



Sporting Regulations MSF Merdeka 99 Enduro 2024

Malaysia Speed Festival

V1.1 - 20 July '24





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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 Merdeka 99 Enduro 2024.

Malaysia Speed Festival [MSF] Series is a competition inscribed with the Motorsports Association of Malaysia (MAM) and organised by Kelab Sukan Motor MSF [KSM-MSF], and promoted by Matrix Motorsports Promotion Sdn Bhd.

They are held under and in accordance to the National Competition Rules (NCR) of MAM, 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 Stewards will be final and binding on the Entrants, Drivers and Team Managers (participants) subject to Appeal as laid out in the NCR of MAM.

3. ORGANISER & PROMOTER

ORGANISER:

Kelab Sukan Motor MSF Malaysia
49, Jalan Peniaga U1/35,
Hicom-glenmarie Industrial Park,
40150 Shah Alam, Selangor.
Tel : +603 7629 9929

Attention:

Secretary Of The Meet
Norfadilah Zainal Abidin

PROMOTER:

Matrix Motorsports Promotion Sdn Bhd 508407-T
49, Jalan Peniaga U1/35,
Hicom-glenmarie Industrial Park,
40150 Shah Alam, Selangor.
Tel : +603 7629 9929
Email : general@ignition.my

4. STATUS

This is a “National with Foreign Participation” competition inscribed with MAM.

5. PERMIT

The Organising Permit shall be issued by MAM.

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

Will consist of:

- Two National Sporting Stewards
- The Series Steward
- The Clerk of the Course
- Deputy Clerk of the Course
- Assistant Clerk of the Course
- Chief Scrutineer
- Secretary of the Meet
- Judges of Fact
- Competitor Relations Officer
- Series Coordinator
- Other representatives as necessary

8. COMPETITION SCHEDULE

MSF Merdeka 99 Enduro – 31 August – 1 September 2024

Timetable and schedule will be published and updated prior to the race event by ASR.

9. CATEGORIES

9.1 The MSF Merdeka 99 Enduro will be open to the following MSF SuperTurismo categories:

- i) Vision-HKS Super Touring
- ii) Vision-HKS GT86 x BRZ Racing Cup
- iii) Super 1800
- iv) Rennplatz Standard Production
- v) Rennplatz Standard Production MAX
- vi) Super Production

9.2 Other categories may be added as requested to and required by the Organisers. These will be highlighted and released via Additional Supplementary Regulations.



10. COMPOSITION OF THE TEAMS DRIVERS

10.1 Driver Line-ups per Category

a) *Vision-HKS Super Touring* and *Vision-HKS GT86 x BRZ Racing Cup* categories

Driver categorisations will be applied and the following *maximum* will be accepted:

- 1 x Ultimate + 1 x Advanced
- 2 x Advanced

EXAMPLES:

- 1 x Ultimate + 1 x Advanced
- 1 x Ultimate + 1 x Advanced + 1 x Intermediate
- 2 x Advanced + 1 x Intermediate

NOT ACCEPTED:

- 2 x Ultimate + 1 x Advanced
- 1 x Ultimate + 2 x Advanced

b) *Super 1800*, *Super Production*, *Rennplatz Standard Production*, and *Rennplatz Standard Production MAX* categories

Driver categorisations will be applied and the following *maximum* will be accepted:

- 1 x Ultimate
- 2 x Advanced

EXAMPLES:

- 1 x Ultimate + 1 x Intermediate
- 2 x Advanced + 1 x Intermediate

NOT ACCEPTED:

- 2 x Ultimate + 1 x Intermediate
- 1 x Ultimate + 1 x Advanced + 1 x Intermediate

Driver categorisations based on MSF Driver Grading Regulations 2024: refer to Appendix C.

11. APPLICATION SCHEDULE & DOCUMENTS

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

11.2 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.11.3 Documents Required

- Entry form
- Original competition 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 license holders:

- Foreign drivers having a valid racing license from their respective ASN along with a Release document or No Objection Certificate (as per Article 2.3.4 and 2.3.7 of the ISC) can take part in the races and are entitled to race awards and they shall be eligible for points or Series awards.



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

12. 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.

13. ENTRY FEE

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.

Merdeka 99 Enduro Entry Fees, Class A

- i) Vision-HKS Super Touring
- ii) Vision-HKS GT86 x BRZ Racing Cup
- iii) Super 1800

Early bird: RM 2,280.00 by 25 August 2024
Normal: RM 2,480.00 by 28 August 2024

Merdeka 99 Enduro Entry Fees, Class B

- i) Rennplatz Standard Production
- ii) Rennplatz Standard Production MAX
- iii) Super Production

Early bird: RM 2,080.00 by 25 August 2024
Normal: RM 2,280.00 by 28 August 2024

No refund will be made once official Practice has commenced. Entries are non-transferable, and may not be carried forward.

Transponder Rental: RM 100.00

Refundable deposit of RM100.00 for transponder is required. The team is to be held responsible for any damage or loss of transponder and will be charged for repairs or replacement accordingly.

SIC Refuelling Rig Rental: RM 250.00

Refundable deposit of RM250.00 for the refuelling rig is required. The team is to be held responsible for any damage to the fuel rig and will be charged for repairs accordingly.

Other Items Rental

Pit Spot rental (per day): RM 160.00
Tent Spot rental (per day): RM 160.00
Team Common Room (per day): RM 1,000.00



Late Entry

Entries on event day are accepted on a 'special case' basis and will be charged additional RM 500.00 per entry.

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

Refunds and Carrying Forward

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

No payments may be carried forward.

14. 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 Promotors. Organiser reserves the right to cancel a class or category if there are insufficient entries.

Refer to NCR Part IV paragraph 7: RIGHTS OF THE ORGANISERS

15. PRIZES

15.1 Trophies

Trophies for each class or category will be awarded as follows:

Winner – Trophy x2

1st runner-up – Trophy x2

2nd runner-up – Trophy x2

3rd runner-up – Medal x2

4th runner-up – Medal x2

** In the event there are 7 entries and above in a Class, trophies will be awarded to Top-5 as specified.*

*** In the event there are less than 7 entries in a Class, trophies will be awarded to Top-3 only.*

15.2 Prize Money

Prize money for each category will be awarded as follows:

A) Merdeka 99 Enduro Class A categories

1: Vision-HKS Super Touring

2: Vision-HKS GT86 x BRZ Racing Cup

Winner – RM 1,500.00

1st runner-up – RM 1,200.00

2nd runner-up – RM 800.00

3: Super 1800

Winner – RM 1,500.00

1st runner-up – RM 600.00

2nd runner-up – RM 400.00

B) Merdeka 99 Enduro Class B categories

1: Rennplatz Standard Production

2: Rennplatz Standard Production MAX

Winner – RM 2,000.00

1st runner-up – RM 1,200.00

2nd runner-up – RM 800.00



3: Super Production

Winner – RM 1,500.00

1st runner-up – RM 600.00

2nd runner-up – RM 400.00

** In the event there are 6 entries and above in a Class, prize money will be awarded to Top-3 as specified.*

*** In the event there are less than 6 entries in a Class, prize money will be awarded to Winner only.*

16. RACE DISTANCE AND RACE FORMAT

16.1. Qualifying

- Qualifying will be one (1) single 40-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.

16.2. MERDEKA 99 ENDURO

An 99-lap race of Sepang F1 Circuit. Compulsory two (2) times pit stops of minimum 3-minutes each for all categories.

- Minimum 2 drivers are required.
 - Minimum 2 pit stops are required.
 - If there are additional pit stops being done (other than the 2 compulsory pit stops) with no refuelling during the pit stop, there is no minimum pit stop time. If there are additional pit stops being done that includes refuelling, then the pit stop time is 3-minutes.
 - Minimum rest time of 1/2 of driving time for each driver before they drive again.
 - Refuelling, driver change, and tyre changes are permitted during the pit stop.
 - “Production” category cars: as per technical regulations.
 - “Super” category cars: 60L fuel tank maximum if FIA fuel cell tank
- Vision-HKS Super Touring;
- Vision-HKS GT86 x BRZ Racing Cup;
- Super 1800;
- Super Production.
- 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. 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.

17. REPLACEMENT OF CAR / DRIVER

17.1 During the same race weekend, once the Qualifying session has commenced, change / replacement of drivers is subject to Stewards 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.

18. GENERAL SAFETY

18.1 Official's 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 and Team Garages.

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 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 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.

18.15 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.

18.16 Crew that will be conducting the refuelling must wear minimum safety standard SFI 3.2A/1 and/or EN533 fire proof / resistant suit, balaclava, and gloves.

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

18.18 Children below 16 years old are not allowed on the pitwall, pitlane or grid.

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

18.20 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 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) as the official Noticeboard of the Meet, 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 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 At the end of the race, or the final part of a race that has been interrupted, the Top-5 classified cars must be removed to a check area pending inspection by the Technical Director / Chief Scrutineer or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race and/or when the Clerk Of The Course has provided instruction to do so.

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 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 300.00 and their fastest Qualifying time annulled, and reported to the Stewards for further action. Should the Driver be allowed to participate, the Driver must attend a separate briefing with the Clerk of the Course

23.5 Drivers reporting late (beyond the specified time) for the Drivers Briefing shall present himself/herself to the Stewards and shall be penalised RM 300.00 and/or may result in exclusion from the event and/or other disciplinary action deemed necessary. Should the Driver be allowed to participate, the Driver must attend a separate briefing with the 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, PIT STOPS, REFUELLING

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 A Pit-lane speed limit will be 25 km/h unless notified otherwise by a Bulletin. 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. Refer to Prescribed Penalties article 39.3

24.6 Only 4 pit crew are allowed to work on the car.

24.7 Refuelling equipment

Re-fuelling must be carried out using a only the permitted refuelling equipment:

24.7.1 Sepang Circuit Refuelling rig

This refers to the 50L Sepang Circuit Refuelling rig. The rig, hose, and outlet tap must remain and is not permitted to be modified.

24.7.2 Only the following specified 20 Litre Fuel Bottles / Jugs may be used:

- a) Tuff Jug 10L / 20L fitted with Ripper Cap or Universal Quick-Flow adapter & breather
- b) VP Racing 10L / 20L fuel bottle fitted with Deluxe hose or VP Trigger fluid Control system.

Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that of gravity and the 'as designed' ventilation system of the Fuel Rig / Bottle / Jug. The Organisers reserve the right to instruct a team to modify their refuelling procedures and failure to comply with such instruction may lead to disqualification of the car/team from the event.

Please refer to Appendix D for more information.



24.8 Only the following must be carried out in the pit working lane to avoid inconvenience to other teams due to pit sharing:

- a. Refuelling during the Race. (Refuelling during Official Practice or Qualifying must be carried out inside the pit)
- b. Driver change.
- c. Wheel/tyre change.
- d. Cleaning of windscreen, lights and windows.
- e. Replacement of brake pads/discs.
- f. Replenish engine oil, coolant and other fluids.

All other repairs must be done in the pits.

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

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

24.10 All equipment, except the fuel rig, must be placed inside the pit until the car stops. All crew involved in Refuelling (not necessarily all 4) MUST wear safety clothing/ suit when carrying out their duties during pit stop. All 4 pit crew that are working on the car must wear a high-visibility arm-band strap for identification.

24.11 Refuelling

The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves, balaclava with goggles worn over the eyes or a full face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel. Fireproof shoes/socks are also recommended.

The baseline safety standard is SFI 3.2A/1 and/or EN533 fire proof / resistant apparel; or Oil & Gas industry apparel safety standards EN ISO 11612 and/or EN 1149-5 and/or NFPA 2112 UL recognized component -fabric and/or IEC 61482-2 (Class 1).

Drivers who will be driving the car on completion of a Pit Stop are not permitted to refuel the car at that stop.

During refuelling, 3 personnel and no more than 3 personnel are required to conduct the refuelling process: 1 to refuel, 1 to hold and steady the refuelling rig, and 1 to hold the fire extinguisher.

24.12 No repairs may be carried out when re-fuelling is in progress. The car MUST be on wheels when re-fuelling is in progress. This must be carried out before re-fuelling commences. Drivers and crew except refuelling team must remain behind the red line in the pits when refuelling is carried out.

During refuelling the engine must be turned off and the driver must have vacated the car. The car must remain, supported by all 4 (four) fitted wheels, on the ground, with all doors closed and the car on both a longitudinal and transvers level horizontal plane. During refuelling, nobody other than the



refueller may touch the car. Refuelling is determined to start when the fuel flap is opened and completed when the fuel flap is closed.

Other work on the car can only be carried out after re-fuelling. During the whole period of the pit stop and re-fuelling, non-relevant personnel MUST be behind the RED line inside the pit. Failure will merit a 3-minute penalty and RM500.00 fine.

24.13 Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres suitable for extinguishing a petroleum fire which must be held and 'ready for use' by the designated 'fireman' during any re-fuelling.

24.14 Cars must be re-started by means of their starter and not be push started to re-join the race. Starter motors must be operational at all times during the race.

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 Practice 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 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 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 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 car which stops on the circuit during the qualifying session, and which is returned to the pits, must be sent to Scrutineering Bay to be checked by the Chief Scrutineer before being permitted to continue the session. Any car that does not do so will have their fastest time deleted.

25.13 If a driver receives any assistance from the Marshals during the course of a qualifying session which may result in the driver resuming the session, the Driver & car after having received such assistance must report immediately and directly to Parc ferme at the end of Qualifying for safety checking purposes. Any car that does not do so will have their fastest time deleted.

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 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 on the pitlane 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 will 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 At any point during the Event, random cars will be randomly weighed as follows:



- a. The organiser will install/nominate the weighing equipment.
- b. During Scrutineering, Parc Ferme, or at any point during the Event, the Scrutineering team may request any car to proceed the weighing area for weighing. The cars are randomly selected without prejudice.
- c. 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. 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.
- h. 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 the cars listed in the timing sheets 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 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 and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. Failure to inform the organiser within stipulated time will entail penalties as decided by the Stewards. The final starting grid will be published 30 minutes before the start of the race.

28.4 The grid will be in a 2x2 formation and the rows on the grid will be separated by 7.2 meters unless stated otherwise via Bulletin.

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

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

29. START PROCEDURE

29.1 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.

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.

29.2 Cars will be lined up at the Pit Exit in the start Formation behind the Safety car. Cars are to exit the Pit in formation behind Safety car.

29.3 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.**

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

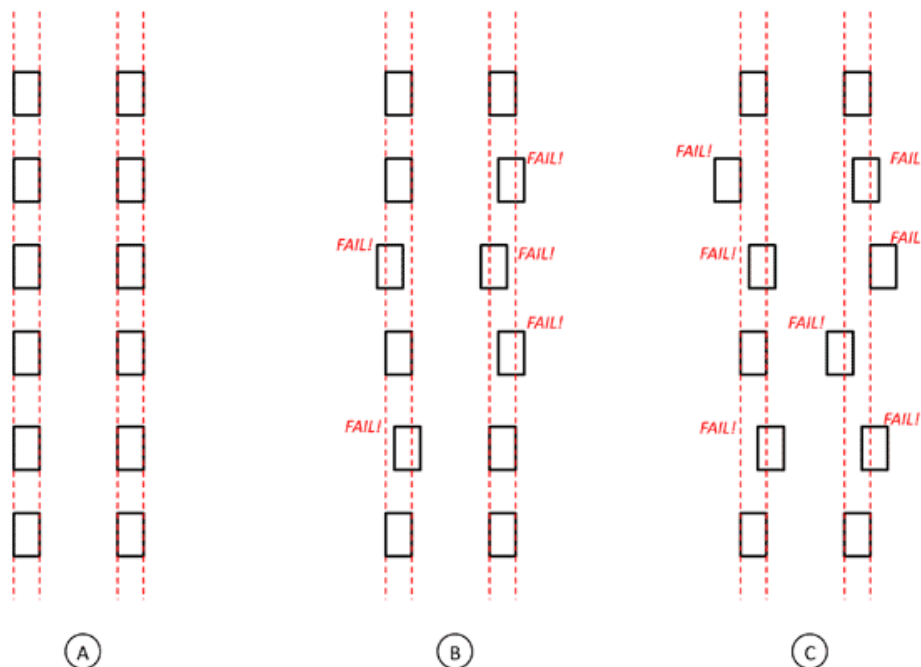
29.5 Rolling start format, Safety Car will enter the pit lane at beginning of Formation lap.

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

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

29.7 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 must be recovered back to the pit, and re-join the race from the pitlane after being presented to the Scrutineers for checking.

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. DRIVING STINTS & COMPULSORY PIT STOP

31.1 COMPULSORY PIT STOP

31.1.1 Every car team must make TWO (2) Compulsory Pit Stops of minimum time of 3-minutes each.

If there are additional pit stops being done (other than the 2 compulsory pit stops) with no refuelling during the pit stop, there is no minimum pit stop time.

If there are additional pit stops being done that includes refuelling, then the pit stop time is 3-minutes.

31.1.2 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.

31.1.3 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.

31.1.4 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.

31.1.5 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.

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

31.1.7 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.



Refuelling: refer to article 24.

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

31.1.9 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.

31.1.10 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.

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

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

31.1.13 Refuelling and tire changing is permitted during pit stops during the race.

31.2 REFUELLING RIG

Re-fuelling must be carried out using a only the permitted refuelling equipment:

31.2.1 Sepang Circuit Refuelling rig

This refers to the 50L Sepang Circuit Refuelling rig. The rig, hose, and outlet tap must remain and is not permitted to be modified.

31.2.2 Only the following specified 20 Litre Fuel Bottles / Jugs may be used:

- a) Tuff Jug 10L / 20L fitted with Ripper Cap or Universal Quick-Flow adapter & breather
- b) VP Racing 10L / 20L fuel bottle fitted with Deluxe hose or VP Trigger fluid Control system.

Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that of gravity and the 'as designed' ventilation system of the Fuel Rig / Bottle / Jug. The Organisers reserve the right to instruct a team to modify their refuelling procedures and failure to comply with such instruction may lead to disqualification of the car/team from the event.

Please refer to Appendix D for more information.

31.3 DRIVING STINT

31.3.1 Drivers must rest a minimum of 1/2 of their previous stint driving time before resuming the race.

31.3.2 Any breach of the above rules will merit a time penalty added to overall race time of the team, for an equal amount of time for each infringement.

31.3.3 Team Managers must report on driver changes and time car is in the pits to the pit observer in writing.

31.3.4 Time that a car is in the pits will not be included in the driving time. Time that a car is broken down on track will be included until the driver reaches the pit and signs driver change document.



32. SAFETY CAR

32.1 The 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 a driver with an MAM competition license. It will carry an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

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

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

32.5 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.

32.6 When ordered to do so by the Clerk Of The Course, 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.

32.7 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.

32.9 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 Clerk Of The Course 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 Clerk Of The Course 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.

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



32.11 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.

32.12 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.

32.13 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.

32.14 The 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 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 Clerk Of The Course may extend the total racing time to any time he considers appropriate, after gaining the approval of the Stewards;



- 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 Clerk Of The Course 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 Clerk Of The Course.

33.6 In the event of a Red Flag situation, it is compulsory for all drivers / teams as well as the Clerk Of The Course 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 Clerk Of The Course 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 or the Clerk of the Course 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.

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 Infringements 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 Guidelines:

THE CLERK OF THE COURSE (COC), RACE STEWARDS, AND DRIVING DISCIPLINE OFFICER **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 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 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.

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

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

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
Misbehaviour during the event, shouting / screaming at Event Officials / other competitors etc	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 the 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. 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.

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 RM5,000 (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

42.1 Competitors may appeal against decisions, in accordance with the stipulations set out in PART XI : APPEALS of the NCR

42.2 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 their "Notice of Intention to Appeal" within 30 minutes of their decision being verbally announced along with a fee of RM 6,000.00.

42.3 Within ten days of the Notice of the Intention, written Confirmation of the Appeal must be received. This Confirmation, must include the Grounds of Appeal and also a skeleton argument of the points to be raised and should be addressed to MAM upon which MAM will arrange for an Appeal Tribunal to be convened.



42.4 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.

42.5 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.

42.6 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.

42.1 The CRC will act as the official Noticeboard for the meet.

42.2 The CRC will be manned by a Competitor Relations Officer (CRO) who 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

43.2 Submit complaints and protests here, which will be received and time stamped. These will be forwarded immediately up to COC for action.

42.4 Contests may only be lodged against another competitor for driving disciplinary action for rough, careless, irresponsible and dangerous driving including:

- not providing racing room
- punting
- blocking
- not observing flag signals

Any other type of complaint or disagreement lodged will be considered a Protest is to be accompanied by the respective Protest Fee.

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 5,000.00
- 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

In addition to Part IV paragraph 7: RIGHTS OF THE ORGANISERS in MAM NCR:

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 C: MSF DRIVER GRADING

APPENDIX D: MSF-HOMOLOGATED REFUELLING RIGS

APPENDIX E: ON-BOARD CAMERA

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MSF Racing Series



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, Driving Discipline Officers, 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.*

Other than footages under the control of the organisers (i.e. for official broadcasting and race control purposes), only recording and/or footages from devices recognised and as outlined under Appendix C: On-Board Camera Regulations will be admissible and 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 36.1.3 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.

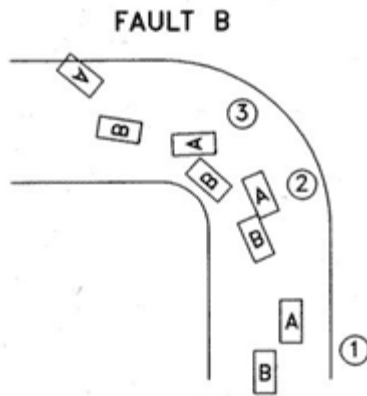


FIGURE 1

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.

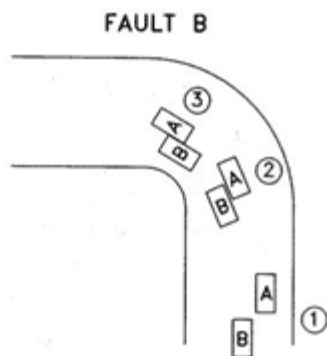
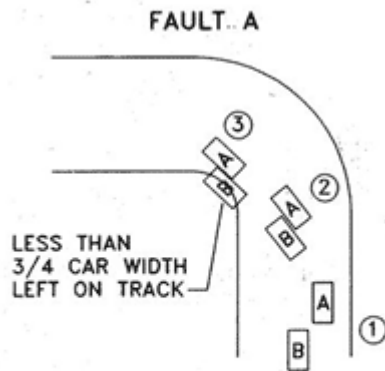


FIGURE 2

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 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.

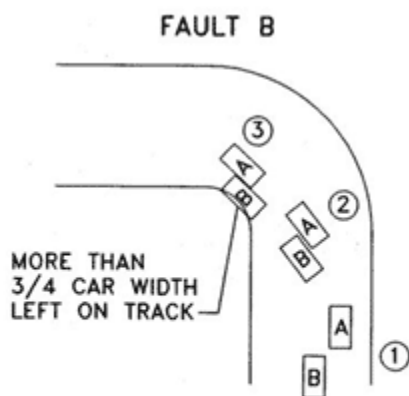


Figure 5

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.

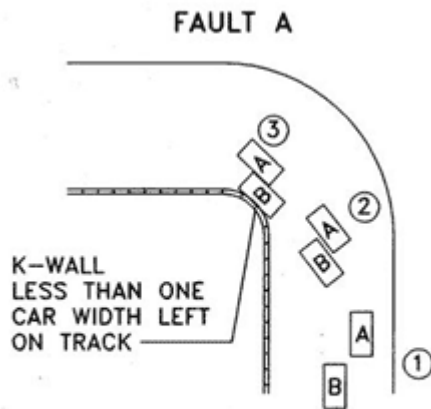


Figure 6

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.

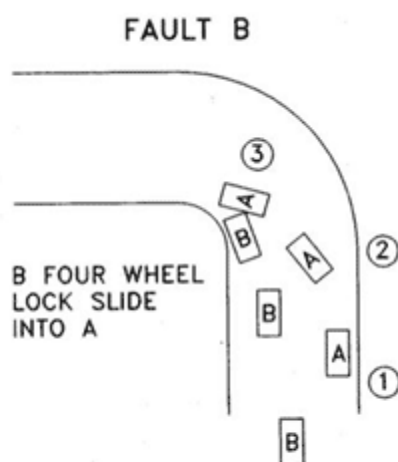


Figure 7

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.

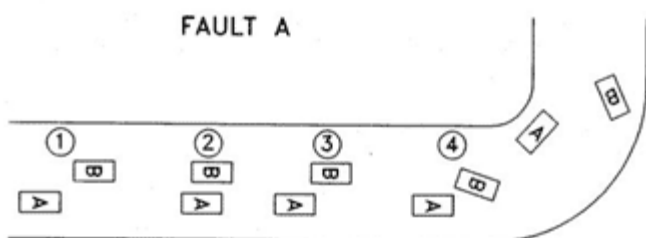


FIGURE 7

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.

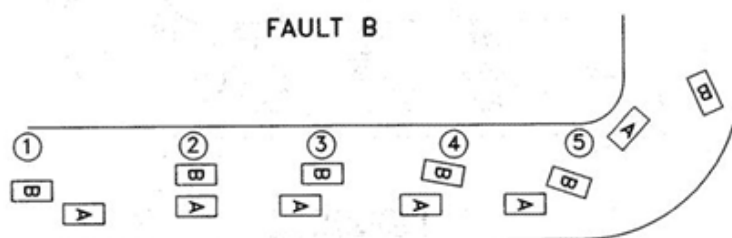
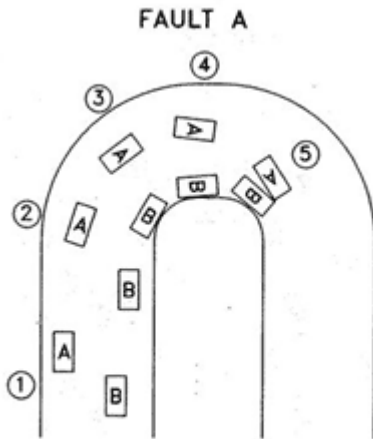


FIGURE 8

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.

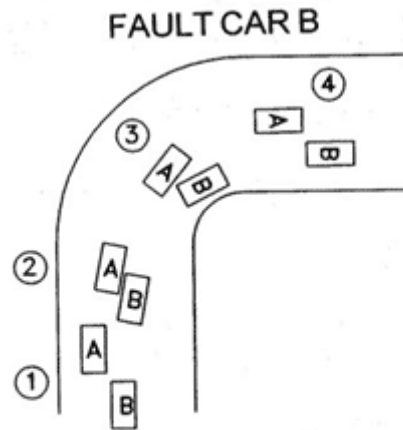


FIGURE 11

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, COC, DDO, 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 COC, and if required, the attending DDO.

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 to explain the incidents. Failure to meet CoC may result in the matter being escalated to the Stewards for further action.

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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APPENDIX C: MSF 2024 DRIVER GRADING REGULATIONS

1. GENERAL PRINCIPLES

MSF will have MSF Driver Grading structure for the purpose of MSF SuperTurismo series, to be introduced in 2021 onwards. This Driver Grading structure will be as per these Regulations and is irrespective of ASN driver license grades and categorisations.

There will be 4 grades with localised titles:

- Freshman
- Intermediate
- Advanced
- Ultimate

Driver Grading will be implemented across different categories and races in order to create a driver development and progression path, for the development and future of Malaysian motorsports. There will be no exceptions.

2. GENERAL PRINCIPLES

The MSF Driver Grading is the basis for all MSF series that will run 4-wheels racing cars. Any MSF series that will be using the MSF Driver Grading will include in their regulations a provision specifying that they will refer to this grading system.

- 2.1. Drivers are to request for a Grading before taking part in any MSF series event that requires so. Failure for the driver to do so can result in disqualification from the results.
- 2.2. Any driver requesting to be Graded must specify in which series he or she plans to take part.
- 2.3. Drivers other than Freshman grade who have not been Graded will not be allowed to take part in any competition which depends on driver grading. Failure for the driver to do so can result in disqualification from the results.
- 2.4. If a Driver submits his event Entry Form with the wrong grading, the driver will be determined as cheating the system and will be disqualified with no chance for review. It is the driver's responsibility to correctly submit their correct Grading level.

3. GRADING REQUESTS

- 3.1. New requests can be made at any time of the year, minimum 2-weeks prior to an event. Any requests less than 2 weeks before an event will be charge a penalty of RM 80.00.
- 3.2. Driver are to submit their request via online form at MSFracing.com website

4. EVALUATION PROCEDURE

Drivers will be evaluated initially on their record of achievements (age + career record), then on their overall performance and average time during the races.

- 4.1. Continuing grading is determined on the assessment of their average times during the races and also on their standing within the criteria listed.
- 4.2. Drivers may submit ONE request for their grading to be re-evaluated after the initial categorising, within 3-days of being informed. This re-evaluation will be determined by the MSF Committee and MSF Club Stewards. A fee of RM 80.00 will be charged.
- 4.3. Drivers grading will be checked at the end of every year and adjusted based on their results the through the previous calendar year.



5. DEFINITIONS OF THE MSF DRIVER GRADING LEVELS

5.1. ULTIMATE

- 5.1.1. The driver competed and completed a full season of any major International Series.
- 5.1.2. The driver competed in any International Series with multiple race wins, podiums and pole positions.
- 5.1.3. The driver competed in any major overseas series with podium finish

5.2. ADVANCED

- 5.2.1. Champion in a National karting or racing series or an endurance series in the past 10 years, including rallying and superbikes.
- 5.2.2. The driver works as a racing and/or advanced driving trainer, coach or instructor.
- 5.2.3. Competed in any overseas series with podium finish.
- 5.2.4. Competed in any single-seater series.
- 5.2.5. The driver meets the requirements of Ultimate but is aged over 60 years old.

5.3. INTERMEDIATE

- 5.3.1. The driver has competed in high-level National karting competitions.
- 5.3.2. The driver competed in any Club or National Series with multiple podium finish.

5.4. FRESHMAN

- 5.4.1. The driver possesses National competition license.

6. MSF DRIVER GRADING GENERAL RULES

The following apply to all Grades:

- 6.1. Any driver that has been out of racing for 10 years or more will be categorised one level lower than his qualifications.
- 6.2. Any result older than 15 years doesn't count towards any qualification.
- 6.3. The driver may be promoted or downgraded during the season, with a review occurring during the middle of the year every year.
- 6.4. Any driver above the age of 55 cannot be categorised higher than Advanced.
- 6.5. A driver whose performances and achievements, despite not being covered by one of the definitions above, may be categorised accordingly by the organisers.
- 6.6. Any downgrade because of age cannot be upgraded again.
- 6.7. The MSF Committee and MSF Club Stewards are allowed to promote or downgrade any driver at their discretion as required.

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APPENDIX D: MSF MERDEKA RACE 2023 HOMOLOGATED REFUELLING RIGS

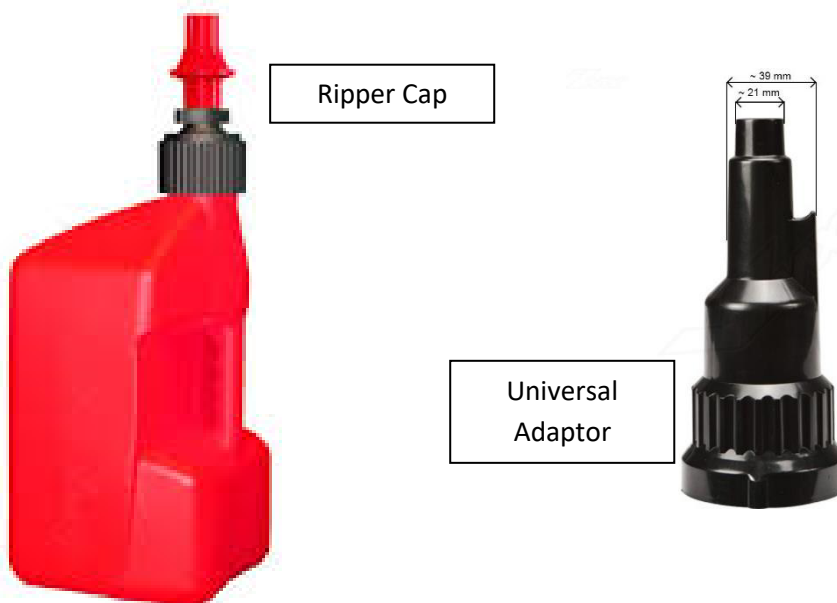
MSF Merdeka Race 2023 re-fuelling must be carried out using only the approved the following refuelling rigs, and the rigs / bottles *must not be modified in any way*. Additional air vents into the rig / bottles other than those of standard design are not permitted.

1. SEPANG CIRCUIT 50L REFUELLING RIG



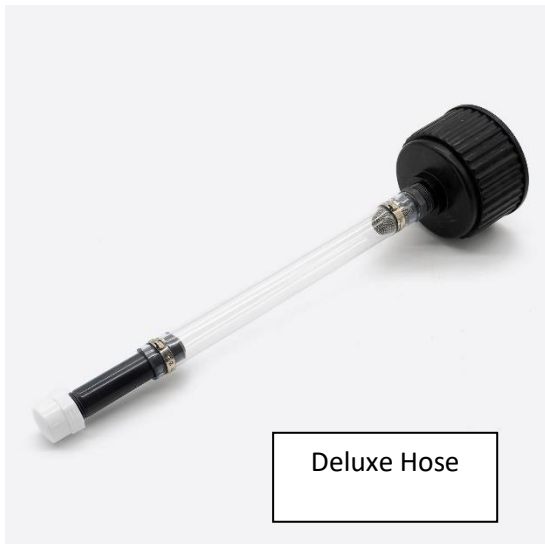
2. SUNOCO/FAIR TRAILS ENTERPRISES INC. - TUFF JUG 10L or 20L

Tuff Jugs Ripper Cap is required and may be used with the Tuff Jugs Universal Adaptor.



3. VP RACING MOTORSPORT FUEL CONTAINER 20L

VP Racing Motorsports Fuel Container to be used with either the VP Racing Deluxe Hose or the VP Racing Fuels Trigger Hose.



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APPENDIX E: ON-BOARD CAMERA REGULATIONS

1. ON-BOARD CAMERA.

1.1 It is the Competitors responsibility to supply and fit (as a minimum) a camera that captures recorded images providing a view of the circuit ahead at all times when the car is on the circuit. The camera must be mounted to the roll cage in the area of the 'B' pillar of the car. The field of vision must record all driver inputs to the controls of the car including pedal movements, steering wheel movements and gear change movements and capture the racing number of the car (which must be displayed on the dash board) in which the camera is mounted.

A second camera or rear facing camera is recommended.

1.2 The camera fitted to the vehicle must be switched on and recording for all official practice, qualifying and race sessions. If no images are available upon request, the penalty will be minimum 30-seconds added to race time.

The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of and availability of recorded images and/or footages to the Stewards of the Meeting for further penalties.

1.3 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera/recording device is owned by the entrant/competitor, will belong to Kelab Sukan Motor MSF and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without written permission Kelab Sukan Motor MSF.

1.3.1 During an Enduro race, the memory card having recorded a drivers' session must be removed by a crew member from the car at driver 'change over' in the pit lane. The driver must retain the memory card for submission if requested by the organisers. Should the same driver be continuing to drive in the following session the memory card may remain inserted as long as the next session driven is recorded.

NB. Competitors are advised to use a memory card with sufficient capacity and/or a second memory card to record all eventualities.

1.3.2 In the case of 'driver change over' the replacement driver (or crew member) must insert his/her memory card to enable recording of that drivers' session.

1.4 Where it is necessary for MAM, the Organisers, or Clerk of the Course to review footage after an event, that footage must be available for a period of 14 days after the event.

1.5 In the event of judicial action, all relevant on-board footage must be retained by the Organisers until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.