

12.4 The organiser reserves the right at all times to amend the weights of Cars in the interests of equitable competition.

12.5 Minimum weights by category:

- Super Production - 900 kg
- Super 1500 - 850 kg
- Street 1600 - 900 kg
- Street 2000 - 1100 kg
- Street Tuned - 900 kg
- Super Street - 1100 kg

Issued: 14 July 2019

