

MALAYSIA CHAMPIONSHIP SERIES 2017
18th – 20th August 2017
Additional Supplementary Regulations No. 1 (15th August 2017)

A. GENERAL

Previously grouped together under the Malaysian Super Series championship banner, the new Malaysia Championship Series will showcase the finest Racing Cars in their battle of supremacy.

The Organiser and Series Promoters, will organise the Malaysia Championship Series 2017 which will be open to cars from various different categories: Touring Production (TP) and Malaysia Touring Car (MTC), Classic Car and other Invitational Series.

No.3 OFFICIALS

Provisional Race Officials: -

AAM Stewards	:	To be Advised
Club Steward	:	To be Advised
Clerk of the Course	:	Mr. Hashim Mohd Yusoff
Assistant CoC	:	Mr. Zulkifli Zainuddin
Chief Scrutineer	:	Mr. Erza Anas
Secretary of the Meet	:	Ms. Syazana Abu Nawar
Chief Medical Officer	:	Dr. Norazlin Zainal Abidin

B) SPORTING REGULATIONS

Successive editions can be issued for supplementing and/or amending. The new editions will be called Additional Supplementary Regulations (ASR), dated and issued to all relevant Bodies.

ASR needs to be read together with the Supplementary Regulations.

Art. 3. DESCRIPTION OF EVENT

A massed start road races for cars of the following categories: -

- 3.1 Malaysia Championship Series
 - i) Touring Production (TP)
 - ii) Malaysian Touring Car (MTC)
 - iii) Classic Car
- 3.2 Asian Le Mans Sprint Cup
- 3.3 Caterham Championship

Art. 4. PERMIT NUMBER

To be advised

Art. 8. EVENT PROGRAMME

Friday, 18th August 2017

0900 hrs – 1100 hrs	Malaysia Championship Series	Registration & Scrutineering
1000 hrs	Caterham Championship	Drivers' Briefing
1030 hrs	Track Inspection	
1100 hrs	Asian Le Mans Sprint Cup	Drivers' Briefing
1115 hrs – 1145 hrs	Caterham Championship	Free Practice (30 min)
1130 hrs	Malaysia Championship Series	Drivers' Briefing
1200 hrs – 1245 hrs	Asian Le Mans Sprint Cup	Free Practice 1 (45 min)
1430 hrs – 1500 hrs	Malaysia Championship Series	Free Practice 1 (30 min)
1515 hrs – 1545 hrs	Caterham Championship	Qualifying (30 min)
1600 hrs – 1645 hrs	Asian Le Mans Sprint Cup	Free Practice 2 (45 min)

Saturday, 19th August 2017

0900 hrs – 1000 hrs	Classic Car	Registration & Scrutineering
0915 hrs	Track Inspection	
1000 hrs – 1030 hrs	Caterham Championship	Race 1 (10 laps)
1045 hrs – 1100 hrs	Asian Le Mans Sprint Cup	Qualifying 1 (15 min)
1100 hrs	Classic Car	Drivers' Briefing
1105 hrs – 1120 hrs	Asian Le Mans Sprint Cup	Qualifying 2 (15 min)
1135 hrs – 1205 hrs	Malaysia Championship Series	Free Practice 2 (30 min)
1220 hrs – 1250 hrs	Classic Car	Free Practice (30 min)
1415 hrs – 1445 hrs	Caterham Championship	Race 2 (10 laps)
1510 hrs – 1615 hrs	Asian Le Mans Sprint Cup	Race 1 (1 hour plus leader)
1630 hrs – 1700 hrs	Malaysia Championship Series	Qualifying
1715 hrs – 1745 hrs	Classic Car	Qualifying

Sunday, 20th August 2017

0820 hrs	Track Inspection	
0900 hrs – 0930 hrs	Classic Car	Race 1 (10 laps)
0955 hrs – 1030 hrs	Caterham Championship	Race 3 (10 laps)
1055 hrs – 1200 hrs	Asian Le Mans Sprint Cup	Race 1 (1 hour plus leader)
1225 hrs – 1255 hrs	Classic Car	Race 2 (10 laps)
1415 hrs – 1630 hrs	Malaysia Championship Series	Race (300km plus leader)

* These times refer to the start of the formation lap. Pit exit opens 15 minutes before the formation lap time..

Art. 15. RACE FORMATS

◆ 15.2 Format 2

- ◆ 300km race with a compulsory 2 times 5 minutes pit stop, which must be carried out during the period between 12th laps and 45th laps of the race, from the start of formation lap. Change of driver is to be carried out during this pit stop.
- ◆ The pit stop must be carried out in front of the designated pit or area of each team.
- ◆ Re-fuelling is only allowed with organiser fuel rig.

Art. 26. PITWALL/PITLANE/PITS/PADDOCK AREAS AND PARKING AREAS

- 26.15 The Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall will be referred to as the “Fast Lane” and the lane closest to the Pit Garages will be referred to as the “Inner Lane”.
- a. The only area in the Pit Lane where any work can be carried out on a Car is the Inner Lane.
 - b. No equipment may be left in the Fast Lane and it must be kept unobstructed to allow safe passage of Cars at all times.
 - c. Cars in the Fast Lane have right of way over Cars in the Inner Lane. A Car may only be released from the Inner Lane to the Fast Lane when it is safe to do so without hindering the progress of any Car(s) already in the Fast Lane.
- 26.16 Only the following must be carried out in the pit working lane to avoid inconvenience to other teams due to pit sharing:
- a. Refuelling during the Race. (Refuelling during Official Practice must be carried out inside the pit. Refuelling during a Qualifying session is strictly prohibited.)
 - b. Driver change.
 - c. Wheel/tyre change.
 - d. Cleaning of windscreen, lights and windows.
 - e. Replacement of brake pads/discs.
 - f. Replenish engine oil, coolant and other fluids.

All other repairs must be done in the pits.

Only the lollipop man is allowed to be outside the pits until the car stops. The lollipop man can put the car number board to advise driver where to stop before he waits for the car to arrive.

For safety reason it is mandatory to refuel at beginning of pit stop except if the car has entered the pit only for other works (repairs, etc.). The car must remain on its wheels in case it needs to be pushed in an emergency.

Refuelling is strictly controlled by Art. 26.17 – Art. 26.23, while it is being undertaken no other authorised tasks are permitted.

- 26.17 During re-fuelling only 3 dedicated crews are allowed to be near the car. All others must remain behind the Red line/ in the pit until the filler cap is fitted to the car. Other works on the car can only be carried out **AFTER** re-fuelling. During the whole period of the pit stop and re-fuelling, non-relevant personnel **MUST** be inside the pit. Failure will merit drive through and/or RM500.00 fine.
- 26.18 Only refueller, crew with extinguisher and a crew to hold the rig are allowed to be behind Yellow line before the car stops for refuelling complete wearing fire resistant suit and balaclava/ helmet. Other crew must be behind the Red line/ in the pit. Eye

Protection is compulsory for the refueller. The dedicated crew who manned the fuel rig must hold the rig until the refuelling PROCEDURE is completed.

- 26.19 No repairs may be carried out and the car MUST be on wheels when re-fuelling is in progress.
- 26.20 The fuel rig supplied by the Organiser MUST be used. The nozzle and hose must not be modified to fit the fuel tank without approval from the Clerk of the Course/ Steward. Care must be taken that fuel does not spill out due to some fuel still being in the tank.
- 26.21 If a car is fitted with 2 filler intakes, refuelling can only be done one at a time. Teams are required to bring their own fire extinguisher for standby during refuelling (minimum 5kg).
- 26.22 It is allow to move the rig but with very cautious. This must be a priority. Only cars with left-sided fuel intake (Independent entries), fuel rigs and the refueller crew are allowed to be placed beyond yellow line after the car stops for refuelling..
- 26.23 When a pit stop is made, it is compulsory to stop the engine unless engine adjustments are required. Cars must be re-started by means of their starter and not be push started to re-join the race. Starter motors must be operational at all times during the race.
- 26.24 Pit lane traffic flow must not being seen as blocking / obstructing that may disadvantage to other team.

Any infringement of the above articles (26.15 – 26.24) will be at Stewards discretion.

TECHNICAL REGULATIONS

TOURING PRODUCTION

Art. T 10 FUEL

~~Only fuel sold by Organiser is authorised for use at the Event: RON 97 or Racing fuel.(article removed)~~

Fuel sold at any petrol kiosk (filling station) can be used during the event. However only racing fuel sold by organiser is authorised to be used in this event.

MALAYSIAN TOURING CAR

Art M5. FUEL & IGNITION SYSTEMS

~~**M5.2** Only fuel sold at the petrol kiosk (filling station- RON 97) by the Organiser is to be used for the event. (article removed)~~

Fuel RON 97 sold at any petrol kiosk (filling station) can be used during the event.

Fuel Test Procedure

OCTANE METER SHATOX SX-200

- i) The meter is set to RON2=0.0 ; MON2=0.0 ; AKI=0.0 with ambient temperature in range from minus10 degree Celsius up to plus 45 degree Celsius
- ii) Test is conducted by taking sample from competitor's fuel tank
- iii) The test of the AKI result should be 97 or below

Racing fuel is not allowed. Fuel test may be performed randomly during the event. An automatic disqualification from session and/ or event to entrant/ entry whose fuel is found to be out of specification from the above test result.