



Sporting Regulations MSF Super Turismo 2023

Malaysia Speed Festival

Version 1.1 – 20 Feb 2023





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SPORTING REGULATIONS

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

1. PREAMBLE

These Regulations apply to the Malaysia Speed Festival (MSF) SuperTurismo Championships 2020.

Malaysia Speed Festival [MSF] Championships are approved by Motorsports Association of Malaysia [MAM] and organised by Kelab Sukan Motor MSF [KSM-MSF], and promoted by Matrix Motorsports Promotion Sdn Bhd. They are governed under the Sporting Code of the MAM National Competition Rules, these Supplementary Regulations, the relevant Technical Regulations and their annexures, and any Additional Supplementary Regulations published from time to time.

Entrants, Drivers and Team Managers shall comprehend the contents stated in these Regulations and strictly comply with all the Sporting and Technical Regulations prescribed

2. STEWARDS

The decisions of the Panel of Stewards will be final and binding on the Entrants, Drivers and Team Managers (participants) subject to Appeal as laid out in the General Prescriptions under the Code of FIA and MAM.

3. ORGANISER & PROMOTER

ORGANISER:

Kelab Sukan Motor MSF Malaysia
49, Jalan Peniaga U1/35,
Hicom Glenmarie Industrial Park,
40150 Shah Alam,
Selangor, Malaysia.
Tel : +603 7629 8829

Attention:

Honorable Secretary
Norfadilah Zainal Abidin

PROMOTER:

Matrix Motorsports Promotion Sdn Bhd 508407-T
K3-3A-02, Tower 3,
UOA Business Park, Glenmarie,
40150 Shah Alam,
Selangor, Malaysia
Tel : +603 7629 8829
Email : general@msfracing.com

4. STATUS

This is an MAM-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 MAM and any Additional Supplementary Regulations published from time to time.





5. CO-OPERATION

Kelab Sukan Motor MSF Malaysia as the organiser and Matrix Motorsports Promotion Sdn Bhd as the promotor are given permission from MAM to hold the competition.

All participants shall comply with the regulations and technical rules stated in this handbook.

6. GENERAL UNDERTAKING

6.1 All drivers, competitors and officials participating must observe all the provisions of the regulations mentioned in the preamble.

6.2 It is the Competitors' responsibilities to ensure that all persons concerned with his/her entry observe all the requirements of the regulations mentioned in the preamble. The person having charge of an entered car during any part of an event is responsible jointly and severally with the competitor for ensuring that all the requirements are observed.

6.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

6.4 The presentation of a car for pre-event safety scrutineering will be deemed an implicit statement of conformity with the regulations concerned.

6.5 All persons concerned in any way with an entered car or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

7. OFFICIALS

The Series will consist of:

- Two National Stewards
- The Club Steward
- The Race Director
- The Clerk of the Course
- Deputy Clerk of the Course
- Chief Scrutineer
- Secretary of the Meeting
- Judges of Fact
- Driving Standards Officer
- Competitor Relations Officer
- Other representatives as necessary

7.1 The Race Director shall have authority over the Clerk of the Course in the following areas:

- a) Controlling the Practice and Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any modifications to the timetable in accordance with the provisions of the MAM Sporting Code and these Regulations.
- b) Stopping a Car in accordance with the provisions of the MAM Sporting Code and these Regulations.
- c) Stopping a Free Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons; and the restart procedure after the suspension.
- d) Starting a race and the Starting procedure.
- e) Use of the Safety Car.
- f) The Race Director must be in contact (in person or by radio) with the Clerk of Course at all times





when cars are permitted to run on the Track. Furthermore, the Clerk of Course must be in the Race Control Room and in radio contact with all Marshal posts at all times when cars are permitted to run on the Track.

8. COMPETITION SCHEDULE

- a) Round 1 – 6 March 2023 : [40 min + 1 lap Enduro]
- b) Round 2 – 11 June 2023 : [North Track; SPRINT]
- c) Round 3 – 9 July 2023 : [40 min + 1 lap Enduro]
- d) Round 4 – 16-17 September 2023: [88 Laps Merdeka Race / 40 min + 1 lap Enduro]
- e) Round 5 – 22 October 2023: [40 min + 1 lap Enduro]

9. QUALIFICATIONS AND CONDITIONS AS A COMPETITOR

9.1 Every Entrant is required to register his participation and team with the organisers with a completed event entry form either via the online on the website or physical entry form.

9.2 The Entrant Name will be assumed as the Team Manager that will be the representative to coordinate with the organisers. Additionally, an Entrant may nominate a Team Manager as a representative for this responsibility.

9.3 The Entrant is required to take responsibility and ensure that the team's drivers and team members are in compliance with all the rules and regulations.

9.4 Every Entrant/Driver has the responsibility to ensure that any advertisement on the entered cars is in compliance with all the relevant laws and is not religious or political in nature.

9.5 The organiser reserves the right to add Weight Ballast or Compensation Time to a competitor joining the Series as a form of Balance Of Performance (BOP).

10. APPLICATION SCHEDULE & DOCUMENTS

10.1 Entry is considered complete when the forms, documents and payment are accepted by the organiser.

10.2 The Entrant is responsible for advising the Series Coordinator in writing at least one (1) day before the event of any changes to their entry. Any pairing changes are subject to approval by the organisers and may result in a time adjustment / penalty.

A.10.3 Documents Required

- Entry form
- Original racing license issued by MAM or similar
- Drivers under 18 years are required to submit letter of permission from his parent (or legal guardian) to the organiser.
- Foreign drivers having a valid racing license from their respective ASN along with a Release document or No Objection Certificate (as per Article 3.9.4 of the ISC) can take part in the races and are entitled to race awards and they shall be eligible for points or Championship awards.

Note: Entrants should sign his/her name on every copy of document as required.

11. ENTRY ACCEPTANCE AND DENIAL

All entries will be thoroughly checked by the organiser. The organiser reserves the right to refuse an entry at their discretion without assigning any reason whatsoever.





12. ENTRY FEES

Official registration and payment method

The official registration and payment method will be via the Promoter's online registration and payment system at www.msfracing.com.

Offline and Manual registration and payment may be accepted in extreme cases, and may incur an additional processing fee of RM 50.00.

Entry Fees

Per round – Sprint & Enduro: RM 680.00

Merdeka Endurance round : TBA

No refund will be made should an Entrant/Driver not take part in one or more of the Series events.

Transponder Rental: RM 100.00

Refundable deposit of RM100.00 for transponder is required, and to be paid to the Secretariat upon transponder collection.

Other Items Rental

Pit Spot rental per round: RM 160.00

Tent Spot rental per round: RM 120.00

Tent rental per round: RM 240.00

Team Common Room: RM 800.00

Late Entry

Entries on event day on accepted on a 'special case' basis and will be charged additional RM 200.00 per entry.

All payments must be made by cash only. No payments in cheques will be accepted.

Refunds and Carrying Forward

Refunds and Carrying Forward entry participation once payment has been made is only permitted for Entry Fees. **Pit, Transponder rentals and similar rentals are non-refundable.**

13. MINIMUM NUMBER OF CARS

Minimum number of cars for a race will be 5 cars for each class. This may vary at the discretion of the Promoters. Organiser reserves the right to cancel a class or category if there are insufficient entries.

14. PRIZES

Trophies will be awarded as follows:

Winner – Trophy

1st runner-up – Trophy

2nd runner-up – Trophy

3rd runner-up – Medal

4th runner-up – Medal

* In the event there are 7 entries and above in a Class 5 trophies will be awarded.

** In the event there are less than 7 entries in a Class only 3 Trophies will be awarded.

15. CHAMPIONSHIP POINTS

15.1 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.

15.2 SPRINT & ENDURO

Championship Points will be awarded following the completion of race as follows:

CHAMPIONSHIP POINTS

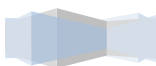
| | |
|--------------------|--------|
| 1 st : | 100pts |
| 2 nd : | 85pts |
| 3 rd : | 75pts |
| 4 th : | 65pts |
| 5 th : | 55pts |
| 6 th : | 50pts |
| 7 th : | 45pts |
| 8 th : | 40pts |
| 9 th : | 35pts |
| 10 th : | 30pts |
| 11 th : | 25pts |
| 12 th : | 20pts |
| 13 th : | 15pts |
| 14 th : | 10pts |
| 15 th : | 5pts |

Bonus Points are also awarded for **Fastest Lap: 5 Points** for fastest lap in the race.

15.3 **MERDEKA ENDURO** round Championship Points will be awarded following the completion of **race**. The Championship Points are as follows:

MERDEKA ENDURO POINTS

| | |
|-------------------|--------|
| 1 st : | 200pts |
| 2 nd : | 170pts |
| 3 rd : | 150pts |
| 4 th : | 130pts |
| 5 th : | 110pts |
| 6 th : | 100pts |
| 7 th : | 90pts |
| 8 th : | 80pts |





| | |
|--------------------|-------|
| 9 th : | 70pts |
| 10 th : | 60pts |
| 11 th : | 50pts |
| 12 th : | 40pts |
| 13 th : | 30pts |
| 14 th : | 20pts |
| 15 th : | 10pts |

Bonus Points are also awarded for **Fastest Lap: 5 Points** for fastest lap in the Merdeka Enduro.

15.4 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.

16. RACE DISTANCE AND RACE FORMAT

16.1. Practice & Qualifying

- Practice and Qualifying will be run combined in one (1) single 30-minute session
- 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.

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



16.2. SPRINT

16.2.1. There will be 1 race 20 laps of Sepang Half Circuit.

16.2.2. SPRINT races require a compulsory 3-minute pit stop. There will be a Pit In window from beginning of Lap 3 till end of Lap 7, based on the on-track Race Leader. Driver change (not compulsory) may be conducted during the pit stop. Tyre change and refuelling is not permitted.

- 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.

16.3. ENDURO

16.2.1. There will be 1 race of 40 minutes + 1 lap race of Sepang Full Circuit.

16.3.2. There will be a Driver Change window from minute 15 till minute 30. Driver change (not compulsory) may be conducted during the pit stop. Tyre change and refuelling is not permitted.

- 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.

16.4. MERDEKA ENDURO (NON-88 LAPS RACE)

16.4.1. There will be 1 race of 2 heats of 40 minutes + 1 lap race of Sepang Full Circuit, with 10 minute break in-between.

16.4.2. HEATS: there will be a Driver Change window from minute 15 till minute 30. Driver change (not compulsory) may be conducted during the pit stop. Tyre change and refuelling is not permitted.

- 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.

16.4.3. End of heat 1 will be shown Chequered Flag together with Yellow Flag and Safety Car board at Finish Line. Once past the chequered flag, all cars must line up behind the Safety Car and overtaking is prohibited.

Safety Car will guide all cars into the Pitlane, where the cars are to remain lined up in order and formation that they completed the race in. Pitlane to be clear before the arrival of the Safety Car. Crew will only be permitted to work on the cars when the official signal is given, from which point the clock will countdown 10 minutes.

After 10 minutes, the 3 minutes board will be displayed and all crew must leave the pitlane.





At 1 minutes remaining, the pitlane is required to be clear of all personnel. Once clear, the Control Car will commence Rolling Start procedure for HEAT 2. Heat 2 will be a repeat of the same format as Heat 1 with 3-minute pitstop etc.

16.5. MERDEKA 88-LAPS ENDURANCE

16.5.1. Practice & Qualifying

- Practice will be one (1) single 45-minute session
- Qualifying will be one (1) single 45-minute session
- Starting positions for the race will be based on quickest timed single lap during Qualifying session. The fastest time will start from the 1st position, followed by 2nd fastest time in 2nd position, and so on and so forth. Any team that does not Qualify but conducted the Practice session will be permitted to start the race at the rear of the grid; should there be more than 1 car, the positions will be ranked based on lap times during the Practice session.

16.5.2. Race:

An 88-lap race of Sepang F1 Circuit. Compulsory two (2) times pit stops of minimum 5-minutes each for all categories.

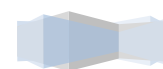
- Minimum 2 drivers are required.
 - Minimum 2 pit stops are required.
 - Minimum rest time of 2/3 of driving time for each driver before they drive again.
 - Refuelling, driver change, and tyre changes are permitted during the pit stop.
 - "Street" category cars: original fuel tanks required as per technical regulations.
 - "Super Series" category cars: fuel tanks as per technical regulations
 - Super Series Limited: original fuel tank
 - Super 1600: maximum 60L fuel tank
 - Super Series Unlimited: maximum 100L fuel tank
 - "Ultimate" category cars:
 - Ultimate Touring and Ultimate 1800: maximum 60L fuel tank
 - Pit stops may only be carried out from the start of Lap 15 of the race onwards.
 - Pitlane speed limit is 25km/h.
 - Compulsory pitstop time will be timed from the moment the car enters the Pit Lane Entry, to the moment the car leaves the Pit Lane Exit. A 5-seconds time penalty will be imposed for every 1-second that the car is below the compulsory time, with a maximum of 30-seconds upon which the offending car/team will be disqualified. This will be timed electronically.
 - The pit stop must be carried out in front of the designated pit or area of each team.
- Refuelling is permitted.

FURTHER REGULATIONS WILL BE RELEASED INDEPENDANTLY AND SPECIFICALLY FOR THE MERDEKA 88-LAP ENDURANCE

17. CHANGE OF CAR / DRIVER

17.1 During the same race weekend, once the Qualifying session has commenced, change of drivers is subject to organiser's approval. Team Manager / Entrant must write in for permission for change of driver, with explanation for requesting so.

17.2 Change of Car is not permitted for the same race weekend once the Qualifying session has commenced





17.3 The replacement car must not have been presented for scrutiny for any other competitor for that race weekend.

17.4 In case of an accident during practice/qualifying session; the car must be re-scrutineered before the race. The time for re-scrutineering must be set up in consultation with the Chief Scrutineer. The Stewards, with the confirmation of the Chief Scrutineer, shall determine whether the car is safe enough to race.

17.5 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.

18. GENERAL SAFETY

18.1 Officials instructions will be given to drivers by means of the flag signals laid out in the Sporting Code. Competitors and their Team Members must not use flags similar in any way whatsoever to these.

18.2 Drivers are strictly forbidden to drive their car in the opposite direction of the declared track direction unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the Marshals.

18.3 Any driver intending to leave the track or go to his/her pit or the paddock area must signal his/her intention to do so in good time making sure that he can do this without endangering other cars on the track.

18.4 During practice, qualifying and the race, drivers must use only the track, and must at all times, observe the provisions of the Code relating to driving behaviour on circuits.

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

18.6 Repairs to a car may be carried out only in the Pit Lane, Team Garages and on the Grid before the start.

18.7 At no time may a car be reversed in the Pit Lane under its own power. Any infringement will be reported to the Stewards.

18.8 During a race, the engine may only be started with the starter. This is compulsory for safety reasons.





18.9 No driver will be allowed to take part in any official practice, qualifying or race unless they conform to the minimum safety requirements of the respective technical regulations. The penalty for breach of this is at minimum 30-seconds added to race time, or up to a maximum penalty which is disqualification.

18.10 The driver's safety equipment must be presented to the Scrutineers at pre-event scrutineering for eligibility.

18.11 If a driver has serious mechanical difficulties during practice, qualifying or the race he must leave the track as soon as it is safe to do so.

18.12 The car's lights must be activated (turned on) for any race which takes place after sunset regardless of whether the circuit has lighting or not, or when signalled to do so by the displaying of the 'lights on' board.

18.13 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.**

18.14 No repairs or refuelling will be allowed in the pit lane. Any repairs must be conducted in the pits.

18.15 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.

18.16 Animals, except those, which may have been expressly authorised by the organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.

18.17 Drivers and crew must be properly attired in pits. Minimum acceptable: T-shirt, Jeans and Shoes (slippers are not allowed in the pits.)

18.18 Anyone found intoxicated in the pits and paddock will be removed from the circuit

18.19 Children below 16 years old are not allowed on the pitwall or pitlane.

18.20 The Race Director, Clerk of the Course, Stewards or Medical Delegate can require a driver to have a medical re-examination at any time during an event.

18.21 Failure to comply with the general safety requirements of the Code or these Sporting Regulations or the General Prescriptions or any other relevant regulations may result in the exclusion of the car and driver concerned from the event.

19. INSTRUCTIONS AND COMMUNICATION TO COMPETITORS

19.1 The Race Director or Clerk of the Course may give instructions to competitors by means of special bulletins in accordance with the Code. These bulletins will be posted at the Competitor Relations Centre (CRC), the MSF website, and the MSF mobile application, and may be distributed to all competitors who must acknowledge receipt save in case of force-majeure, duly recognised as such by the Stewards.

19.2 All Competitors are required to be available for receiving such communication at the Event, for a period of 30 minutes after the end of the Practice / Qualifying / Race.





20. SANCTIONS

The Stewards may inflict the penalties specifically set out in these sporting regulations in addition to or instead of any other penalties available to them under the Code.

21. SCRUTINEERING

21.1 Initial scrutineering (pre-event scrutiny) of the car will take place at a time and place detailed in the Official Programme of each event.

21.2 No car may take part in the event unless it has been passed by the Scrutineers.

21.3 The Scrutineers may:

21.3.1 Check the eligibility of a car or of a competitor at any time during an event.

21.3.2 Require a car to be dismantled by the competitor to ensure that the conditions of eligibility or conformity are fully satisfied.

21.3.3 Require a competitor to pay the reasonable expenses while exercise of the powers mentioned herein may entail.

21.3.4 Require a competitor to supply them with such parts or samples as they may deem necessary.

21.4 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutiny.

21.5 The Race Director/Clerk of the Course may require any car involved in an accident be stopped and checked.

21.6 Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc ferme, and who alone are authorised to give instructions to the competitors.

21.7 All Entrants / Drivers are to fill-in and complete the Scrutineering Card. 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.

21.8 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.

21.9 The Organiser reserves the right to strip and measure any vehicle and engine after the race at the cost of the Team.

21.10 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.



21.11 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.

22. PARC FERME

22.1 Only those officials charged with supervision may enter the Parc ferme. No intervention of any kind is allowed there unless authorised by such officials.

22.2 When the Parc ferme, is in use, Parc ferme regulations will apply in the area between the Line and the Parc ferme entrance.

22.3 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.

22.4 Any car that is meant to go through Parc Ferme and does not do so, will be disqualified with no protest permitted.

23. DRIVERS BRIEFING

23.1 A briefing for the drivers chaired by the Race Director or Clerk of the Course will be held at a time and location as mentioned in the Official Programme of each event.

23.2 All drivers and their Team Managers must attend the meeting.

23.3 A Register will be maintained in which all the drivers are required to sign.

23.4 Drivers who do not attend this mandatory Drivers Briefing will be penalised up to RM 200 and their fastest Qualifying time annulled, and reported to the Stewards for further action. They will be given a separate briefing by the Race Director or Clerk of the Course.

23.5 Drivers reporting late (beyond the specified time) for the Drivers Briefing will be penalised up to RM 100 and will be given a separate briefing by the Race Director or Clerk of the Course

23.6 All such penalties specified above are payable immediately. Competitors with unpaid penalties will not be allowed to proceed with the practice sessions.

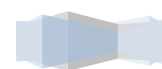
24. PIT LANE

24.1 For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two lanes. The lane closest to the pit wall is designated the 'fast lane' and the lane closest to the garages is designated the 'working lane'. The inner lane is the only area where any work can be carried out on a car.

24.2 During all practices, qualifying and races, there will be a Green and a Red Light/Flag at the end of the Pit Lane. Cars may only leave the Pit Lane when the Green Light/Flag is shown.

24.3 Competitors must not paint lines on any part of the Pit Lane.

24.4 No work is to be undertaken or equipment is allowed in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.





- 24.5 Pit-lane speed limit will be 25 km/h unless notified otherwise by a Bulletin.
- 24.6 During practice, qualifying and reconnaissance laps any driver who exceeds the speed limit in the Pit Lane will be fined a sum of RM 100.00 for the first offence.
- 24.7 For every subsequent offence, the driver will be fined a sum of RM 200.00.
- 24.8 During the race, the Stewards will impose a fine of RM 100.00 and a minimum time Penalty of 10 seconds on any driver who exceeds the Pit Lane speed limit.
- 24.9 Cutting across the white line at the Pit Lane Entry while entering the Pit Lane or cutting across the white line at the Pit Lane exit while re-joining the track is prohibited and will be subject to a penalty of RM 100.00.

25. PRACTICE & QUALIFYING

- 25.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice and qualifying sessions as for the race.
- 25.2 All Cars MUST register and pass Scrutiny before Official Practice and Qualifying.
- 25.3 The Organisers will set a Time Table for Official Practise and Qualifying and cars should go out for Practise and Qualifying only according to their respective Time Tables.
- 25.4 A Blue Flag and/or a flashing Blue Light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 25.5 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the Marshals to assist him.
- 25.6 In the event of a driving infringement during Practice/Qualifying the Stewards may delete any number of qualifying times from the driver concerned or drop the driver any number of grid positions as they consider appropriate. In this case, he will not be able to appeal against the decision of the Stewards.
- 25.7 The Race Director/Clerk of the Course may interrupt practice as often and for as long as he/she thinks necessary to clear the track or to allow the recovery of a car. The Race Director/Clerk of the Course may decline to prolong the practice period after an interruption of this kind.
- 25.8 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director /Clerk of the Course may order Red flags to be shown at all Marshal posts.
- 25.9 When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the Pit Lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Control Line more than once.
- 25.10 Should one or more sessions be thus interrupted, no protest will be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.





25.11 There will be ONE qualifying session to determine the grid position for the races of all the classes during which all laps covered will be timed.

25.12 Any driver, whose car has been assisted for an engine restart during the qualifying session, will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits, will be held in Parc ferme, until the end of the session.

25.13 The fastest Lap time/times of drivers receiving any assistance from the Marshal's during the course of a qualifying session which may result in the driver resuming the session, will be deleted. However if the Driver & car after having received such assistance reports immediately and directly to Parc ferme, the above Penalty will not apply. Such cars will be held in Parc ferme, till the end of the session and will not be permitted to take any further part in the session.

25.14 In the event there is a tie in Qualifying Times the driver who set the tied time first will get the position tied for.

25.15 If any driver does not complete one timed lap during qualifying (not including Out and In Laps) he will not be in the Qualifying Results. However, he may be allowed to Start at the back of the grid subject to permission from the Stewards.

25.16 Any driver that comes into Pits during a Qualifying session cannot enter his Pit Garage and must remain on the Inner Lane. Addition/Removal of weight and refuelling is strictly prohibited. In case of violation the concerned car will be excluded at the discretion of the Stewards.

25.17 No driver may start the race without taking part in a qualifying session, without the express permission of the Stewards.

25.18 Should, for any reason, it be impossible to hold the Qualifying session, or should the Qualifying session be curtailed before times have been set, the results of the Official Practice Session will be used to set the starting grid.

26. TRANSPONDERS

26.1 All cars must be fitted with transponders. It is the responsibility of the competitor to ensure that they are fitted correctly and are functioning during the event.

26.2 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.

Participants are allowed to use personal Mylaps Transponders. Transponder number must be provided to Scrutineering before Practice Session.

26.3 Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

26.4 Competitors must not place electronic timing equipment within five metres of the Official Start/ Finish or any other timing lines at any event. Any such team equipment placed within these zones will be removed and may entail penalties.



27. WEIGHING

27.1 After the qualifying session, cars will be weighed as follows:

- a. The organiser will install/nominate the weighing equipment.
- b. All Cars will have to undergo the weighing procedure after each qualifying session.
- c. After qualifying all cars will proceed directly to the weighing area and stop the engine.
- d. The car will then be weighed and the reading will be acknowledged by a signature.
- e. If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the Marshals who will take the car to be weighed.
- f. A car or driver may not leave the weighing area without the consent of Chief Scrutineer.
- g. If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- h. The weight is the weight of the car in the condition in which it crosses the finishing line or at any time during the Championship, including practice.
- i. The minimum racing weighs or BOP weighs for each category will be as specified in the corresponding Technical Regulations of that category.

27.2 Should the weight of the car be less than that specified in the Regulations when weighed, the car and the driver will be excluded from the qualifying or race results save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure duly accepted by the Stewards.

27.3 No solid, liquid, gas or other substance or matter of whatever nature maybe added to, places on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a Scrutineer when acting in his official capacity)

27.4 Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

27.5 Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car as decided by the Stewards.

28. THE GRID

28.1 At the end of qualifying the fastest time achieved by each driver will be officially published. Only these cars will be allowed to start the race.

28.2 The fastest driver will start the race from the position on the grid which has been designated as the Pole Position.

28.3 Any driver whose best qualifying lap exceeds 115% of the pole position time may not be allowed to take part in the race. Under Exceptional circumstances; however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race from the back of the grid. Should there be more than one driver accepted in this manner, their start order will be determined by the Stewards decision.

28.4 The starting grid will be published on the official notice board. Any competitor/team whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published 30 minutes before the start of the race.

28.5 The grid will be in a 2x2 formation.



28.6 Any car which has not taken up its position on the grid by the time 1-minute signal is shown will not be permitted to do so and must join the start at the back of the grid.

28.7 The organiser reserves the right to amalgamate or combine the classes of cars for the race.

29. START PROCEDURE

29.1 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.

29.2 Any car that has missed the start Formation would only be able to start from the Pitlane once race has commenced. **Formation is to be maintained from Turn 5 until start of race.**

29.3 Cars are PROHIBITED from weaving excessively prior to the start.

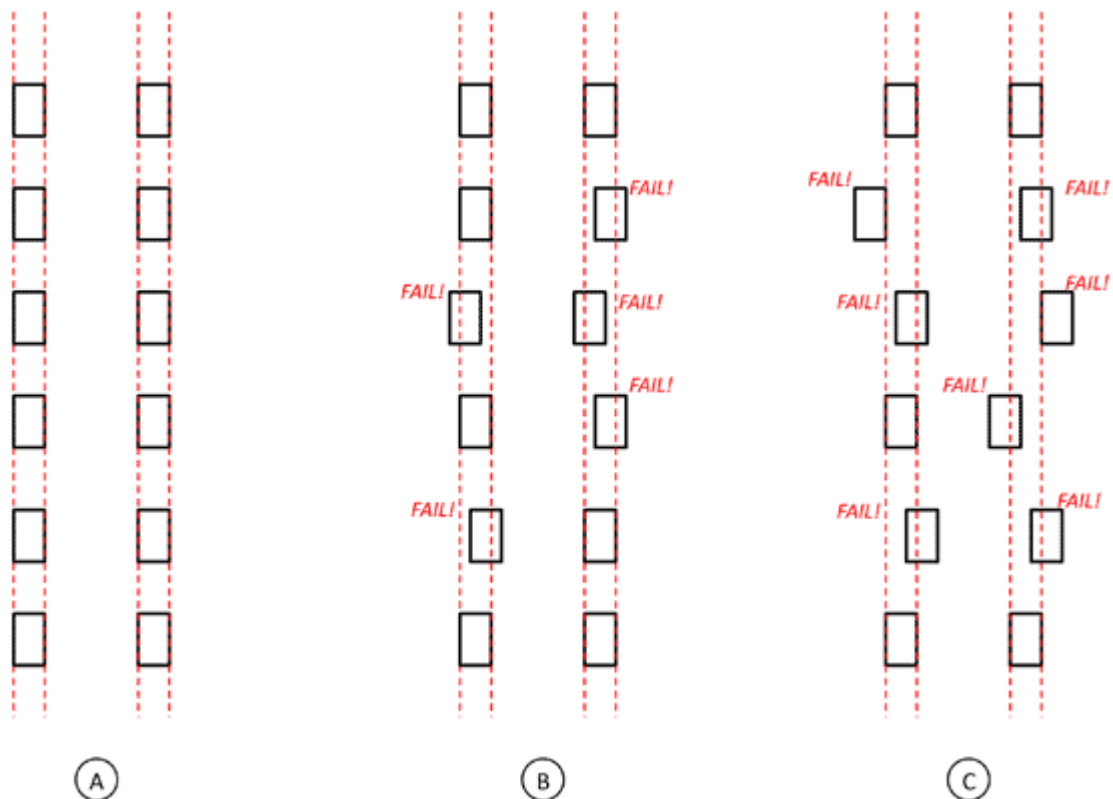
29.4 Rolling start format, Control Car will enter the pit lane at beginning of Formation lap.

29.5 Lead cars to maintain 60km/h side-by-side and may only accelerate when the red lights are turned off.

- a. Lead cars are not permitted to increase speed until the red lights are turned off / green light is lit.
- b. Race begins with Green Light. Overtaking will be allowed from Green Light.

29.6 All cars are to be in two single-line formations heading towards the Start line on formation lap. Lead cars are to run along the painted grid lines on the circuit, and the cars behind to remain in formation behind.

Any vehicle not in direct single-file behind the car ahead will be penalised 15-seconds.



30. THE RACE

30.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

30.2 During the race, drivers leaving the pit lane may only do so at their own responsibility, and when the pit exit light is green or a green flag is waved. A Marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

30.3 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him and the car cannot re-join the race.

30.4 Refuelling is prohibited on the Grid and during the Race. The organiser reserved the right to amend this provision on refuelling during the Race for One Hour Races in the case where the size of the fuel tank prevents the cars completing the prescribed distance. The procedures for refuelling during the race for those affected cars will be published in a separate bulletin.

31. COMPULSORY PIT STOP (in race formats as required)

31.1 During a Race where a Compulsory Pit Stop is mandated, every car must make a Compulsory Pit Stop even when entered with a single Driver.

31.2 For each Race a reference time for the Compulsory Pit Stop will be established taking into account the time taken to drive at a maximum speed 25 kph in the Pit Lane from the Pit Entry timing loop to the Pit Exit timing loop and the completion of the compulsory stop for the driver change. This total time will be published via Bulletin before the start of the Event or communicated in the notes for the Briefing.

For Sepang Circuit Main Pitlane, this time is 3 minutes.

31.3 Should the duration of any car's Compulsory Pit Stop be shorter than the time specified for the Event, the penalty will be 5-second added to race time for every 1-second short. If a car does not make a Compulsory Pit Stop within the appropriate window it will be excluded from the Race.

31.4 Any car being driven unnecessary slowly, erratically or in a manner deemed potentially dangerous to other Drivers in the Pit Lane during the Compulsory Pit Stop window will be reported to the Stewards.

Any divergence from the acceptable speed (25 kph) in the Pit Lane be penalised.

31.5 If a Safety Car intervention is ordered while the Compulsory Pit Stop window is open the Pit Lane will remain open. Cars are permitted to enter the Pit Lane during Safety Car period.

31.6 All Team personnel in the Working Pit Lane must wear closed toe shoes.

31.7 During Pit Stops, each car is allowed to have no more than 4 personnel in the working pit lane including two mechanics, one driver-changed assistant and one car controller. If more people than allowed are working on a car, penalties will be imposed.





31.8 No equipment must be in the working pit lane before the car has stopped in front of the garage.

31.9 No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off.

31.10 A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, at a suitable pace without slowing or stopping, except for force majeure.

31.11 An unsafe release a car during any session, penalties may be imposed.

31.12 Penalties may be imposed for any team fails to follow the above regulations.

31.13 Refuelling and tire changing is prohibited during pit stops during the race.

31.14 An entry with only a single Driver must enter pitlane and stop the car during pit stop, but the driver may remain within the vehicle. The car need not stop in front of its own pit. The organiser reserves the right to adjust the above rule. Any adjustment will be announced during drivers briefing.

32. SAFETY CAR

32.1 The Race Director/Clerk of the Course reserves the right to introduce a Safety Car at any time during a race, until such time as the race leader has completed 75% of the scheduled race distance.

32.2 The Safety Car will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

32.3 Before the race start time, the Safety Car will take up position at the front of the grid and remain there to lead the cars on the Formation Lap.

32.4 A Course and/or a Medical Car will position itself at the back of the grid for the formation lap and will follow the cars after the race has started for 1 lap before entering pit lane.

32.5 When the order is given to deploy the Safety Car, all observers posts will display waved yellow flags and a board 'SC' which shall be maintained until the intervention is over.

32.6 The Safety Car with its yellow lights illuminated will join the track preferably in front of the race leader.

32.7 All competing cars must then form up in line behind the Safety Car no more than 5 car lengths apart and overtaking is forbidden until the cars reach the start line after the Safety Car enters the pit lane. Overtaking will be permitted under the following circumstances:

- If a car is signalled to do so from the Safety Car;
- Under 32.8 below;
- If any car slows with an obvious problem.

32.8 When ordered to do so by the Race director, the observer in the car will use a green light/flag to signal to any cars between it and the race leader that they should pass. These cars will



continue at appropriate speed and without overtaking until they reach the line of cars behind the Safety Car.

32.9 The Safety Car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

32.10 While the Safety Car is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances the Race director may ask the Safety Car to use the pit lane or other parts of the circuit. In these cases, and provided its yellow lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

When the Race director calls in the Safety Car, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.

As the Safety Car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

Overtaking will be permitted only after passing the control line.

32.11 Each lap completed while the Safety Car is deployed will be counted as a race lap.

32.12 If the race ends whilst the Safety Car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

32.13 In exceptional circumstances the race may be started behind the Safety Car. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated the Safety Car will leave the grid with all cars following in grid order, no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

32.14 Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

32.15 The Race Director/Clerk of the Course may propose to the Stewards to impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor, then both may be penalised.



33. STOPPAGE OF A RACE

33.1 Should it become necessary to stop the race because the circuit is blocked by an accident or because of weather or any other conditions that make it dangerous to continue, the Race Director/Clerk of the Course shall order a Red flag to be shown at all Marshal posts. When the signal is shown, all cars shall immediately reduce speed. The race classification will in the order they occupied at the end of the lap just before the signal to suspend the race was given.

The Red Flag may be due to following

- Race and service vehicles may be on the track,
- The circuit may be totally or partially blocked because of an accident,
- Weather conditions may have made the circuit non-drivable at racing speed.

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

33.2.1 Case A. Less than two full laps. If the race can be restarted, Article 34.1 will apply

33.2.2 Case B. Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 34.2 will apply.

33.2.3 Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the Parc ferme, and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap prior to that during which the signal to stop was given. An extension in time or session will not be given. No protest will be accepted in this case.

33.3 Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- the Race Director may extend the total racing time to any time he considers appropriate, after gaining the agreement of the organiser;
- refuelling is forbidden;
- only team members and officials will be permitted in the pit lane

33.4 Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane without permission. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, and subject to the above any car intending to resume the race from the pit exit may do so in the order in which they arrived under their own power, unless another car was unduly delayed. At all times drivers must follow the directions of the marshals.

33.5 Should the Race be stopped during the mandatory pit window, all cars must return to the pit lane, where they will be under parc ferme conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director and / or COC.

33.6 In the event of a Red Flag situation, it is compulsory for all drivers / teams as well as the Race Director / COC to meet at the Competitors Relations Centre (CRC) or Media Centre to be briefed on the next course of action.

34. RACE RESTART





34.1 Case A

34.1.1 The original start shall be deemed null and void.

34.1.2 The length of the restarted race will be the original race distance less 2 laps.

34.1.3 The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.

34.1.4 Any driver who was forced to start from the back of the grid or the pit lane during the original start will start with the same penalty.

34.1.5 After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either to:

- to their original grid position or,
- as directly by the Marshals

34.1.6 Cars may be worked on the grid, if work is carried out on the grid; this must be done in the car's correct grid position and must in no way impede the restart. Refuelling is not permitted.

34.2 Case B

34.2.1 The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the line for the penultimate time before the race was stopped.

34.2.2 The length of the re-started race (second part) will be 2 laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.

34.2.3 The grid for the re-started race will be arranged in the race order at the end of one lap prior to that during which the signal to stop was given.

34.2.4 Only cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorised route to either:

- Safety Car line 1 / Last grid position
- As directed by the Marshals

34.3 In both Case A and Case B:

34.3.1 Five minutes after the stop signal, the five-minute signal will be shown, and the normal start procedure will re-commence.

34.3.2 Any car which is unable to take up its position on the grid before the five-minute signal will be directed to the pits. It may then start from the pits.

35. RACE FINISH

35.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance.

35.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps or time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

35.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

35.4 After taking the Chequered Flag drivers are required to progressively and safely slow down and remain behind any competitors ahead of them, return to the Pit Lane entrance/Parc Ferme as instructed, comply with any directions given by marshals or officials and keep their helmets on and harnesses done up while on the circuit and in pit lane until the car has come to a complete stop.

35.5 At the end of each session, no driver may cross the finish line more than once.





35.6 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.

35.7 The results will be based on the order in which the drivers cross the line and the number of laps completed.

35.8 To be counted as a finisher in the race and be included in the results a driver must: a) Complete 51% 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.

35.9 Any classified car which cannot reach the Parc ferme under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc ferme.

35.10 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.

36. DRIVING STANDARDS & RACE PENALTIES

The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered pinnacle and in that respect.

36.1 The championship organiser reserves the right to view data from any source on the car including data logging equipment, the ECU and any camera equipment.

36.2 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the Championship into disrepute, the Race Director will be entitled to request the Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the CHAMPIONSHIP.

36.3 Cars which have sustained severe body damage or whose appearance is judged by the Chief Scrutineer, Clerk of the Course, Race Director or Stewards to be below an acceptable standard may be excluded from the grid.

36.4 Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next event will be issued by CHAMPIONSHIP Organiser.

36.5 At the end of any session no driver may cross the Chequered Flag more than once.

36.6 All drivers are required to respect & obey all flag signals without fail while driving on the race track failing which the competitor is liable to be penalised.

36.7 Infractions of Technical Regulations arising from qualifying, Scrutineering:





Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Stewards may permit it to start from the back of the grid.

36.8 Infringements of Technical Regulations arising from post-race Scrutineering:

36.8.1 Not count the event as one of the events contributing to their CHAMPIONSHIP point.

36.8.2 Be excluded from the event forfeiting all CHAMPIONSHIP points, and other awards.

36.9 Specific CHAMPIONSHIP Penalties:

36.9.1 Where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

36.9.2 Should two separate offences be committed, then all points shall be forfeited for that whole race weekend, irrespective of the timing of the offence committed at that race weekend. The offences are:

- a) Reckless or dangerous driving in the course of the event.
- b) Careless driving in the course of the event.
- c) Driving in a manner not compatible with general safety.

The Stewards reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

36.10 Guidelines:

THE CLERK OF THE COURSE (COC), RACE STEWARDS, RACE DIRECTOR, AND DRIVER STANDARDS OBSERVER **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.**

36.10.1 On Course Conduct – Detailed

36.10.1.1. 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.

36.10.1.2. 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.

36.10.1.3. 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.

36.10.1.4. 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.

36.10.1.5. 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.



36.10.1.6. 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.

36.10.1.7. 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.

36.10.1.8. 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

36.10.1.9. 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.

36.10.1.10. 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.

36.10.1.11. 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.

37. TRACK LIMITS

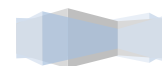
37.1 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

37.2 A driver will be judged to have left the track if no part of the car remains in contact with the track.

37.3 Should a car leave the track the driver may re-join; however, this may only be done when it is safe to do so and without gaining any advantage. Any position gained by going off the track must be given back at the earliest.

37.4 A driver may not deliberately leave the track without justifiable reason.

37.5 More than one change of direction to defend a position is not permitted.





37.6 Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

37.7 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the other car attempting to pass is alongside his/hers.

37.8 Whilst defending in this way the driver may not leave the track without justifiable reason.

37.9 For the avoidance of doubt, if the front of the car attempting to pass is alongside the vehicle and up to the 'B' pillar of the vehicle, this will be deemed to be a 'significant' portion.

37.10 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

37.11 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake. Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting.

38. INCIDENTS

38.1 Incident means an occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Clerk of the Course / Race Director (or noted by the Stewards and referred to the Clerk of the Course for investigation) which:

- Necessitated the stopping of a race
- Constituted a breach of these Sporting Regulations, or the Code and its appendices;
- Caused a false start by one or more cars;
- Caused a Collision or tried (attempted to) to cause a collision;
- Forced a driver off the track or tried (attempted to) to force a driver off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incident involving one or more cars, will normally be investigated after the race.

38.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an incident shall be penalised.

38.3 If a driver is involved in a collision or incident he must not leave the circuit/venue/premises without the consent of the Stewards.

38.4 If an incident is under investigation by the Stewards, it will be announced via the timing screen, and the MSF mobile application, and / or any possible means of notification.

39. PENALTIES

39.1 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the Car and Driver concerned from the Event.





39.2 The Stewards may impose any one of the following penalties on any Driver involved in an incident. They may also choose to impose any other penalties as laid down in the Code or any combination thereof:

- A financial Penalty
- A time Penalty
- A Reprimand

If any of the three penalties above are imposed they shall not be subject to appeal.

Additionally, the penalties may extend to:

- Reposition of the Driver in the official results.
- A drop of any number of grid positions at the Driver's next Race / Event.
- Exclusion from the results.
- Suspension from the driver's next event.



39.3 Prescribed Penalties

| Misbehaviour / Misdemeanours | Minimum Penalty | Maximum Penalty |
|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Did not attend Driver's briefing | RM 200.00 and deletion of fastest qualifying time | |
| Late to attend Driver's briefing | RM 100.00 | |
| Any scrutineering misdemeanour | 30 seconds added to race time | Disqualification |
| Parc Ferme powertrain or fuel technical misdemeanour | Disqualification | |
| Parc Ferme any other misdemeanour other than above | 30 seconds | Reposition |
| Jump Start / accelerating before the Green Light is shown / not in start formation | 15 seconds added to race time | |
| 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 100.00 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 | 15 seconds added to race time | RM 2,000.00 fine and 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; or RM 100.00 fine if during Practice or Qualifying | |

| | | |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------|
| Driving in the opposite direction in the Pit Lane; reversing in the pitlane under power | RM 100.00 fine | |
| Entering the Pit Lane through the Pit Lane exit | RM 100.00 fine | 30 Seconds and RM 100.00 fine |
| Crossing the Start/Finish line for a second or more after Practice/Qualifying or Race | Disqualification of fastest lap / 30 seconds added to race time / RM 100.00 fine | 30 Seconds and RM 100.00 fine |

39.4. Discipline And Meeting With Race Officials

39.4.1. 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 Stewards

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

39.4.2. 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 Race Control / Stewards, you have a right to bring it up for further settlement to the Stewards.

b) The 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 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.

39.5 NO PENALTIES ON PROTESTS WILL BE IMPLEMENTED BETWEEN RACES WITH 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.

40. PROTESTS

40.1 Protests as to the validity of any entry, qualification of competitor or driver shall be lodged at the latest before the scheduled start of Official practice of each event.

40.2 All protests must be lodged in accordance with the stipulations of the Code and within 30 minutes of the publication of Provisional results.

40.3 Protests over mechanical details must be precise. Cost of dismantling consequent upon a protest of this nature shall be paid by the entrant making the protest if the protest is not upheld. If upheld the cost will be borne by the entrant of the vehicle being protested.

40.4 A protest as to the makeup of the grid shall be lodged within 30 minutes after posting of the grid formation.





40.5 All protests must be made in writing by the entrant and delivered to the Competitor Relations Officer or the Clerk of the Course within the time prescribed.

40.6 The protest fees are as follows:

- Protest against the race result, RM 500.00
- Protest against a competitor, RM 500.00

40.7 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.

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

41. APPEALS

41.1 Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 14 et seq. of the Code.

41.2 Competitors have the right to Appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal along with a fee of RM 2,500.00.

41.3 The right to bring an appeal to MA expires 72 hours after the time of the decision of the Stewards of the event on condition that the Intention to Appeal has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. MAM will give its decision within a maximum of 30 days. The confirmation of an appeal to MAM must be accompanied by the fee of RM 2,500.00 along with grounds of appeal within 96 hours.

41.4 All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

41.5 This fee becomes due from the moment the appellant notifies the Stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

41.6 If the appeal is rejected or it is withdrawn after being brought, no part of the appeal fee shall be returned.

41.7 If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.

41.8 If it is proved that the author of the appeal has acted in bad faith, MAM may inflict upon them any of the penalties laid down in the Code.



42. COMPETITORS RELATIONS CENTRE (CRC)

Acts as an information centre, as well as agent of Race Secretariat / Race Control / Stewards.

42.1 The CRC will be manned by a Competitor Relations Officer (CRO) whom will accept and manage queries, requests for investigations (contests), complaints, protests, and appeals.

- Results will be published and shared here
- All required forms will be available here
- Charts of the main procedures will be displayed here
- Copy of the Sporting and Technical regulations available here

42.2 Submit complaints and protests here (using pre-printed carbon forms which will be prepared), which will be received and time stamped, then 25 mins after results published, these will be run up to Race Director / COC for action.

Complaints that can be settled will be acted on via Race Director / DSO / COC; For bigger issues, the teams / drivers will be called up by the COC for a hearing with the Race Stewards.

43. PODIUM CEREMONY

43.1 The drivers finishing the race in 1st, 2nd, 3rd, 4th & 5th positions must attend the prize-giving ceremony on the podium and abide by the podium procedures set. Failure to attend the prize-giving ceremony may incur a fine up to RM 250.00, the payment of which is a pre-requisite for collection of the prize.

43.2 Drivers must wear caps provided by the organisers at the press conference, or during the winners podium presentation, such that the logo on the cap can be seen from the front.

43.3 The cap should be removed when the National Anthem is played and held in front of the body.

43.4 The Winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

44. CARS & DRIVERS

44.1 Drivers must put their own name on each side of the car.

44.2 A car may only participate in a race or any other part of the Event if it carries the markings and advertising signs as specified by the organiser.

44.3 All surfaces which have not been claimed for stickers by the Promoter and Organiser or used for the application of starting numbers are free for use.

44.4 No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area within the Series:

- Politics
- Religion

44.5 Official logos will be provided; the correct attachment of the logos will be checked in the course of scrutineering. In case of any non-compliance with this regulation, the Organisers have the right to exclude the Driver and/or the Team from the event.





45. SERIES DECALS

45.1 Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be reported to the Stewards for further action.

45.2 Every competing car is compulsorily required to carry the mandatory decals in position as shown in the layout diagram for each class.

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.

45.3 Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.

46. ADVERTISING

46.1 Each Driver and Entrant must ensure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws and complies with any National restrictions required in order to permit the filming and television coverage of the event.

46.2 The Organisers will ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

47. GENERAL

47.1 Competitors must agree to abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by the organiser and promoter.

47.2 With the submission of Regulation/Entry by the entrant/driver and accepted by the organiser. The entrant/driver are both deemed to have accepted and understood these Regulations in full.

48. PROMOTION

48.1 Each Driver and Entrant must use reasonable endeavours to assist the Promoter and Organiser in the promotion of the Series and each Event including the television coverage of each Event.

48.2 Each Driver and Entrant must use their best endeavours to make themselves available for any promotional activities prior to and following a Race.

48.3 At end of each day's event, a press briefing may be held which is compulsory for Podium winners and All Team Representatives.

49. TELEVISION

49.1 The Promoter shall have the exclusive right to procure the filming of each race and any other part of the Event for television or other media and to license and otherwise exploit rights arising from such filming at its absolute discretion.





49.2 The Promoter may exclusively determine all editorial decisions concerning the filming or television coverage of a Race or any other part of the Event.

49.3 All Drivers and Entrants shall provide all assistance reasonably requested by the Promoter, the Organiser or any television or film producer authorised by the Promoter to assist in the filming and television coverage of each Race and the Event.

49.4 The Organiser may choose at random competitors to carry in-car cameras at each event. Should any competitors be invited to carry an in-car camera, it will be mandatory that the logo supplied by the organiser is displayed in front of the camera.

49.5 Competitors can use personal On-Board cameras for their own personal & analytical use only. **The video from any on-board camera cannot be uploaded on any social media like Facebook, Youtube etc. without the written permission of the organisers/ promoter.** On demand the competitor shall immediately provide any on-board video to the organisers/ promoters. The organiser/ promoter shall have exclusive rights to publish/ broadcast any video.

49.6 No component of any on-board camera if installed must be allowed to come in contact with any moving part of the car, the camera must be fitted at least 5cm behind the drivers helmet or below his field of vision.

50. ASSUMPTION OF RISK AND LIABILITY

50.1 By applying for entry to participate in an event or the series and by subsequently participating in that Event or the Series each Driver and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participation including the risk of Loss to themselves or to other persons.

50.2 Each Driver and/or Entrant agrees that each of the Promoter, the Organiser, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

50.3 Each Entrant and Driver agrees that each of the Promoter, the Organiser, MAM, the FIA, relevant State Government, Government of Malaysia, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of or in connection with the entry, participation or failure to participate by the Entrant or Driver in an Event or the Series.

51. ORGANISERS AND PROMOTERS RIGHTS

51.1 The organisers and/or promoters may abandon, cancel or postpone the event due to unforeseen circumstances.

51.2 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.

51.3 The organisers and/or promoters may exclude any vehicle which does not comply with the scrutineer standard.





51.4 The organisers and/or promoters have the right to stop the event or any driver for any reason with the Stewards Consent.

51.5 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.

51.6 Damages to circuit facilities or equipment as result of contacts/collision will be borne by the parties involved.

52. RELEASE

Each Driver and/or Entrant releases and discharges the promoter, the Organiser, MAM, the FIA, relevant State Government, Government of Malaysia, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

53. INDEMNITY

Each Driver and/or Entrant indemnifies the Promoter, the Organiser, MAM, the FIA, relevant State Government, Government of Malaysia, each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series. In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

54. READING DOWN

Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.

APPENDICES

APPENDIX A: DRIVING STANDARDS

APPENDIX B: SOCIAL MEDIA POLICY





APPENDIX A: DRIVING STANDARDS

INTRODUCTION TO APPENDIX A

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

A.1 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 PARAGRAPH 36 DRIVING CONDUCT.*

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

EXTRACT:

Referring to 36.10.1.2 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 36.10.1.3 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.

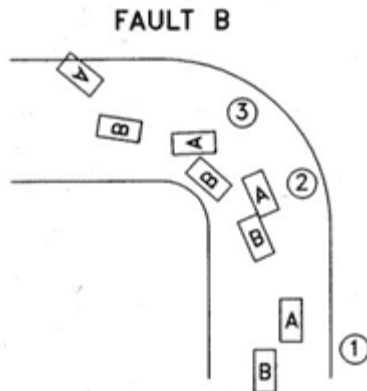


FIGURE 1

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.

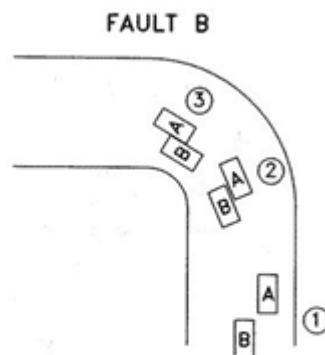
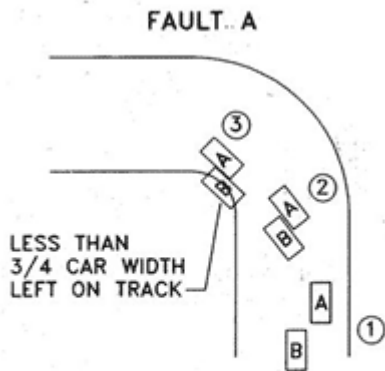


FIGURE 2



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 $\frac{3}{4}$ 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 $\frac{3}{4}$ 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.

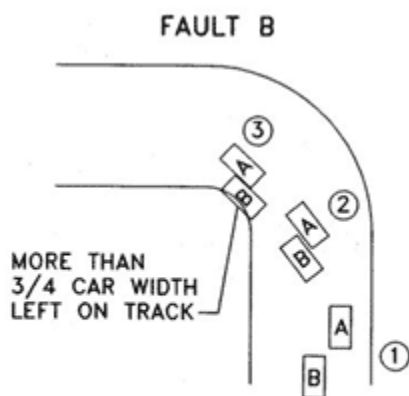
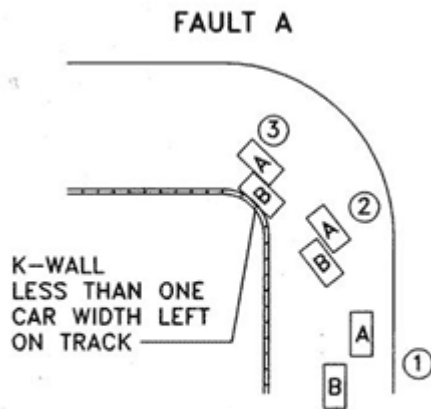
**FIGURE 4**

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, $\frac{3}{4}$ 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 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.

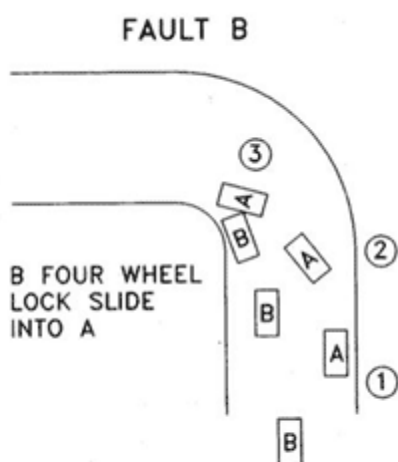
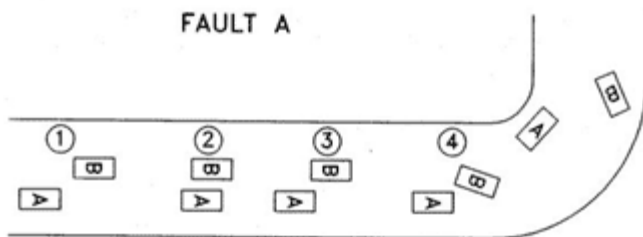


Figure 7

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.

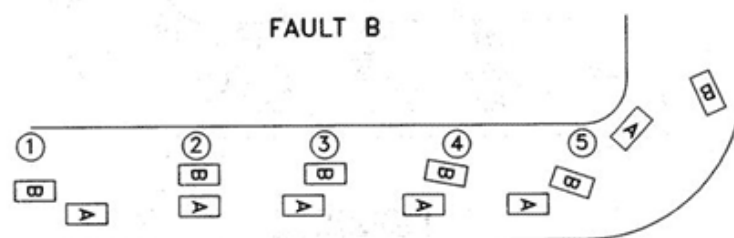
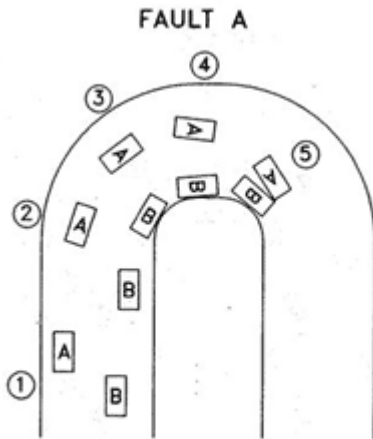
**FIGURE 8**

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.

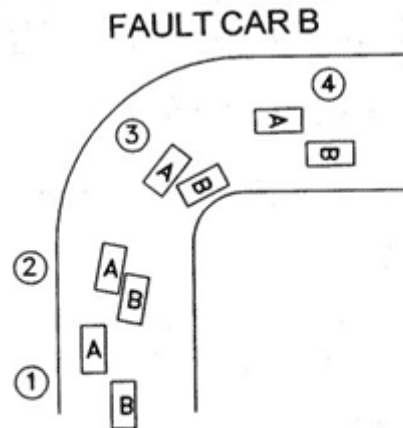
**FIGURE 9****Figure 10**

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**

A.2 Body Contact and Incident Review Guidelines

A.2.1. Purpose and Intent

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

A.2.2. Format

Race Stewards to make final decisions, supported by the Race Director, COC, and if required, the attending DSO.

A.2.3. Data Collection

To fill up a Report Form.

A.2.4. 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 is not considered “deviation” for the purposes of assessing fault.

A.2.5. 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?

A.2.6. 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.

A.2.7. 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:

A.2.8. ‘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.

A.2.9. 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.

A.2.10. 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.

A.2.11. Issuing Penalties

The Stewards 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. Please refer to ParagaThe following is a list of suggested penalties for the listed infraction:

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.

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APPENDIX B: SOCIAL MEDIA POLICY

B.1 Purpose.

Malaysia Speed Festival [MSF] recognises the significant benefits of Social Media and its widespread use in motor sport.

However, when used incorrectly, Social Media can cause damage and create risk for those who use it. MSF has a legitimate interest to make sure that Social Media is used responsibly in motor sport.

This MSF Social Media Policy (Policy) aims to regulate how Social Media is used in relation to MSF and MSF Events, as well as stating the potential consequences if Social Media is not used correctly.

B.2 Application.

This Policy applies to:

- (a) MSF contractors, agents and employees both full-time and part-time; and
- (b) individuals who take part in and participate in MSF, (collectively referred to in this Policy as You) when using Social Media in relation to MSF or an MSF Event.

Social Media in this Policy means any type of electronic public forum that enables people to create and share content or engage in social networking. Common examples include Twitter, Facebook, Instagram, blogs, forums, content sharing and uploading, etc.

This Policy does not apply to the use of Social Media in personal and other areas of life which are not related to MSF or an MSF Event.

B.3 Keeping safe with Social Media.

When using Social Media You must:

- (a) remember that the Internet is not anonymous, anything shared on Social Media can be seen by others and that You may not be able to change what You have written or said once it has been shared;
- (b) not use Social Media in any way which affects the safety of You or those around You. When at an Event, You must:
 - (i) always make sure that You act safely and take personal responsibility for the safety of those around You;
 - (ii) except as necessary in Your role, not use Social Media or Your phone when on duty;
 - (iii) comply with all signage, barriers and other markers noting where individuals should be; and
 - (iv) follow all directions; and
- (c) be careful in recording and sharing images of children at an Event.

B.4 Prohibitive use of Social Media.

Using Social Media in relation to MSF or an MSF Event in the following ways is prohibited:

- (a) acting in a way which is unlawful or in breach of MSF rules, policies or procedures;
- (b) sharing confidential information obtained in confidence through Your interactions with MSF (such as in relation to MSF Steward hearings or MAM judicial proceedings or commercial dealings);
- (c) sharing anything of a private, indecent, illegal, voyeuristic, pornographic or sensitive nature;





- (d) sharing any sensitive images or explicit or personal details of any serious or critical accidents;
- (e) acting in a way which may be reasonably seen as bullying, harassing, offensive, discriminatory, threatening or damaging to others;
- (f) associating Yourself with groups on Social Media in a way which brings MSF, MAM, or motor sport into disrepute;
- (g) unlawfully taking images and sharing content on Social Media without obtaining necessary consents. It is Your responsibility to ensure at all times that You have all necessary consents as required at law from individuals before sharing any images, text, recordings, etc. of a person. Situations where extra vigilance should be used include:
 - (i) recording and sharing images of those under 18;
 - (ii) sharing recordings or images where an Event is also being broadcast;
 - (iii) using trademarks and other people's material over which they have copyright; or
 - (iv) sharing images of sensitive or private areas (i.e. pit garages, stewards rooms, rest rooms, etc.);
- (h) where it interferes with Your role at an Event or creates a safety risk; or
- (i) any other manner which brings MSF, MAM, or motor sport into disrepute.

B.5 Actions that can be taken against You by MSF & MAM.

MSF and / or MAM may take disciplinary action against You where You are in breach of this Policy. Disciplinary action may include but not be limited to cancellation of a licence or membership, exclusion from an Event or imposition of a penalty under the MAM National Competition Rules. MSF and / or MAM will give You reasons as a result of any disciplinary action it takes and a reasonable opportunity to respond.

MSF and MAM may monitor Social Media from time to time. It may also look into allegations that Social Media has been abused from time to time and take action under this Policy or elsewhere.

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