# Sporting Regulations
# MSF Super Turismo
# 2019

Malaysia Speed Festival

***SPORTING REGULATIONS***

(The regulations are subject to change, which will be published via Additional Supplementary Regulations – ASR)

1. **STATUS AND PERMIT**

This is an AAM-inscribed National Status event. Permit numbers will be released per round.

This competition is held under the Sporting Code of the National Competition Rules of the Automobile Association of Malaysia (AAM) and any Additional Supplementary Regulations published from time to time.

2. **ORGANISER**

Kelab Kart Selangor & Wilayah Persekutuan
No. 14, Jalan Landak 20/13
40000 Shah Alam
Selangor.

Attention:
Honorable Secretary
Mohamad Kasim Bin Abdul

3. **PROMOTER**

Matrix Motorsports Promotion Sdn Bhd 508407-T
A-11-7 Block A, Jaya One
Jalan University
46200, Petaling Jaya, Malaysia
Tel : +603 7629 8829
Email : general@ignition.my

4. **ELIGIBLE PARTICIPANTS**

Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia (AAM) for Circuit Racing.

Competitors in possession of a valid competition licence issued from neighbouring ASN.

The organiser reserves the right to reject any entry in accordance with the National Competition Rules (NCR) of the AAM. There is no appeal against their decision.

5. **VENUE AND RACE DISTANCE**

Venue : Sepang F1 Circuit or Sepang North or South Circuit
Length : 5.56lm (F1) or 2.706km (North) or 2.609km (South)

Each round will be run with either one of the following formats (to be confirmed via Additional Supplementary Regulations):

5.1. SUPER SPRINT

There will be 2 heats of the same: 5 laps of Sepang F1 Circuit per heat



5.2. SPRINT

There will be 1 race of 10 laps of Sepang F1 Circuit
- SPRINT races require a compulsory 3-minute pit stop, at any time after the start of the race and

before the chequered flag. Chequered flag must be taken on the circuit not the pitlane. Driver change (not compulsory) may be conducted during the pit stop.

5.3. ENDURO
45 minute endurance.
- All ENDURO are 2-Driver events. The Guest Driver must be non-MSF Championship contender from the same category and same year. It is compulsory for both Drivers to drive in the Enduro format.
- There will be a Driver Change window from minute 13 till minute 32. Driver change is compulsory. 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 : [SUPER SPRINT]
d) Round 4 – 31 August 2018 : [ENDURO]
e) Round 5 – 13 October 2018 : [SUPER SPRINT]
f) Round 6 – 1 December 2018 : [SPRINT]

7. **EVENT PROGRAMME**

General race event programme will be released per round.

8. **DESCRIPTION OF CATEGORIES**
Car: Any 4-wheeled production-based vehicle classified as a car excluding kit cars;

- **Super 1500 NA** - Front/Mid/Rear Engine, FWD/RWD /4WD cars below 1500cc, high volume unibody monocoque chassis only. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

- **Super Production** - 4-wheeled production based car, Front/Mid/Rear Engine, FWD/RWD/4WD cars below 1500cc. The production Model must have 4 seats, a Model with a production minimum of 2,500 cars, from a production family of Siblings with a production minimum of 5,000 cars. The engine has a production minimum of 2,500 from the manufacturers Siblings. The model of which was in production in the year 2006 onwards. Vehicle models produced before 2006 are not permitted. The Sibling and Model being made available for sale in any country worldwide. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

- **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

- **Proton 1800 NA** – Proton car and engine vehicles only, must be a production-based Proton vehicle. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

- **Street Tuned** Limited– Front/Mid/Rear Engine, FWD/RWD /4WD cars, high volume unibody monocoque chassis only (Lotus Elise/Exige/ Ariel Atom/KTM X-Bow/Radical etc do not qualify). **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

- **Street 1600 Limited –** Sub-category within Street Tuned. Maximum capacity 1600cc. **Refer to Technical regulations for specific capacities & engines formulation.**

- **SuperStreet Limited** – Front Engine, FWD/RWD/4WD cars, high volume unibody saloon cars. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

- **Street 2000 Limited –** Engine capacity 1900cc – 2000cc. **Refer to Technical regulations for specific capacities & engines formulation.**
- **Masters** – Racing and competition-prepared touring and saloon cars. No street cars permitted.
There will be 3 sub-categories
    - **Ultimate** Above 1900cc.
    - **1800** 1900cc and Below
    - **1600** 1600cc and Below, specific regulations, vehicles 2006 and above

9. **ENTRIES**

- Entries open 6 weeks prior to event date and close at 11pm Wednesday the week before the event. Any Entries received after this day is considered Late Entry and will incur Late Charges of additional RM 200.00.
- Entries will be accepted up to the maximum number of allowable participants**.**
- All categories **RM480.00 per entry** (inclusive 6% GST) plus **RM100 Transponder Rental**. Refundable deposit of RM100.00 for transponder is required.
- Entries on event day on accepted on a 'special case' basis and will be charged additional RM 200.00 per entry.
- Payment must be made by cash only. No payments in cheques will be accepted. The decision of the organisers on all matters of payment is final.
- Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- If two drivers wish to share one vehicle for a race weekend, the following rules will apply-:
    1. Both drivers must sign on as Entrants for the race meeting and attend the Driver's briefing, and may share the entry fee for the car.
    2. Both drivers may participate in the Practice Session.

3. Both drivers are able to score points in the Championship for the registered Competition Number
4. Either or both drivers may drive during the heats. It is NOT necessary for both drivers to drive.
5. Championship points are awarded to the Competition Number that belongs to the Driver + Car combination.
   - To maintain Championship Points with a particular combination based on Competition Number, at minimum either the Car or the Driver must be maintained.
   - Example case: Ahmad starts the year with Competition Number 33, driving his Blue Honda Civic EK9.
   - Next race, Ahmad can drive but the car is spoilt, and chooses to borrow Mutusamy's car which is a White Honda Jazz, and run under #33. This is acceptable because the Driver is maintained by the Car + Driver combo.
   + Next race, Ahmad cannot drive and nominates Ah Kow to drive the Blue Honda Civic EK9 #33. This is acceptable because the Car is maintained by the Car + Driver combo.
   + The following race, Ahmad cannot drive and the car is spoilt. Ah Kow chooses to borrow Mutusamy's car, the White Honda Jazz, and run under #33. This is NOT ACCEPTABLE because neither the Car nor the Driver is maintained. This would be a completely different Car + Driver combo.

- Please submit entries online by registering at www.msfracing.com before the closing date. Online registration will close according to published schedule on the website
- Acceptances of entry are at the sole discretion of the organisers. The Organiser reserves the right to refuse an entry. If less than 6 entries are registered for any category, the organiser reserves the right to cancel or amalgamated the said category.
- It is a condition of entry that competitors have no right to any claims against the Automobile Association of Malaysia (AAM) and its Officials, the Organising Club and its Officials, Sepang Circuit, Promoter and Sponsors. And any one carrying out their duties.
- The entry fee may be refunded under the following conditions; 10% administrative charges apply: -
  - Refusal of entry.
  - Entry fee will not be refunded for participant who has excluded from the race due to any type infringement.

## 10. **COMPETITORS BRIEFING**

- It is compulsory for all participating drivers and riders to attend the Competitors briefing for the event. Failing to do so will merit an exclusion from the event.
- Briefing will be held on the day of each MSF Racing event day; time to be released together with the Event Programme 4 weeks before the event.
- The Clerk of the Course reserves the right to organise a special briefing in addition to the compulsory briefing.

## 11. **SCRUTINEERING**

- All vehicles must comply with the MSF Technical Regulations. Refer to the said regulations for each category.
- All stickers requirement as stated by the Promoter / Organiser must be properly placed on the vehicle prior to the scrutineering.
- All Entrants / Drivers are to fill-in and complete the Scrutineering Card for 2019. The responsibility is on the Entrant / Drivers to ensure that the vehicle complies to the safety

requirements as well as technical regulations.
The Scrutineering Card is to be presented to the Scrutineers before each Round in order to collect the Timing Transponders. The Scrutineers have the right to randomly check any vehicle at any point during the meet to ensure compliance.
Any vehicle that does not comply will not be permitted to participate in the racing meet.

- Throughout the entire duration of the event, the vehicle must comply with the Technical Regulations in all points. Engines may be sealed and the organiser may impound vehicles for further examination.
- Any vehicle, which after having passed scrutineering, is damaged, must be re-presented to the Scrutineers after repair and be approved in order to be allowed to continue.
- The Organiser reserves the right to strip and measure any vehicle and engine after the race at the cost of the Team.
- All participants MUST carry the Organiser's transponder or Personal MyLAPS transponder for the timing. The Organiser's transponder unit must be returned after the event in order to claim the RM 100.00 security deposit. Failure to return transponder immediately after the event will subject in forfeit of the RM100.00 security deposit. The circuit operator may also charge the full amount of the transponder unit to the participants that fail to return the unit.
- All vehicles must display Driver Identification Sheet on Rear Door Glass. Drivers must provide a Passport sized photo to be applied to the Driver Identification Sheet.
- Participants are allowed to use personal Mylaps Transponders. Transponder number must be provided to Scrutineering before Practice Session.
- Scrutineering will end strictly according to published schedule. Late comers will result in vehicles not being checked and approved, and therefore possibly not permitted to participant in the event.

12. **OFFICIALS OF THE MEETING**

| | |
|---|---|
| Event Director | : Adian Yein Khalid |
| MSF Race Director | : **TBA** |
| MSF Steward 1 | : **TBA** |
| MSF Steward 2 | : **TBA** |
| AAM Steward 1 | : **TBA** |
| AAM Steward 2 | : **TBA** |
| Clerk of the Course | : Jed David |
| 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 FORMATS & METHOD OF RUNNING**

Each round will be run with either one of the following formats (to be confirmed via Additional Supplementary Regulations).
Vehicles will be lined up in the pit lane in their respective categories based on starting order.

13.1. **Practice & Qualifying**

- Practice and Qualifying will be run combined in one (1) single 30-minute session:
  - the first 10 minutes of the session will be Practice, with no lap times recorded or taken into consideration

- the next 20 minutes will be the Qualifying 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 Practice & 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.

13.2. **Super Sprint**

**Qualifying & Final Heat**

- 2 heats of 5 laps each of Sepang F1 Circuit
- Start will be ROLLING START
- Starting position for **Qualifying Heat** will be based on fastest lap achieved in the Practice & 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.
  Starting position for **Final Heat** will be based on the results in **Qualifying Heat.**
- Grid will be lined up at the Gridding Area close to the Pit Exit, before proceeding to Rolling Start procedure.

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, at any time after the start of the race and before the chequered flag. Chequered flag must be taken on the circuit not the pitlane. **Driver change *(not compulsory)* may be conducted during the pit stop.**
- **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.
- Start will be ROLLING START
- Starting position will be based on fastest lap achieved in the Practice & 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**

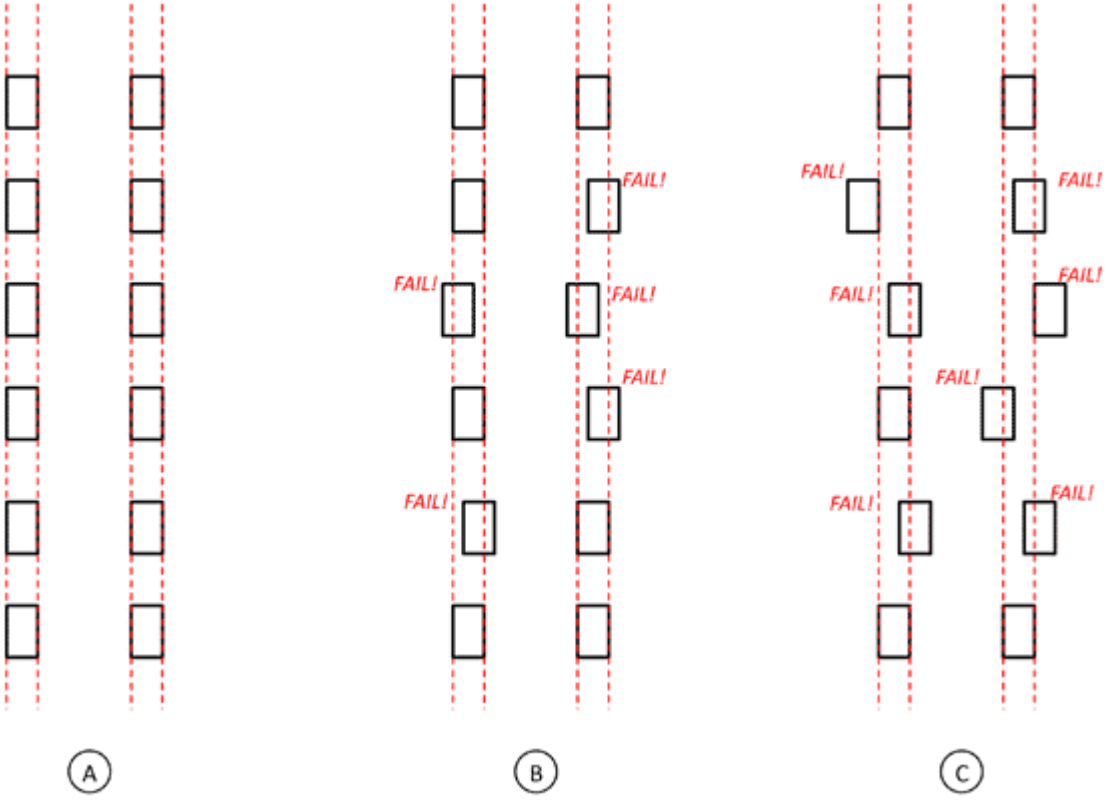
**Enduro Format**

- 45-minutes enduro. All categories.
- 2-Driver event. The Second Driver must be non-2019 MSF Championship contender from the same category. It is compulsory for both Drivers to drive in the Enduro format.
- There will be a **Driver Change window from minute 13 till minute 32**. Driver change is compulsory.
- 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 driver change, including the driver.
- Before entering the car, the second driver is required to sign a Driver Change Form at one of the Check-In booths.
  After disembarking from the car, the first driver is required to sign a Driver Change Form at one of the Check-In booths.
  There will be four (4) Check-In booths within the Driver Change area.
- 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.

13.5. **Rolling Start Procedure**

- Cars will be lined up at the Pit Exit in the start Formation behind the Control car.
- Cars are to exit the Pit in formation behind Control car.
- Any car that has missed the start Formation would only be able to start from the Pitlane once race has commenced.
- Cars are PROHIBITED from weaving excessively prior to the start.
- **Formation is to be maintained from Turn 5 until start of race.**
- Rolling start format, Control Car will enter the pit lane at beginning of Formation lap.
- Lead cars to maintain 60km/h side-by-side until Acceleration Zone.
  - Lead cars may only increase speed within Acceleration Zone.
  - Race begins with Green Light. Overtaking will be allowed from Green Light.
    Race ends with Chequered flag at end of stipulated laps.
  - After completion of race, to immediately SLOW DOWN and head directly into the pits. Anyone who crosses the chequered flag Finish line twice will be penalised and may be excluded from race results.
  - Positions based on total race times.
- All cars are to be in two single-line formations heading towards the Start line on formation lap. Any vehicle not in direct single-file behind the car ahead will be penalised 15-seconds.




13.6. **Finishing a Race**

- When the leading vehicle has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at the start-finish podium. The chequered flag will continue to be displayed to the subsequent drivers. When the chequered flag is shown to the leading driver, no other driver will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading driver, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit. If a driver(s) closely precedes the leader during the final lap before the finish line, the official will show to the driver(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the driver(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.
- In case of a photo-finish between two, or more, drivers, the decision shall be taken in favour of the competitor whose front bumper crosses the plane of the finish line first. In case of ties, the drivers concerned will be ranked in the order of the best lap time made during the race.
- 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.
- A new lap record for a circuit can only be established by a driver during a race.
- Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

13.7. **Parc Ferme (Check Area)**

- At the end of the race, or the final part of a race that has been interrupted, the Top-3 classified cars must be removed to a check area pending inspection by the Technical Stewards / Chief Scrutineer or potential protests. Machines will normally be released from the check area 15 minutes after the finish of the race.
- Any car that is meant to go through Parc Ferme and does not do so, will be disqualified with no protest permitted.

13.8. **Red Flag**

- In the case of Red Flag within the first 3 laps, the race will be restarted based on the positions on the last completed lap, for the remaining laps.
- If the Red Flag situation happened on the lap just before the final lap (lap 3 if 4 lap race; lap 4 if 5 lap race) the finishing order is decided based on the finishing positions from the lap before that (if lap 4 of a 5 lap race, results are based on position at end of lap 3).
- Laps completed are determined by the lead car.
- Refer to para 14 STOPPING A RACE and 15 RESUMING A RACE.

13.9. **Race Results**

- In accordance with F.I.A. International Sporting Code 2018 Article 11.9.4, all classifications and results, as well as all decisions issued by the officials, will be posted on the official notice board along with the time of publication, and also on the digital notice board (if any). The posting of notices on the official notice board will be maintained during the event in all cases whilst the event is on-going, even when the decisions, classifications or other official documents are published on the digital notice board or on the organiser's website / social media account.

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.

15. **RESUMING A RACE**

- Case A: Less than 75%.

o The positions at the end of the last full lap before the red flag was shown will count to reforming the new grid to restart and continue to complete the requisite total laps / total race time.
o All participating competitors will be allowed to re-start the race. No spare car will be allowed. Original cars may be worked on.



- Case B: More than 75% completed.

o The race will be deemed to be finished.
o The results will be based on the last full lap before the red flag was shown.

16. **DRIVING STANDARDS**

INTRODUCTION TO SECTION 16

Objective: to provide a structure for Drivers and Race Control together with the Clerk Of The Course for race driving discipline and conduct at MSF Series events.

THE CLERK OF THE COURSE (COC), RACE STEWARDS, AND RACE CONTROL **MUST TAKE THESE GUIDELINES INTO ACCOUNT** WHEN ASSESSING A OFFICIAL PROTEST AND/OR COMPLAINT AGAINST ANOTHER COMPETITOR'S SPORTING AND DRIVING CONDUCT DURING THE EVENT, WHETHER IT IS A REPORT FROM A MARSHAL OR FROM ANOTHER COMPETITOR. **THESE GUIDELINES ARE ENFORCEABLE.**

## 16.1 On Course Conduct – Detailed

### 16.1.1. Racing Room

Drivers must respect the right of other competitors to "racing room". Drivers are responsible to avoid physical contact between cars on the race track.

Each competitor has a right to "racing room", which is generally defined as "at least three quarters of one car width", or "sufficient space on the racing surface that under racing conditions, a driver can maintain control of his car in close quarters".

Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

### 16.1.2. Rough, Careless, and Irresponsible Driving

Any driver, deemed by the Clerk of the Course (COC), displaying rough, careless, and/or irresponsible driving may be penalised. The COC shall determine the course of action.

### 16.1.3. Rules for Overtaking

**Passing General**

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be penalised. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper.

**Punting**

The term "punting" is defined as nose to tail (or side-of-the-nose to side- of- the-tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its nose next to the driver of the other vehicle, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough "racing room." In most cases, "racing room" is defined as "at least three quarters of one car width." If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered "side-to-

side." In most cases, incidental side-to- side contact is considered to be "just a racing incident." If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered "a racing incident."

**Right to the Line**

The driver in front has the right to choose any line, as long as they are not considered to be blocking. The driver in front loses the right to choose his or her line when the overtaking driver has their front wheel next to the driver. Note: This rule may be superseded by class specific rules.

**Blocking**

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his / her line," and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the COC for a full explanation before the start of the race.

**16.1.4. Yellow Flag- Passing**

A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag. Note: Drivers that attempt to "race to the yellow" to complete a pass may enter the yellow zone too fast and not under full control; and therefore be penalised for failing to comply with the conditions of the appropriate yellow flag rules.

**16.1.5. Off-course Excursions**

The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term "advantage gained" will be left up to the sole discretion of the COC, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise "ill -fated" pass. Penalties may be assessed for an off-course excursion that affords an advantage to the offender. Those that have gone off course have a duty to reenter the course safely and give right of way to those vehicles that are on track. Reentry should be at the point that the vehicle left course, or at another location, providing that no advantage has been gained by doing so.

It is the responsibility of the driver reentering the course to yield and stay offline until back up to traffic speed. In the case of reentering the track in the middle of the pack, during a full course yellow, the driver will yield and stay offline until they match the speed of the traffic, in which case they shall merge in. While drivers may pass a reentering vehicle under full course yellow or a vehicle that is getting up to speed under full course yellow, they must not impede the reentering vehicle while attempting to merge at traffic speeds.

**16.1.6. Post Accident Reporting**

All persons involved in any "Significant Accidents" are REQUIRED to report to the medical staff immediately. Failure to do so WILL result in suspension. "Significant Accidents" are:

- All vehicle roll-overs, regardless of damage.

- Heavy impact rendering the vehicle inoperable.

**16.1.7. Driving in the other direction of the course**

Participants shall not drive on the course in the direction opposite to the normal traffic flow, unless a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way, or when ordered to do so by a Marshal.

**16.1.8. Stopping On Course**

Stopping on course is expressly prohibited unless it is an emergency event. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue

**16.1.9. Stopping in an Emergency**

Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping off course, the driver should be careful not to stop on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car only with the approval of the COC. The driver may make repairs if the vehicle is in a safe area, such as behind a wall or flag stand.

**16.1.10. Crashes**

If a driver is involved in a major crash or roll-over, the driver may exit the vehicle if it is safe to do so. The driver is responsible for determining if and when he/she should exit the vehicle. Once clear of the vehicle the driver will wait in a safe area away from the track surface and impact zones until the Emergency Response Team arrives. A driver that has exited the car may NOT walk back to the paddock Also see section #16.1.6.

**16.1.11. Heating of Tires**

Weaving to heat tires (a.k.a. scrubbing) is prohibited on track, except under full-course yellow / Safety Car conditions; and only when prudent to do so. Weaving to heat tires (a.k.a. scrubbing) is prohibited in the pitlane at all times.

## 16.2 Clarification, Examples, and Penalties.

The purpose of this section is to review and clarify the rules of the road as applied to MSF Series.
*THE FOLLOWING ARE EXCERPTS FROM SECTION 16.1 ON COURSE CONDUCT – DETAILED.*

Third party video MAY BE considered as evidence during investigation for Dangerous Driving and / or circuit misbehaviour / misdemeanours.

EXTRACT:

Referring to 16.1.2 Rough, Careless, and Irresponsible Driving

Any driver, deemed by the COC, displaying rough driving may be penalised. The COC shall determine the course of action.

Referring to 16.1.3 Punting

The term “punting” is defined as nose to tail (or side-of-the-nose to side- of- the-tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its nose next to the driver of the other, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough “racing room.” In most cases, “racing room” is defined as “at least three quarters of one car width.” If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered “side -to-side.” In most cases, incidental side-to-side contact is considered to be “just a racing incident.” If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered “a racing incident.” [Note: The whole intent of the “nose next to the driver” rule is to make sure that the overtaken driver sees the overtaking car.]

EXPLANATION:

These two rules are the basis by which the COC will determine fault when two (2) or more cars are involved in an on-track incident. The rules described in the Sporting Regulations ASR section #16.1.3 are intended to help drivers determine when they should attempt a pass, and who may be at fault should there be an incident. The main purpose of the “¾ car width” rule is not to allow one driver to “squeeze” the other driver. The main purpose and intent is to alert the mind of the driver that is contemplating a pass that he/she may be “forced” to go two (2) wheels off- course to avoid a collision. Basically, this means that the overtaking driver must be certain that he / she can attempt the pass with room to spare, and must be prepared to take evasive action if necessary.

Note to drivers: Remember that, even though you have the “right of way” it may not be smart to insist upon it. You may be involved in a collision that was not your fault, but you may end up crashing your car, sustain damage, get hurt, or at the very least be punted out of the race. The other driver may get penalties, but that will not help you fix your car, get your position back, or get you out of the hospital any faster.

# DESCRIPTION OF ON-TRACK INCIDENTS:

**Figure 1**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 2. At the point of contact Car B does not have its front wheel next to the driver of Car A, and therefore does not have a right to be there. Therefore the fault is placed on Car B.

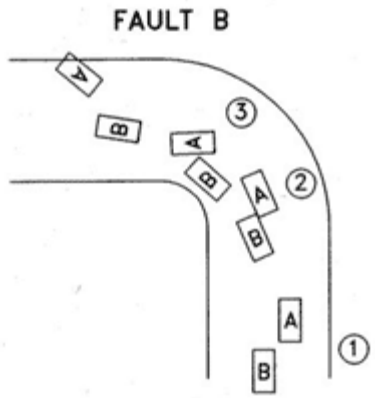



FIGURE 1

**Figure 2**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B more than enough room to make the pass. Car B has an obligation to make the pass without contact. Therefore the fault is placed on Car B.

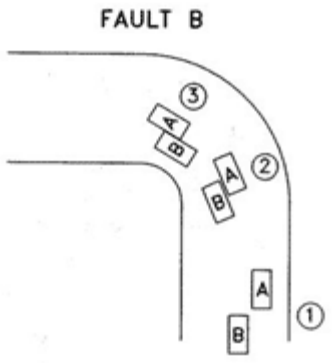



FIGURE 2

**Figure 3**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A does not leave Car B more than enough room to make the pass. In this case, “more than enough room” is defined as “at least ¾ of one car width.” Therefore the fault is placed on Car A.

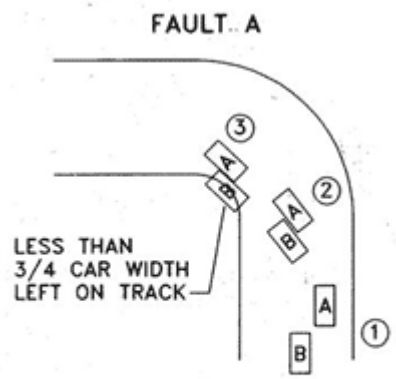



FIGURE 3

**Figure 4**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B less than one car width but more than ¾ of one car width. The driver of Car B should not have attempted to make that pass if he/she was not willing to drive into the dirt to avoid collision. The driver of Car B is at fault, however he/she should report the incident to the COC. The COC should talk to the driver of Car A for not watching his/her mirrors, as well as the driver of Car B for being at fault in the incident.

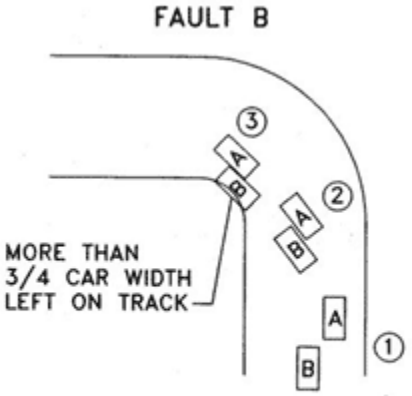



FIGURE 4

**Figure 5**

This is the same incident that occurred in Figure 4, however Car A is at fault for not leaving enough racing room. In most cases, ¾ of one car width would be considered barely adequate racing room. However, in this case there is "K-wall' to the inside of the corner. Common sense would tell the driver of Car A that there would definitely be a collision if less than one full car width were left for Car B.

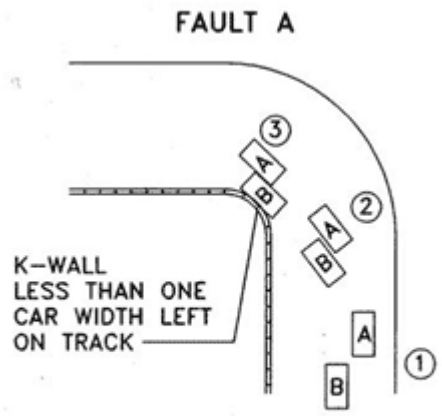



FIGURE 5

**Figure 6**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B attempts a last minute pass (dive bomb) and ends up locking up all four wheels and sliding into the side of Car A. This is a collision resulting from poor judgment and overly-aggressive driving on the part of the driver of Car B.

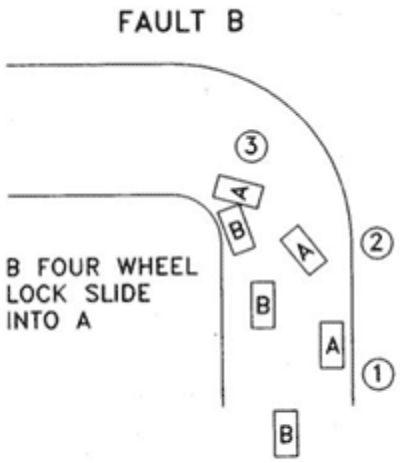



FIGURE 6

**Figure 7**

Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls alongside Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer alongside the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalised, but Car B is still knocked out of the race. Remember that, even though you have the "right of way" it may not be smart to insist upon it.

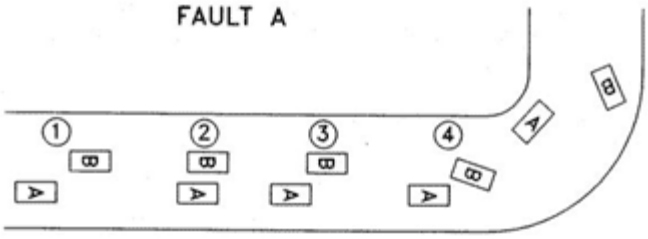



FIGURE 7

**Figure 8**

This is the opposite situation from Figure 7. Although the outcome is the same, the fault is reversed. Car B is attempting to make a pass. After point 4, one might assume that Car B has the right to choose his/her line as per the rules and that would mean that Car A must back out of it. However, the fault still lies with Car B. This is where things get tricky. There are two different rules that govern this situation, and it is up to the COC to make a determination. The first rule states that Car B has a right to choose any line because Car A no longer has a wheel next to the driver of Car B. Therefore, Car A must relinquish the lead. However, there is another rule that says that the driver that is attempting to make a pass has the responsibility to complete that pass safely. In this case the overriding rule would be the latter. That is why Car B would be at fault. Car B failed to complete a safe pass. The whole intent of the "wheel next to the door" rule is to make sure that the overtaken driver sees the overtaking car. Well in this case, the driver of Car B clearly knew that Car A was there because he/she was the one making the pass.

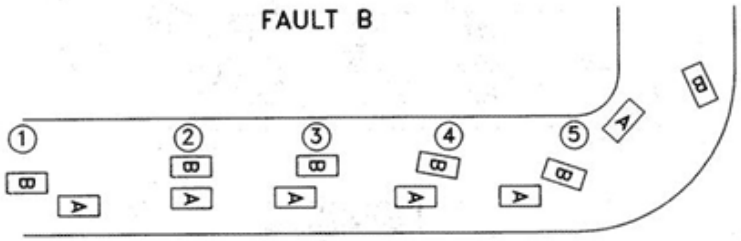



FIGURE 8

**Figure 9**

Car B is attempting to pass Car A on the inside of a right hand 180-degree turn. At points 3 & 4, Car B has pulled alongside Car A and clearly has a right to be there. There is no excuse for the driver of Car A not to see Car B. Therefore fault is assigned to Car A.

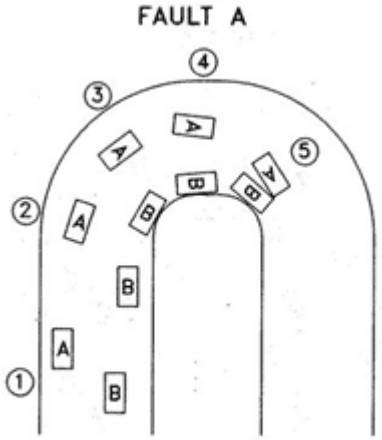



FIGURE 9

**Figure 10**

This is a similar situation to Figure 9, however Car A regains the lead and control of the line after point 6. Car B makes contact with the side-of-the-nose of his/her car to the side-of-the-tail of Car A, thus spinning Car A. This is clearly illegal contact as described by under section 16 On Course Conduct of the Sporting Regulations. Therefore fault is assigned to Car B.

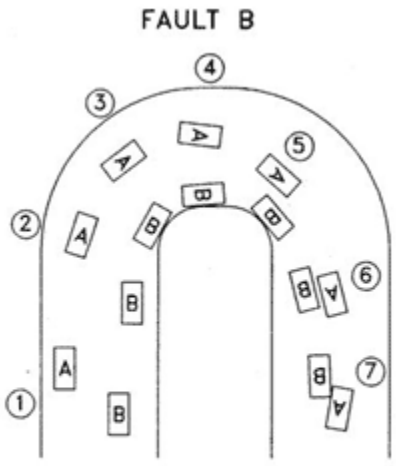



FIGURE 10

**Figure 11**

Car B attempts to make a pass on Car A. At Point 2, Car B now has a right to occupy that space and Car A must leave Car B racing room. Both drivers leave adequate racing room for each other. However, at Point 3 the driver of Car B loses control of the rear of his/her car. The rear of Car B makes contact with the side of Car A. This is not an uncommon occurrence, and in some circles this may be considered a racing incident. However, MSF considers the driver of Car B to be at fault for failing to properly control his/her vehicle.

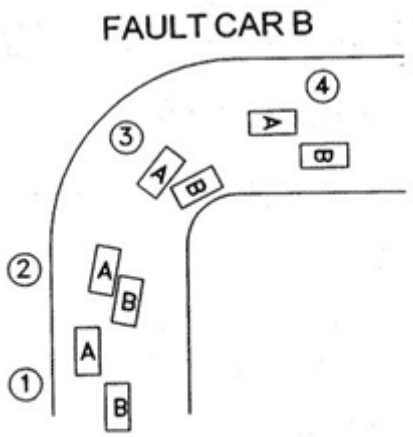



FIGURE 11

**Figure 12**

Car B attempts an inside pass. Car B misses the turn-in point and continues straight. The driver of Car A is expecting the pass and allows the driver of Car B plenty of room. Car A makes the assumption that Car B will turn in at the normal turn- in point. Car B does not turn in at the normal point, but Car A does, and thus Car A makes contact with Car B at Point 3. This is not an uncommon situation. Car B may have entered the turn too fast, or perhaps he/she chose not to turn in at the normal point. The turn-in point is up to each driver. The driver of Car A must not make assumptions and realize that the driver of Car B may turn in late, or may never turn in at all and simply drive straight off the track. Therefore the driver of Car A is at fault.

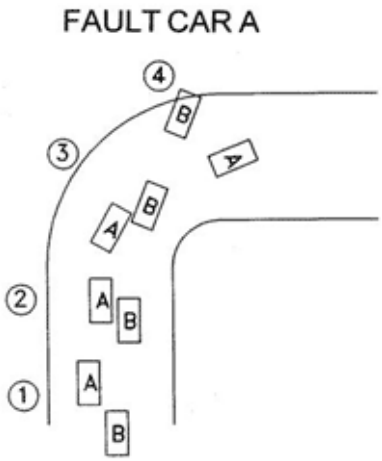



FIGURE 12

## 16.3 Body Contact and Incident Review Guidelines

16.3.1. Purpose and Intent

The purpose and intent of this section is to give the COC and competitors some guidance and understanding in determining fault in an on-track incident.

16.3.2. Format

COC to make final decisions, supported by his team of Race Officials and if required, the attending AAM Race Stewards.

16.3.3. Data Collection

To fill up a Report Form.

16.3.4. Definitions

**Body Contact**

Body Contact is defined as any part of a car making physical contact with another car significant enough to cause one (1) of the cars to sustain body damage or to be significantly knocked off of the racing line. Any driver involved in body contact must go directly to impound and fill out a contact report form.

**Damage**

Damage from an incident is limited to the following definition: Any sheet metal, fiberglass, or other body material, deformity significant enough to cause the MSF RACING Officials to enforce the “50/50 rule,” thus requiring repairs. Damage to suspension or other mechanical components are not included in this definition. Damage to plastic or vinyl bumper covers, trim pieces, splitters, marker lights; and marks from tire rubs, are not considered damage for the purposes of this section.

**Course Deviation**

Course deviation is defined as: when a driver is forced to significantly deviate from the “normal” racing line as a direct result of body contact from another car. Voluntary deviation to avoid another incident in not considered “deviation” for the purposes of assessing fault.

16.3.5. Decision Making Process:

The following are guidelines to help the COC swiftly deal with the cases that are presented:

**Did an incident occur?**



Sometimes drivers will report a spin because they think that someone may have hit them. Or they may report something that they thought that they saw (i.e. pass under yellow). If there was no incident, the reports can be discarded.

**Was there actual contact?**

If not, the reports can be discarded. If so, then find out if there was any damage as defined by these guidelines. If there was not damage as defined by these guidelines then the matter may be discarded, or penalties may apply as per these guidelines.

**Was a car forced to significantly deviate from the racing line?**

Did one car punt another car off of the track? Did one car bump another car causing them to significantly deviate thus causing a loss of track position?

16.3.6. Evidence

It is up to the competitors to provide all of the evidence in presenting their case. All evidence, including witness testimony and videos must be presented to the COC. In most cases, written testimonies from the offending parties or witness testimonies will be submitted in impound in writing. The COC shall make his or her decision based on the evidence submitted, or may choose to delay the matter until more evidence can be collected.

16.3.7. Finding Fault

COC should make use of Section 16.2 to help establish fault. COC should be cautioned about relying on their "racer's instinct" to decide cases. If a driver is technically at fault, then they are at fault. The COC has the power to deviate from the body contact rules, however it is very important that the COC remain consistent when finding fault and issuing penalties. If there are mitigating circumstances that cause the COC to deviate from the precedence, guidelines, and rules listed in the Sporting Regulations, then the COC should include the details of these circumstances in their explanation to the competitors. Common situations are listed below:

16.3.8. 'The Melee'

Whenever a melee' occurs, or there is a case involving more than two drivers, try to assess the situation based on the actions of the driver that started it. When penalties are issued to the offending driver that started the melee, they should only count the original incident. The other cars that were involved are considered to be collateral damage.

16.3.9. The Collection

When a driver spins or otherwise loses control over his/ her vehicle, and the car(s) following that person hits the spinning car, fault can be hard to determine. In most cases, this is considered to be a racing incident. The normal highway "following too closely" law does not apply to the racetrack. Whenever a car spins out of control, it is up to the reactions and instincts of the following drivers to brake, accelerate, or swerve in order to miss the spinning car. In most cases, the following driver that fails to avoid a spinning car and/or causes more cars to become involved, should not be held liable. About the only time that any penalties are issued in this type of situation is to the driver that spun, should this driver be on probation at the time of the spin.



16.3.10. The Punt

Whenever a driver makes nose-to-tail (or side-of-the -nose to side-of-the tail) contact that causes the lead car to spin, or otherwise leave the course, it is considered that the trailing car "punted" the

leading car. In almost all cases the trailing car is at fault and is usually disqualified. There may be some argument, in some cases, that the contact was only a light tap, and the leading driver did not have enough experience to control the slight deviation of the back end of his car. While this may be a valid argument, this is not a valid excuse. Drivers should be reminded that even the slightest tap on the bumper of a car driven by a rookie might result in a crash.

The Punt (exceptions)

There can be exceptions to the punt rule. If the offending driver can prove that he/she was hit and forced into the car in front, then this may be grounds for dismissal. If it can be proven that the leading car purposely or inadvertently used his/her brakes in an area that is not a normal braking zone, this may be grounds for dismissal. However, if a driver brakes a little early going into a braking zone and there is contact and a punt results, this is not grounds for dismissal. The trailing driver should be aware that following too closely when approaching a brake area might result in contact.

16.3.11. Issuing Penalties

The COC may choose to issue any penalty for any infraction. However, it is highly recommended that he or she follow closely with what is published in the rulebook. Any deviation from what is published without due proof of mitigating circumstance may be grounds for appeal. The following is a list of suggested penalties for the listed infraction:

| Misbehaviour / Misdemeanours | Minimum Penalty | Maximum Penalty |
|---|---|---|
| Contact bumper to bumper with no deviation and no damage | No penalty | |
| Any sheet metal contact with no damage and no deviation | No penalty | |
| Any contact causing deviation, with no damage, but loss of a position | Reposition | 15 seconds added to race time |
| Any contact resulting in “damage” as defined by these guidelines | Disqualification | Disqualification and one (1) Round suspension. Must be the next following Round |
| Any contact resulting in a “punt” as defined by these guidelines | 15 seconds added to race time | Disqualification |
| Any contact resulting in damage and punt | Disqualification | Disqualification and one (1) Round suspension. Must be the next following Round |
| Passing under a yellow or double yellow and / or over-driving any yellow during Qualifying | Deletion of fastest time | Start from back of grid, or disqualification |
| Passing under a yellow or double yellow and / or over-driving any yellow during a Race session | 30 seconds added to race time | Disqualification |
| Crossing the white line when exiting the pitlane during Practice / Qualifying | RM 50.00 fine and disqualification of fastest lap | |
| Crossing the white line when exiting the pitlane during Race | 15 seconds added to race time | |
| Weaving on the straights to block the driver behind. Basically, any form of blocking. | 15 seconds added to race time | 30 seconds added to race time |

| | | |
|---|---|---|
| Deliberately pushing other fellow racers out of track / Not providing minimum 'Racing Room' | 15 seconds added to race time | 30 seconds added to race time |
| Fighting / Acting aggressively / Bad mouthing | 10 seconds added to race time | Disqualification and up to one (1) Round suspension. Must be the next following Round |
| Speeding or Burn Outs in the Pit Lane | 15 seconds added to race time;<br>or RM 50.00 fine if during Practice or Qualifying | |
| Driving in the opposite direction in the Pit Lane | RM 50.00 fine | |
| Entering the Pit Lane through the Pit Lane exit | RM 100.00 fine | 30 Seconds and RM 100.00 fine |

**Note:**
**If time penalties exceed average laptime, then it will be considered a deduction of 1 lap**. EXAMPLE: If average laptime for your category in Sepang Full Circuit is 2m 55s, if your time penalties are more than 2m 55s then 1 lap will be deducted.

**Driver(s) involved in any on track incidents, will be required to meet the Clerk of Course and / or Event Director to explain the incidents. Failure to meet CoC may result in disqualification.**

**Penalty fees will be paid to the Promoter or Organising Club, and an Official Receipt must be provided by the Promoter / Organising Club.**

These are general guidelines for standard penalties. They may be additive or multiplicative depending on the situation and the person's past record. The COC may invoke more severe penalties for repeated violations.

A list of offenders will be published on the MSF Racing website after the Race for clarity and transparency.

## 17. DISCIPLINE AND MEETING WITH RACE OFFICIALS

### 17.1. Meeting with Race Officials and Stewards

If a Driver goes to Race Control to meet with the Race Officials and / or Race Stewards for whatever purpose (whether to protest or complain, or called up for disciplinary reasons) please follow the following procedures:

- Only the Driver and 1 other team representative is permitted to go to Race Control
- Please control your emotions. No shouting or raised voices as the race may be ongoing
- If you do not accept the decision, you may protest the decision, or bring it up for further settlement to the AAM Stewards

Anyone not complying to the above may be Excluded / Disqualified and face a race ban.

### 17.2. Procedure for protesting against an Organiser's decision / penalty

a) If you have received a penalty or a decision has been made against you by the CoC and / or Race Control, you have a right to bring it up for further settlement to the AAM Stewards.
b) The AAM Stewards will review the decision based on the evidence provided, and will make a secondary decision based on their judgement.
c) The Organisers / Promoters also have a right to raise the AAM Stewards decision to the Court of Appeal if they do not agree with the outcome of the appeal.

A Driver is required to control his emotions, and any misbehaviour or violence will result in a disqualification, or even up to a 1-year ban.

18. **PENALTIES AND PROTEST**

- NO PENALTIES ON PROTESTS WILL BE IMPLEMENTED BETWEEN THE 2 HEATS. Protests may be submitted, however any penalties for Heat 1 will only be exercised / implemented in the Final Results.
  This is to ensure that timing turnover between the 2 heats is kept within the tight event schedule.
- Any scrutineering misdemeanour: start from back of the grid for the Qualifying Heat.
- Any Parc Ferme misdemeanour: disqualification from the event
- Any safety scrutineering misdemeanour (eg cut-off switch that does not work or no helmet): entrant will be disqualified, entry fee will be returned less 50% penalty for administrative costs.
- Late for Scrutineering: start from back of the grid for the Qualifying Heat and RM 200 fine for late arrival
- For Dangerous driving, refer to Section 16.
- For Jump Start, accelerating before the Green Light is shown, 20 seconds will be added to the total race time.
- For crossing the Start/Finish line for a second or more after Practice/Qualifying or Race heats, 20 seconds will be added to the best laptime or total race time.
- No Protest on the start positions or incidents on track will be entertained.
- Provoking a fight: Exclusion from race + Ban of Team and team members from MSF for up to 12 months. Refer to para 16.3.11.
- Retaliating in a fight: Exclusion + RM2,000.00
- Smoking & drinking alcohol in Pit Area: Ejection from pit area + RM300.00
- Illegal parking at Paddock area: RM100.00
- Other offences: At Race Director / COC / Stewards discretion. Refer to para 16.3.11.
- Protests, if any, must be lodged in accordance with the stipulations of the National Competition Rules (NCR) of the Automobile Association of Malaysia (AAM) as this is not International status. Under strict respect of the protest time of 30 minutes, all protests must be lodged in writing and handed to the Clerk of the Course or if not possible, to the AAM Stewards of the Meeting. Protest time is 30 minutes from posting of provisional results. THE ORGANISER RESERVES THE RIGHT TO STRIP ANY VEHICLE/ENGINE AFTER THE RACE AT THE COST OF THE TEAM.
- Protest fee of RM500 & Engine Stripping fee of RM1,000 (Car) must accompany the Protest letter. Only **3 personnel from the protested team** may assist the Driver/Entrant in stripping the vehicle/engine. Only the Protester and 1 personnel may attend the engine stripping and measuring. A form declaring the attending personnel(s) must be filled up. Any measuring will be done by the Officials in the team's presence.
- Engine capacity may not exceed +0.5% of the allowed capacity in any particular category.
- Notice of appeal must be given within 1 hour upon the publication of the protest finding by the Stewards of the Meeting. This must be accompanied with the appeal fee of RM2,500.00.

- Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.

19. **PITLANE SAFETY, PIT STOPS, REFUELLING AND REPAIRS**

- The outer lane is to be kept unobstructed to allow safe passage of cars at all times. Stopping in this lane is prohibited. The onus shall be on all drivers to take all due care. **The speed limit is 25km/h**.
- No repairs or refuelling will be allowed in the pit lane. Any repairs must be conducted in the pits.
- Large umbrellas may be used along the signalling wall to protect from rain and night. They must be securely tied to the railing along the pit signalling area.
- Anyone found to be intoxicated will be barred from entry to the paddock.

20. **ORGANISERS AND PROMOTERS RIGHTS**

- The organisers and/or promoters may abandon, cancel or postpone the event due to unforeseen circumstances.
- The organisers and/or promoters may cancel any category, which has less than 5 cars or amalgamate them with another category at the discretion of the organisers.
- The organisers and/or promoters may exclude any vehicle which does not comply with the scrutineer standard.
- The organisers and/or promoters have the right to stop the event or any driver for any reason with the Stewards Consent.
- The organisers and/or promoters are indemnified from any participants having any contacts/collision with another car(s) and/or damage to the circuit. These will have to be settled privately between parties involved.
- Damages to circuit facilities or equipment as result of contacts/collision will be borne by the parties involved.

21. **SAFETY EQUIPMENT AND PITS**

- The pit allocation will be done by the organisers and the decision is final.
- Drivers and crew must be properly attired in pits. Minimum acceptable: T-shirt, Jeans and Shoes (slippers are not allowed in the pits.)
- Pit to driver radio communication is permitted.
- Anyone found intoxicated in the pits and paddock will be removed from the circuit
- Children below 16 years old are not allowed on the pitwall or pitlane.

22. **ADVERTISING**

- Competitors are obliged to carry the main sponsor and co-sponsor stickers (to be announced) at designated spaces on the car. The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.
- Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.
- Rejection Fees for not carrying sponsors decals is as follows:
    - Title Sponsor: RM 2,500.00
    - Series Sponsor: RM 2,500.00 per co-sponsor.
    - Official Tyre Partner: RM 2,500.00

- If do not agree to the above, vehicle will be disqualified and entry fee will be returned less 50% penalty for administration costs.

23. **TROPHIES & PRIZES**
**Individual Rounds**

- In each round the Top-5 Finishers in each Category and Sub category will be awarded a Trophy.
- If there are less than 8 entries in a Category or Sub-Category, the organisers will only issue trophies for the Top-3 finishers.
- If there are less than 3 entries in a Category or Sub-Category, the organisers have the right to not award trophies.

**Driver & Car Championship**

- Championship points will be awarded in to each competing Driver + Car combination, based on Competition Number, in each Category:
  - Championship points are awarded to the Competition Number that belongs to the Driver + Car combo.
  - To maintain Championship Points with a particular combination based on Competition Number, at minimum either the Car or the Driver must be maintained.
  - Example case: Ahmad starts the year with Competition Number 33, driving his Blue Honda Civic EK9.
  + Next race, Ahmad can drive but the car is spoilt, and chooses to borrow Mutusamy's car which is a White Honda Jazz, and run under #33. This is acceptable because the Driver is maintained by the Car + Driver combo.
  + Next race, Ahmad cannot drive and nominates Ah Kow to drive the Blue Honda Civic EK9 #33. This is acceptable because the Car is maintained by the Car + Driver combo.
  + The following race, Ahmad cannot drive and the car is spoilt. Ah Kow chooses to borrow Mutusamy's car, the White Honda Jazz, and run under #33. This is NOT ACCEPTABLE because neither the Car nor the Driver is maintained. This would be a completely different Car + Driver combo.
- Championship Points will be awarded following the completion of **Qualifying Heats** of each category.
- The Championship Points for SUPER SPRINT round are as follows:

**QUALIFYING HEATS POINTS (Race 1 Points)**

**1st : 100pts**
**2nd : 85pts**
**3rd : 75pts**
**4th : 65pts**
**5th : 55pts**
**6th : 50pts**
**7th : 45pts**
**8th : 40pts**
**9th : 35pts**
**10th: 30pts**
**11th: 25pts**
**12th: 20pts**
**13th: 15pts**

**14th: 10pts**
**15th: 5pts**

- Bonus Points are also awarded in the **Qualifying Heats**.
  **Fastest Lap: 5 Points** for fastest lap in the Qualifying Heat.

- Championship Points will be awarded following the completion of **Final Heats** of each category.
- The Championship Points are as follows:

**FINAL HEATS POINTS (Race 2 Points)**
**1st : 200pts**
**2nd : 170pts**
**3rd : 150pts**
**4th : 130pts**
**5th : 110pts**
**6th : 100pts**
**7th : 90pts**
**8th : 80pts**
**9th : 70pts**
**10th: 60pts**
**11th: 50pts**
**12th: 40pts**
**13th: 30pts**
**14th: 20pts**
**15th: 10pts**

- Bonus Points are also awarded in the **Final Heats**.
  **Fastest Lap: 10 Points** for fastest lap in the Final Heat.
- SPRINT Round points are a total of both Qualifying Heats and Final Heats points.
  1st is 300 points, 2nd is 255 points, 3rd is 225 points, and so on.
- ENDURO Round points are double (2x) the Final Heats points.
  1st is 400 points, 2nd is 340 points, 3rd is 300 points, and so on.
- The Competitors with the most points in each category after all Rounds in the year will be declared the MSF Champion in each respective category.

**Prof Khalid Cup (Race Cars Open)**

- The Professor Dr Khalid Bin Abdul Kadir Challenge Cup, is an annual Challenge trophy for the Race Cars Open category (‘Prof Khalid Cup’ for short). Champion Team and Driver will be etched into the trophy for posterity at the end of the season, with a small replica trophy to be awarded to the Team.

**Garuda Djembar Trophy (Saga Cup Expert)**

- The Garuda Djembar Challenge Trophy, is an annual Challenge trophy for the Saga Cup Expert category (‘Garuda Djembar Trophy’ for short). Champion Team and Driver will be etched into the trophy for posterity at the end of the season, with a small replica trophy to be awarded to the Team.

**Storm Riders Prize (Saga Cup Novice)**

- The Storm Riders Prize, is an annual Challenge trophy for the Saga Cup Novice category ('Storm Riders Prize' for short). Champion Team and Driver will be etched into the trophy for posterity at the end of the season, with a small replica trophy to be awarded to the Team.

**Thunderbolt Cup (Super Street)**

- The Thunderbolt Cup, is an annual Challenge trophy for the Super Street category ('Thunderbolt Cup' for short). Champion Team and Driver will be etched into the trophy for posterity at the end of the season, with a small replica trophy to be awarded to the Team.

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