



MALAYSIAN SUPER SERIES CHAMPIONSHIP 2012

SPORTING & TECHNICAL REGULATIONS

CARS

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MALAYSIAN SUPER SERIES CHAMPIONSHIP 2012 SUPPLEMENTARY REGULATIONS

I) **SPORTING REGULATIONS**

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

Notification

(i) ***Acceptance of an entry does not guarantee a start in the race. Drivers must qualify for a grid position in accordance with these Supplementary Regulations.***

Art. 1. ORGANISER / PROMOTER

1.1 **ORGANISER**

Chief Executive Officer

Sepang International Circuit Sdn Bhd
Jalan Pekeliling, 64000 KLIA, Sepang
Selangor, Malaysia
Tel: ++603-8778 2221
Fax: ++603-8783 1020

Art. 2. TITLE OF EVENT AND DATE

2.1 **MALAYSIAN SUPER SERIES CHAMPIONSHIP 2012**

ROUND	DATES
Round 1	23 rd – 25 th March 2012
Round 2	25 th – 27 th May 2012
Round 3	13 th – 15 th July 2012
Round 4	14 th – 16 th September 2012
Round 5	2 nd – 4 th November 2012

Each category will be run for only five (5) rounds for the season.

2.2 The Organiser reserved the rights to abandon, cancel, postpone or amalgamate the dates of the event without prior notification due to not receiving more than 6 entries in each category or unforeseen circumstances.

Art. 3. DESCRIPTION OF EVENT

A five (5) rounds Championship for cars of various categories, specified hereunder:

3.1 Malaysian GT

- i) GT-X
- ii) GT Class
- iii) Sports Production
- iv) Touring Production

3.2 Malaysian Touring Car

- i) Class 1
- ii) Class 2

For technical specifications of each Category, please refer to the note on Section II of the Technical Regulations.

Art. 4. STATUS& PERMIT NUMBER

4.1 Asia Zone International. Permit number to be advised later.

4.2 This competition is held under the International Sporting Code of the FIA incorporating National Competition Rules of the Automobile Association of Malaysia, and these Supplementary Regulations and Additional Supplementary Regulation issued from time to time.

Art. 5. ELIGIBILITY OF COMPETITORS

5.1 Each entry can have up to maximum of 2 drivers. The eligibilities of competitors are as follows: -

- a) Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia (AAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice))
- b) Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia/Motorsports Association of Malaysia (AAM/MAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice) or National).
- c) Competitors in possession of valid FIA International competition licence issued by the respective FIA - National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.
- d) Any Malaysian team having a foreign driver(s) must hold the Automobile Association of Malaysia (AAM) entrant/team licence.

5.2 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.

Art. 6. ELIGIBLE CARS

6.1 MALAYSIAN GT

- 6.1.1 GT-X
- 6.1.2 GT Class
- 6.1.3 Sports Production
- 6.1.4 Touring Production

6.2 MALAYSIAN TOURING CAR

- 6.2.1 Class 1
- 6.2.2 Class 2

Art. 7. VENUE& RACE DISTANCE

- Venue : Sepang International Circuit
Length : As specified in the Additional Supplementary Regulations of each round.
Race Distance: Minimum of 10 laps per race for Round 1 and 1 hour race with compulsory pit stop for other rounds, subject to confirmation via the Additional Supplementary Regulations.

Art. 8. PROVISIONAL EVENT PROGRAMME

The event program will be declared in the Additional Supplementary Regulations of each round. The Organiser reserves the rights to hold the race late in the afternoon and early in the night, if necessary.

Art. 9. ENTRIES

- 9.1 Entries are open upon posting of Regulations and close on Friday of each scheduled round or as otherwise stated in the ASR. Acceptance of entry is at the sole discretion of the organisers who have the right to reject entries without giving reasons.
- 9.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 9.3 Incorrect or incomplete entries that have paid the entry fees (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information.

- 9.4 It is a condition of entry that competitors have no right to any claims against the Automobile Association of Malaysia, Promoter, Organiser, Sponsors and any one carrying out their duties.
- 9.5 Please submit entries to:

Secretary of the Meet
SEPANG INTERNATIONAL CIRCUIT SDN BHD
Jalan Pekeliling, 64000 KLIA, Selangor
Tel: +603-8778 2221
Fax: +603-8778 2338
E-mail: mashithah.hashim@sepangcircuit.com.my

Late entries will not be accepted.

- 9.6 Maximum number of entries accepted will be at the sole discretion of the organisers. Organiser reserves the right to refuse an entry. If less than six (6) entries received for any category, the Organiser reserves the right to cancel or amalgamated the said category with any other categories.
- 9.7 The number of cars allowed to start the race is based on the track homologation. Priority given to entry for a full Championship Series. However, the organizers reserved the rights to change the composition as it deems fit.
- 9.8 Entry fee per round is as follows:

	<u>Full Season (5 rounds)</u>	<u>Per Round</u>
Malaysian GT (Open/GT Class/Sports Production)	RM9,000	RM2,000
Touring Production	RM6,300	RM1,400
Malaysian Touring Car	RM4,500	RM1,000

- i) Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely are regarded null and void.
- ii) Payment must be made by cash, credit card, money order or banker's draft. However, payment made on-site on official registration day must be in cash.

The entry fee may be refunded under the following conditions: -

- i) Refusal of entry
- ii) Entry fee will not be refunded for participant who is disqualified from the race due to any type infringement.
- iii) The payment for full season is not refundable.

Art. 10. POINTS SCORE

10.1 Points scores for each category will be awarded to the participants as follows:

Position	Points
1 st	25
2 nd	20
3 rd	15
4 th	10
5 th	8
6 th	6
7 th	5
8 th	3
9 th	2
10 th	1

10.2 No points will be awarded in case 19.1A if the race cannot be re-started.

10.3 Half the number of points will be awarded in case 19.2B if the race cannot be re-started.

10.4 Full points will be awarded in case 19.3C.

10.5 Points for Championship will be determined base on the combination of result of each round. In the case of a dead heat at the end of the Championship, the winner will be the participant with the highest number of race wins followed by the highest number of second and the highest number of third.

Art. 11. AWARDS

11.1 Overall championship awards for cash and trophies:

Category	1 st	2 nd	3 rd
Malaysian GT			
i) GT-X	Trophy & RM13,000	Trophy & RM11,000	Trophy & RM9,000
ii) GT Class	Trophy & RM13,000	Trophy & RM11,000	Trophy & RM9,000
iii) Sports Production	Trophy & RM13,000	Trophy & RM11,000	Trophy & RM9,000
iv) Touring Production	Trophy & RM11,000	Trophy & RM9,000	Trophy & RM8,000
Malaysian Touring Car (Class 1 & 2)	Trophy & RM10,000	Trophy & RM8,000	Trophy & RM6,000

Prizes:

- 11.2 Trophies will be given up to 3rd place for each round. No cash will be awarded for each round.
- 11.3 ENGINES may be STRIPPED for legality after qualifying and races at the discretion of the organisers. Competitors to provide mechanics and specifications of car.
- 11.4 The podium ceremony will be held after the completion of the event for each round. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet, gloves and HANS device.
- 11.5 At the end of the Championship season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their prize money will not be released in full.

Art. 12. SCRUTINEERING

- 12.1 All cars must comply with Section II – Technical Regulations. Refer to the said regulations for each category. The homologation papers must be presented during the Scrutineering together with drivers racing suit, helmet, gloves, shoes and HANS device.
- 12.2 All stickers requirement as stated by the Organiser must be properly placed on the car prior to the scrutineering. (**Refer to Appendix I**).
- 12.3 All cars will be issued with an “OK” sticker by the Scrutineers once the scrutineering has been successfully completed.
- 12.4 All cars will be impounded immediately after the qualifying session for weighing. The official weighing scales readings are final. No protest will be entertained on this matter.
- 12.5 Throughout the entire duration of the event, the cars must comply with the Technical Regulations in all points. Engines may be sealed and the organiser may impound cars.
- 12.6 Any car, 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.
- 12.7 Protest time is 30 minutes from posting of provisional results. The Organiser reserves the right to strip any car after the race at the cost of the Team.
- 12.8 The Clerk of the Course reserves the right to impose additional weight penalties to be carried on a car in the interest of equalisation of performance.

- 12.9 All participants **MUST** carry their own transponder for the timing. The transponder unit must be compatible to the system used by the Organiser. If for any reason, participant do not posses own transponder, a rental rate of RM100 plus RM200 for deposit will be charged for using Organiser's transponder.

Art. 13. DRIVERS' BRIEFING

- 13.1 It is compulsory for all drivers to attend the Drivers' briefing for the event. The Organiser will confirm the exact time and venue of the briefing.
- 13.2 The Clerk of the Course reserves the right to organise a special drivers' briefing in addition to the compulsory briefing.

Art. 14. OFFICIALS

14.1 Provisional Race Officials: -

AAM Stewards:	To be Advised
Race Director:	TBC
Clerk of the Course:	TBC
Secretary of the Meet:	Ms. Mashithah Hashim

14.2 Race Direction

The clerk of the course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations ;
- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out ;
- d) the starting procedure ;
- e) the use of the safety car.

Art 15. RACE FORMATS

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

15.1 Format 1

- Will have to two (2) sprint race of 10 laps each.
- There will no pit stop for each race.

15.2 Format 2

- One race of maximum 60 minutes with compulsory pit stop, which must be carried out during the period after lap 3 and 15 minutes before the chequered flag. For team with 2 drivers, 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.
- During the pit stop, a single driver must get out of the car, cross the pit lane demarcation line and get back into the car. For a 2-driver entry, the second driver is to stand behind the demarcation line and allowed to go to the car after the first driver has crossed the demarcation line.
- No re-fuelling is allowed.

Art. 16. START PROCEDURE

All races will be Rolling start.

Cars will be lined up to form 2 x 2 grids.

5 MINUTE BOARD

Everyone, except driver in car and mechanics to leave the Grid. All works on cars must stop.

3 MINUTE BOARD

Only 2 mechanics per Car remain on grid.

1 MINUTE BOARD

Drivers start engines. Mechanics leave. No push start allowed. Cars must enter pit if pushed, after formation leaves grid.

30 SECOND BOARD

Engines must be running. Any driver who cannot start his car engine must put up his arm to warn the starter and the following competitors of the problem. Yellow flag waved by grid marshal behind pit wall.

FORMATION LAP/START

- A green flag/light will be on to flag off formation lap behind the official car in single file. Cars will form up in pairs on the back straight between turns 14 and 15.
- The official car will enter the pits if the Clerk of the Course is satisfied with the formation, otherwise it will carry on for 2 further laps.
- The first two leading cars will maintain the pace up to the start line and will commence racing when the red light turns to green.
- Following cars can only commence racing after they have crossed the start line.
- Anyone overtaking before crossing the start line will be deemed to have jumped the start and will be penalised by a drive through.

Art. 17. PRACTICES & QUALIFYING

There will be at least 1 x 20 minutes official free practice session at each race meeting plus 1 x 20 minutes official qualifying session held at each race event.

Art. 18. GRID POSITIONS

- 18.1 At the end of the qualifying practice session, the list of the qualified drivers will be published.
- 18.2 The starting grid for will be drawn up in the order of the fastest time achieved by each car in the qualifying session. Should two or more cars have set identical time, priority will be given to the one, which set it first.
- 18.3 Should there be 2 races in one round, the starting grid for Race 2 will be based on the result of Race 1.
- 18.4 Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that the car will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity in any event, no later than 30 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.
- 18.5 The Stewards of the Meeting may authorize any competitor(s) who did not qualify to start from the back of the grid on condition that:
- They do not eliminate vehicles that have already qualified.
 - They are judged capable of achieving the qualification minimum.
 - The competitors satisfy all safety requirements, including knowledge of the circuit.
- 18.6 Any competitor whose vehicle is unable to or will not be ready to start must inform the Clerk of the Course 30 minutes before the pit lane-opening schedule. If one or more vehicles are withdrawn, the grid will be closed up accordingly and

reserve entries will be allowed. Failure to inform the Clerk of the Course will cause the competitor to lose 3 grid positions in the next immediate race.

- 18.7 Access to the grid will close 5 minutes before the scheduled formation lap. Any competitors that have not taken up his/her grid position by then will start the race from the pits after the last vehicle has passed the pit exit on the first lap of the race.
- 18.8 A competitor may change the vehicle or engine after qualifying session and before Race 1 provided that it has been scrutineered but will have to start at the back of the grid in the following race.

Art. 19. STOPPING OF RACE OR PRACTICE

- 19.1 Should it become necessary to stop a race or practice by the Clerk of the Course or his Deputy, it will be done with the red flag at the start line and all flag posts.
- 19.2 During practice, all vehicles will proceed slowly to the pits. During a race all vehicles will proceed slowly to the grid for a re- start.
- 19.3 If a race or practice is stopped, an extension in time equivalent to the remaining time in a practice or qualifying session may not be given. No protest will be accepted in this case.

Art. 20. RESUMING A RACE.

- 20.1 Case A: Less than 2 full laps.
- The original race will be deemed null and void.
 - The race will be run in full if it can be re-started.
 - All qualified competitors will be allowed to re-start the race. No spare car will be allowed. Original cars may be worked on.
 - Refuelling will be allowed until the 5 minutes board is shown on the grid. Up to 5 litres in a non-pressurised container only may be used.
- 20.2 Case B: More than 2 full laps, but less than **60%** of race distance.
- The race shall be deemed in two parts. The first of which will be the penultimate lap the leader crossed the finish line.
 - The length of the second part will be two laps less than the scheduled race distance.
 - Only vehicles that took part in the first start will be eligible if they return to the pits under their own power.
 - Vehicles may not be worked on or refuelled in the pit or grid.
 - The start will be from the 10 minutes procedure (Article 9).
- 20.3 Case C: 60% or more of the race distance.
- The race will be deemed to be finished.
 - The results will be based on the penultimate lap that the red flag was shown.

Art. 21. CHANGING OF ENGINE

Any team that requires change of engine after qualifying will lose their grid position. They will have to submit their application to the Steward to start at the back of the grid. Change of engine is allowed between Race 1 and Race 2 (for 2 races event/round) with the approval from the Stewards and the spare/replacement engines must be pre-registered and scrutineered before Qualifying and must be same spec as qualifying engine.

Art. 22. FINISH OF THE RACE & PARC FERME

- 22.1 End of race signal will be given as soon as the leader has covered the full number of laps or elapsed time.
- 22.2 Should for any reason the race signal be given before the leader completes the scheduled number of laps, the race will be deemed to have finished when the leader last crossed the finish line before the signal was given.
- 22.3 Any classified vehicle that cannot reach the 'parc ferme' under its own power will be placed under the exclusive control of the marshals who will take it to the 'parc ferme'.
- 22.4 All drivers who started will be classified if they have covered at least 75% of the distance (rounded down to the nearest whole number of laps) covered by the winner. The leader will be shown the chequered flag when he crosses the control line at the end of the lap during which the distance is exceeded. The line is a single line which crosses both the track and the pit lane.

Art. 23. ORGANISER'S RIGHTS

- 23.1 The organisers may abandon, cancel or postpone the meeting or any part thereof. In this event, the competitor or entrant has no right to claim against the Organiser or Promoter in respect of any loss or expense he/she may thereby incur.
- 23.2 Cancel any class, which has less than 6 cars or amalgamate them to the next higher class at the discretion of the organisers.
- 23.3 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 23.4 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 23.5 Refuse an entry without giving any reason.

- 23.6 The Clerk of the Course of this meeting has the right to stop the race or any driver immediately due to any unavoidable circumstances or as the case may be.
- 23.7 The Organiser reserves the right for competition number 1, 2 and 3.

Art. 24. PROMOTER'S RIGHTS

- 24.1 All participants are prohibited from using caterers not registered with the Promoter.

Art. 25. ADVERTISING

- 25.1 Competitors are obliged to carry the main sponsor and co-sponsor stickers (to be announced) at designated spaces on the car (advertisement location diagram is as per appendix I). The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.
- 25.2 Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.
- 25.3 The competition number supplied by the organisers cannot be mutilated. Any branding on them cannot be cut off. Tobacco advertising is strictly prohibited.
- 25.4 All forms of advertising prior to or after the race by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under pain of an advertisement of at least the same size and frequency in accordance with Part V: Article 11 of the NCR of the AAM. Approval for such advertising shall only be released at the earliest 24 hours after time of submission. The organisers shall not be held responsible for any delay in the approval of any advertisement.
- 25.5 Advertisements on the results shall comply with (24.4) above and carry the title of the event at a prominent place of the advertisement. The size of the title shall not be less than 1/10 of the size of the advertisement.
- 25.6 REJECTION FEE for not carrying sponsors decals is as follows:
- | | |
|---------------|------------------------|
| MAIN SPONSOR: | RM2,000 |
| CO-SPONSOR: | RM1,000 per co-sponsor |

The competition numbers and their background must be intact and not mutilated in any way.

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

- 26.1 Please refer to the illustration of the pit wall, pitlane, pits, paddock areas and parking areas in Appendix II.
- 26.2 Pit allocation will be made by the organiser. Decisions are final and the pit allocation will be published, once the final entries have been confirmed. There is no right to be allocated a specific pit. Each pit will be shared by several teams/cars if the situation warrants it.
- 26.3 There is no claim on a special pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.
- 26.4 It is the responsibility of each competitor/team manager to ensure that team members are fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the team from the race. To avoid allegations of misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.
- 26.5 No car may be driven in reverse in the pit lane. Immediate exclusion will result from such action. Mechanics are allowed to push their cars backwards to their designated pit.
- 26.6 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM300 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.
- 26.7 Each team will be entitled to five (5) update passes comprising of 1 competitor, 2 pit wall crew and 2 pit crew. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.
- 26.8 Only compressed air can be used in the pits.
- 26.9 In keeping with the status of the MSS as a premier event, teams are encouraged to be properly attired at all times. Minimum acceptable: -
Cotton T-shirt, Jeans, shoes and shorts. For safety reasons, singlet, slippers and sandals are not allowed to be worn by pit crew.
- 26.10 Persons under 16 years of age are not permitted in the pit lane and pit wall. Children under the age of 12 are not allowed in the pits, pit lane or pit wall until the race has ended. An exception is made for glassed hospitality area in pits.

However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.

- 26.11 No spare car or any other form of vehicle may be parked in the pits. Any such vehicle found in the pit of any team will be reported to the Stewards of the Meet for penalty up to exclusion. Illegally parked vehicles will be towed away at the owner's costs and an additional penalty of RM100 will be imposed on the owner.
- 26.12 Pit to driver radio communication is permitted for all classes.
- 26.13 The use of motorized vehicles, skateboards or similar means of transportation by any parties at paddock area are strictly prohibited. The organiser has the right to confiscate such vehicles until the end of the event. Only non-motorised vehicles are allowed at the paddock area.
- 26.14 Large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely tied to the railing along the pit signalling area.

Art. 27. PENALTIES

The following penalties will be applicable during the practice, qualifying and race. Other infringements not stated below, will fall under the jurisdiction of the Stewards of the Meeting. It is not permitted for the driver to enter the pit lane to take their drive through penalty during a Safety Car period. The Race Starter will be the Judge of Fact.

27.1	Failure to be within grid box	Drive through
27.2	Stopping in wrong grid box	Drive through
27.3	Jump/False start	Drive through
27.4	Speeding in pit lane (during race)	Drive through
27.5	Bumping car in front	Drive through
27.6	Causing other car to retire:	Exclusion
27.7	Not carrying out drive-through in 3 Laps:	Exclusion
27.8	Not observing black flag:	Exclusion + RM100.00 per lap
27.9	Provoking a fight:	Exclusion from race + Ban of Team and team members from SIC for 12 months + RM5, 000.00
27.10	Retaliating in a fight:	Exclusion + RM3, 000.00
27.11	Smoking & drinking alcohol in Pit Area:	Ejection from pit area + RM300.00
27.12	Illegal parking at Paddock area:	RM100.00
27.13	Other offences:	At Stewards discretion

Art. 28. PROTESTS

- 28.1 Protests, if any, must be lodged in accordance with the stipulations of the FIA International Sporting Code. Under strict respect of the protest time of 30 minutes, all protest must be lodged in writing and handed to the Clerk of the Course or if not possible, to the Stewards of the Meeting, with an ASN set fee of RM500.00 and RM500.00 if striping is required.
- 28.2 Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.

Art. 29. INTERPRETATION OF REGULATIONS

- 29.1 Only the Clerk of the Course can give binding information about the event, or in his absence, his deputy.
- 29.2 In the case of any dispute, the interpretation of this Sporting & Technical regulation, the Additional Supplementary Regulations is up to the Clerk of the Course.
- 29.3 The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstances should arise, without any obligations for indemnification. Furthermore, the organiser holds liability only in that case where exclusion from liability is not mentioned in the regulations or entry form.

Art. 30. GENERAL CODE OF DRIVING CONDUCT

- 30.1 It is a requirement that a fair conduct by everyone involved and in particular by the drivers during the practice sessions and during the race. Drivers of faster cars are asked to show consideration and fairness towards the slower cars and vice versa. The driver must drive his car alone and unaided.

Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a Car beyond the edge of the Track or any other abnormal change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized.

A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

-
- 30.2 Any driver obstructing or endangering other participants during practice or race due to their driving style or apparently not being up to the requirements of the race may be refused the start or excluded from the race.
- 30.3 Should a driver be obliged to stop his car on the circuit, the driver must try his best to remove his car from the track with the utmost caution as quickly as possible.

II. TECHNICAL REGULATIONS

SECTION A

1. GENERAL

- Art. 1 The Organiser reserves the right to amend the present regulations in agreement with the local ASN. The regulations are subject to change, which will be published via Additional Supplementary Regulations.
- Art. 2 To be eligible, all cars must comply with the prescriptions of the present technical specifications. Any unauthorised modification is strictly prohibited.
- Art. 3 Only the organiser decides on the admission of a car and the decision taken is final. This point is explicit and completely accepted by all the competitors and drivers by submitting their entry. Any protest against the classification of admission of a car following the organiser's decision is consequently not possible.

2) ELIGIBLE CARS

Cars eligible for the 2012 Malaysian Super Series are as follows:

2.1 MALAYSIAN GT

2.1.1 GT Class

2.1.2 GT-X Class

2.1.3 Sports Production

2.1.4 Touring Production

For Technical specification please refer to the technical regulations of Malaysia Merdeka Endurance 2012.

2.2 MALAYSIAN TOURING CAR

2.2.1 Class 1

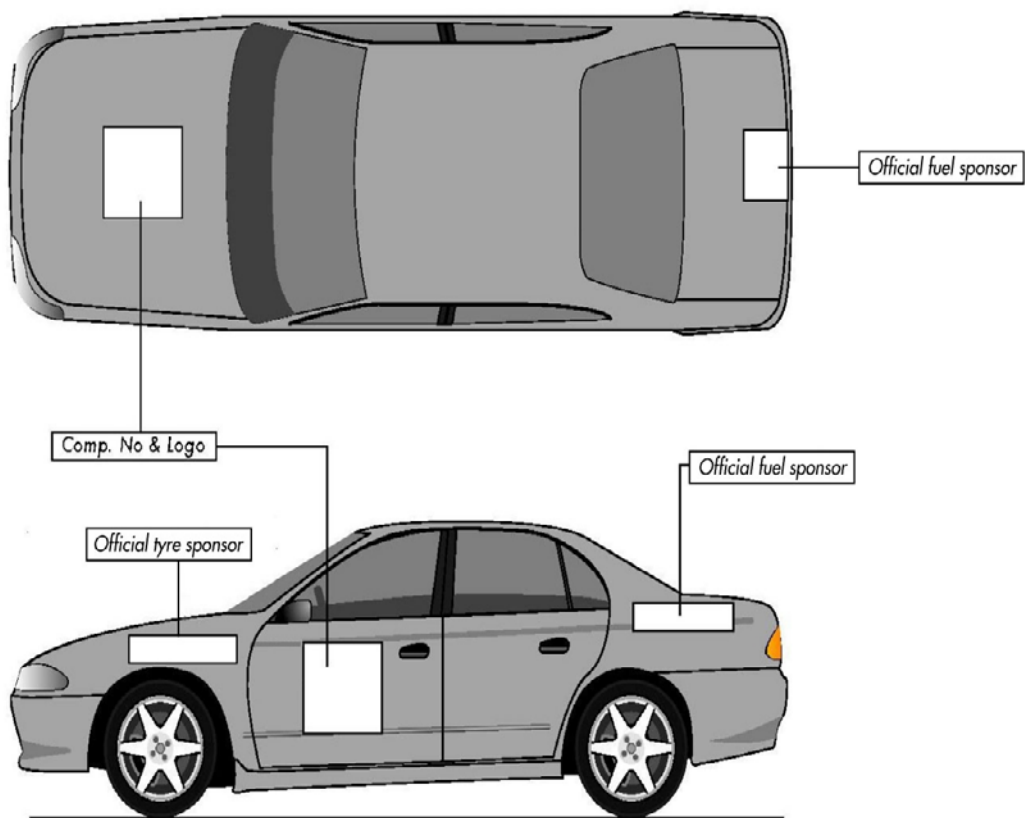
2.2.1 Class 2

Please refer to the technical regulations of Sepang 1000KM 2012.

APPENDIX I

Art. 24 ADVERTISING

STICKER PLACEMENT



APPENDIX II

Art. 25 PITWALL / PITLANE / PITS / Paddock AREAS AND PARKING AREAS

