



Technical Regulations

MSF Myvi Cup 2025

Version 1.2
13 Jan 2025

Malaysia Speed Festival



TECHNICAL REGULATIONS – MYVI CUP CATEGORY

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

1. GENERAL

1.1. Eligible cars

- It is a 4-wheeled production Perodua Myvi which was originally available on-sale in Malaysia in various engine capacities; the engines to be engines originally offered in the Perodua Myvi.
- All variants and models of this particular vehicle are valid

1.2 The following Technical Regulations are set out in accordance with the Organiser specified format.

For this category Myvi Cup: if it is not clearly specified that you cannot do it, then you *can* do it.

1.3. Sub-categories **(NOT IMPLEMENTED UNTIL INFORMED VIA TECHNICAL BULLETIN)**

- There will be two (2) sub-categories within Myvi Cup with Championships:
 - o ‘Evo’ category
 - o ‘Rookies’ category
- Grading of Drivers within the two categories will be decided by the MSF Organising team and based upon lap times at Sepang Circuit. The cut-off lap times (lap time bracket) will be determined statistically, to provide for a balanced field and number of drivers and cars within each sub-category.
- ***Any driver that dips below the timing of their laptime bracket, a 3-seconds per 1-second (or part of) per lap ‘Loading’ will be added to their total race time.***
 - No ‘bonus laps’ will be permitted during the Race.
 - There is no allowance for any laptimes below the required laptime of the timing bracket during Qualifying: any laptimes that are faster than the time bracket time will be deleted, and your next best lap time in the time bracket utilised for qualifying. If you did that more than 50% of your Qualifying laps, you will be called by the Race Officials and recommended to be upgraded to the next bracket. Any previous earned Championship Points will not be carried over.

Additional sub-categories will be created in the future as participation grows accordingly.

Sub-categories (Timing Bracket) of the Myvi Cup will be introduced when there are sufficient entries, and decisions will be made by the organisers following future rounds.

1.4. Modifications made to the vehicle cannot compromise the safety or structural integrity of the vehicle.

Approval for entry is at the discretion of the Promoters.

1.5 SPECIFIC REQUIREMENTS FOR MYVI CUP CATEGORY

1.5.1. Defining what is a ‘Myvi Cup’ category vehicle:

- Interior regulations based on the old FIA Group N regulations:

The interior of the vehicle includes the minimum items which would define it visually to a casual observer as a car which may be driven on the street with daily amenities, such as:

 - o Air-conditioning switches and blower switches;
 - o Original full length dashboard with all listed panels including steering column cover and indicator stalks, switches, and centre console with gear shift cover;
 - o Original Front door trim panels on both driver's and passenger's side;
 - o Windscreen must be glass; side and rear windows may be replaced with plastic or acrylic;
 - o complete list of interior items refer to paragraph 4 ‘Interior’.

- Equipped with a welded or bolted-in roll cage which complies to MAM and FIA specifications, and is joined to the body and chassis at more than 6-points. The rollcage may be constructed to increase bodyshell rigidity with additional strengthening points to the pillars and suspension pick-up points.; refer to 5.1 for details.
- Suspension hard points may NOT be altered. Subframes may be modified as required but must be based on the original structure and engineering concept of the original subframe. If the subframe is modified beyond what would be acceptable for Street usage, it will not be accepted.
- Organiser's decision to accept or decline a car's categorisation shall be final.

2. DRIVER ATTIRE

2.1. Drivers are required to wear proper auto/motor Helmets. Minimum requirement is SNELL SA / DOT Approved. No Bicycle Helmets allowed. It is highly recommended to use a helmet which uses double-D type strap fasteners.

2.2. Drivers are required to wear proper racing attire: Flame Retardant club-level Racing suit complying with minimum SFI 3.2A/1 and/or EN533. Similar Flame Retardant shoes and gloves required.

2.3. Use of Hand And Neck Restraint (HANS) device is **compulsory from Round 3 onwards**.

2.4. Prohibited to wear non-flame retardant suits or open-toe shoes.

3. SAFETY EQUIPMENT

3.1. A safety cage must be installed.

- It must be secured at minimum six (6) points on the floor with secure bolts or welded plates. Mounting points are the base of the A Pillar, B Pillar and the rear wheel arch or rear suspension turret.

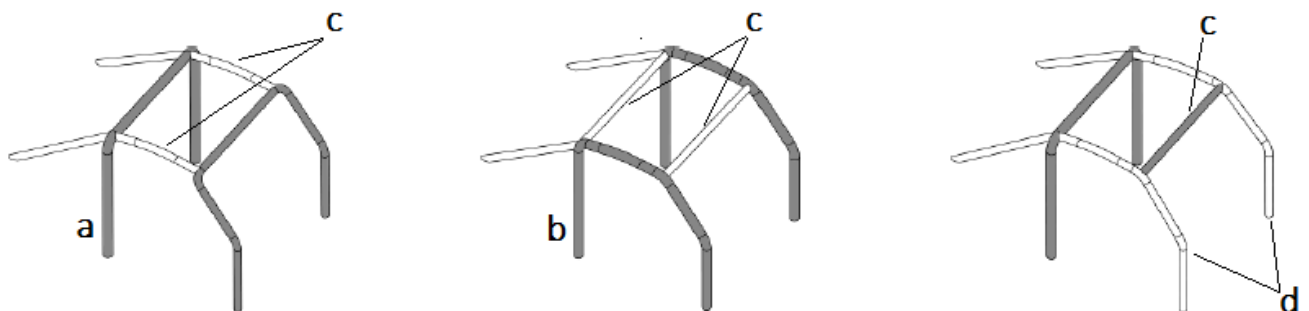


Diagram 5-1

- At least 1 diagonal bar minimum is required between the Main Rollbar Hoop and a lower mounting point – either on the main hoop or on the rear bar to the floor – to create a truss.

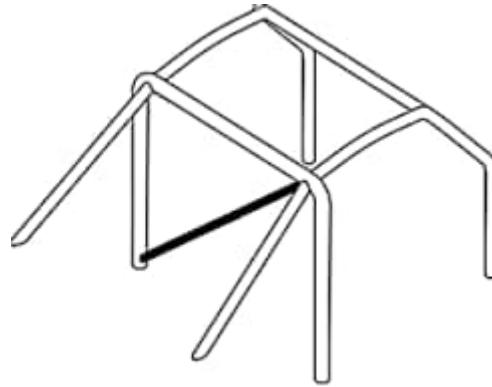


Diagram 5-2

- A 2-bar side impact bar is compulsory. 2 diagonal X-bars or parallel-bars required on both left and right sides.

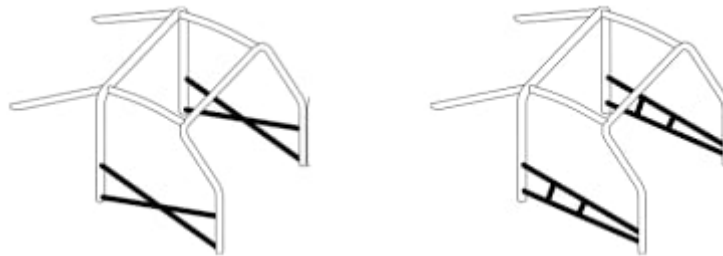


Diagram 5-3

3.2. Safety cage specifications.

Safety Cage Specifications. Only steel circular tubes are allowed for use.

3.2.1. Specifications are

Dimensions (mm)		Use
*Recommended	45 x 2.5 (1¾" x 0.095") or 50 x 2.0 (2.0" x 0.083")	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1)
*Minimum requirement	38 x 2.5 (1½" x 0.095") [CDS only] or 40 x 2.0 (1.6" x 0.083") [Mild Steel]	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1) • Lateral half-rollbars (D in Diagram 5-1) • Any other parts of the safety cage

3.2.2. Mount plates

Mount plate size: 120mm x 120mm

Mount plate thickness: 3mm

Reinforce plate thickness: 3mm

3.2.3. Welding: full welding around the diameter of the tubing. It is not permitted to grind or plate the welding.

3.2.4 Participants are reminded of the condition of hardpoints, flooring, mounting points for rollcage and other miscellaneous areas that may be affected by severe rust to be repaired and restored due to the concerns of safety. Any participants failing to meet the safety standards set by MSF will not be permitted to start the event.

3.3. Compulsory general safety items

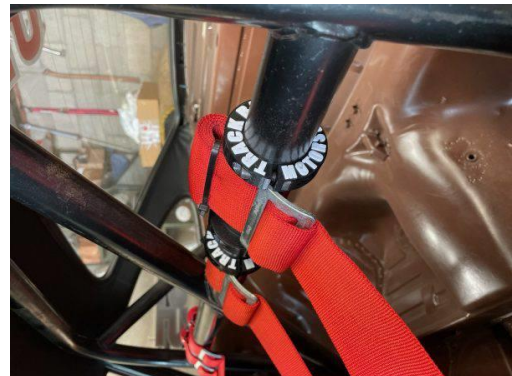
3.3.1. Cut-off switch

Cut-off switches for electrical and fuel systems are compulsory with an external switch/lever. A sticker identifying the electrical cut off switch must be affixed near the switch.

3.3.2. Competition safety belt

A competition safety harness belt is required. Minimum 4 points.

Shoulder harnesses should be mounted to the floor. If the shoulder harness is tied to the roll cage, then mounting clamps are required.

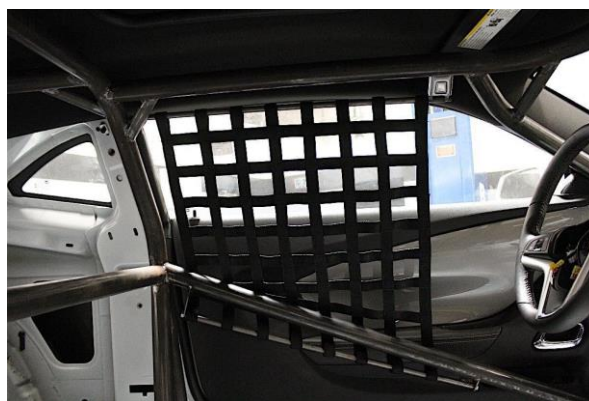


3.3.3. Competition seat

A competition bucket seat is required.

3.3.4. Window net

A window safety net made from durable material is compulsory on the driver's side. Safety nets cannot be mounted to a door, they must be affixed to the Roll Cage or the Body Shell. Triangle nets are not permitted as they do not provide sufficient protection.



3.4. Fire Extinguisher

3.4.1. A Fire Extinguisher must be fitted of minimum specification:

- DCF (CF3 BR): 4.9kg
- NAF 83: 3.2kg
- NAF P: 3.2kg
- AFF: 2.4kg

- Powder: 2.0kg

3.4.2. The location of the fire extinguisher shall be located at the passenger foot well. The pre-purchase safety lock, usually in contrasting colours made from plastic shall be cut off before the start of any sessions and be verified by Scrutineers. Do NOT remove the metal safety pin.

3.5. Items in passenger compartment

3.5.1. Any battery placed within the passenger compartment must be of sealed Dry cell type.

It must be installed securely within a secure box with lid cover.

3.5.2. Oil Catch tank within engine bay must be of non-flammable material ie alloy or steel material

- must be securely mounted
- must be enclosed with no leaks or gaps
- must have hoses that are securely attached
- plastic bottles are not permitted.

3.6. General safety

3.6.1. No fluid leaks of any kind.

3.6.2. No loose items within the engine bay.

3.6.3. Poorly engineered and poorly attached bars inside the cabin are not allowed.

3.6.4. Cache tanks, items, pumps, etc that involve lubricant and/or oil are not permitted in the passenger cabin of the cars, excluding items mentioned in 3.5.1.

4. FUEL TANK

4.1. Original fuel tank is required, in the original location with original refuelling hose and orifice. It is not permitted to change the fuel tank.

4.2. An inboard FIA specification fuel surge tank is allowed:

- limited to one 5-litre surge tank only.
- Petrol lines inside the vehicle, if any, must be certified safety fuel lines.
- A fire-proof bulkhead and/or protective cover and/or compartment must enclose the fuel pump.
- A pre-event inspection and approval is necessary and if they meet the organisers safety standards, will be registered and approved. An appointment minimum 1-week prior to the event is required.

5. BRAKING SYSTEM

5.1. General

5.1.1. Front: Original brake caliper & size disc rotors must be retained.

5.1.2. Rear: Original drum brakes must be retained.

- Conversion to rear Brake disc systems is not allowed.

5.2. Brake disc rotors, pads, brake shoes, and brake hoses may be replaced with direct-replacement aftermarket items: but must be of original dimensions. Slotted and cross-drilled etc rotors permitted.



5.3. Original brake servo and master pumps must be retained.

It is not permitted to change the master pump or brake servo or remove the brake servo.

6. SUSPENSION

6.1. Suspension bushes

- Original-type front and rear suspension top mounts may be replaced with adjustable top mounts to allow for camber adjustments.
- Original rubber suspension bushes may be replaced with hard rubber, polyurethane, and nylon material bushes. Mounting points must remain original and standard.

- Rose-joint / spherical bearing suspension components to replace the rubber bushes is not permitted.

6.2. Original suspension types, mounting points and location must be used. Aftermarket coilover type dampers may be used.

6.3. Suspension hard-points at the body and sub-frames may be strengthened with added plates.

7. TYRES

7.1. All categories - with no exceptions - are to use the control tyre in the sizes described below.

7.2. Myvi Cup category to use:

- GitiCompete GTR2 tyres in size 195/50-15.

Only tyres with specific MSF marking are permitted. Sample as shown.



7.3. Wheels specification is open: width, offset, design

8. POWERTRAIN

8.1. The maximum engine capacity permitted is 1500cc.

- Original EJ-VE, K3-VE, 3SZ-VE, 1NR-VE or 2NR-VE engine block to be used, to be visually stock externally;

- No additional welding or plates permitted to be added on to increase bore or stroke, other than what may be contained within the original engine block

8.2. EJ-VE, K3-VE, 3SZ-VE, 1NR-VE or 2NR-VE engines. Engine Block and Cylinder Heads must be original EJ-VE, K3-VE, 3SZ-VE, 1NR-VE or 2NR-VE.

- The numbers of attachment points to the bodyshell must remain as standard production.
- Reverse heads not permitted.
- Original throttle body is compulsory, with original inlet manifold only. Internally may be modified but the exterior must remain standard. No additional items permitted to be added on e.g. injectors, hoses, etc
- Exhaust manifolds may be replaced. Titanium material is not allowed.
- Oil sump may be modified. Dry sump systems are not permitted.
- Forced-induction not permitted.

8.3. Engine & Transmission mounting and location

- Original engine mounting points on the body / subframe must remain. Additional brackets to provide stiffer engine locating and mounting, is permitted.
- Rubber Engine mountings may be replaced

8.4. ECU

- Must use the original ECU. The ECU may be flashed, and additional computer and control units may be added on / wired in.
- No replacement standalone ECU permitted.

8.5. Ignition

- Coil packs may be replaced with non-original items.

8.6. Gear box

- Original Perodua Myvi gearbox that is matched to the original EJ-VE, K3-VE, 3SZ-VE, 1NR-VE or 2NR-VE engine is required.

For the Gen3 Myvi, the Manual 5-speed gearbox that matches the 1NR or 2NR engine from non-Perodua Myvi is permitted. The bellhousing must be the original matching bellhousing. No modifications to the bellhousing for the 1NR or 2NR engine is permitted. 6-speed manual transmission not permitted.

No other gearboxes permitted.

- Final Drive ratio may be modified.
- Gear ratios may be changed and modified. However, Dog Engagement gears are not allowed.
- Sequential gear changing mechanism or gearbox is not permitted.
- Front-wheel drive configuration only. RWD or 4WD conversions are not permitted.
- Limited-Slip Differentials (LSD) are not permitted.

8.7. Fuel information

- Nitrous Oxide system is not allowed in any category.
- Any fuels or fuel blends that contain oxidisers and oxygenates in any alcohol forms (methanol, nitro-methanol, ethanol, butanol, etc) will not be permitted.
- Water-methanol injection into the intake manifold is not a fuel, and is permitted

9. EXHAUST SYSTEM

9.1. The exhaust system must exit with sideways or rearward-facing exhaust outlets.

If rearwards, the outlet/s shall be between 100mm and 450mm above the ground and shall not protrude more than 50mm beyond the rearmost portion of the automobile.

If directed sideways, the outlet/s must be located rearward of the midpoint of the wheelbase. In any case, they shall not project beyond the maximum width of coachwork /body when seen from above.

9.2. A muffler/s must be fitted, which are subject to particular examination by scrutineers.

WARNING: The aim of this is exhaust noise reduction, even if just a little – a muffler box which is emptied out of noise-absorbing material or baffle plates or such will not be accepted. Do not test the Technical team's intelligence.

10. INTERIOR

10.1. Interior of participating cars to be as such:

10.1.1. Fitted with original equipment as listed below:

- Air-conditioning and blower switches. Blower, compressor, condenser and evaporator may be removed.
- Original dashboard required. To be presentable.
- Original Front door trim panels on both driver's and passenger's side.
- The front windscreen is to be 2-layer glass.
- Passenger side front seat must be removed

10.1.2 Fitted with original full-length dashboard with all listed panels. Refer to diagram 2023a:

- Instrument Panel and cowling
- Steering Column cover and indicator stalks
- Centre console and switches
- Gear console and gear shift cover.



Figure 2023a

10.1.3 The following items may be removed and stripped:

- A, B, and C pillar trim
- any interior trim from the rear of B-pillar and Front seats
- headlining
- carpet

11. BODYWORK

11.1. Composite material for certain bodyparts are allowed, all parts must still retain the original factory body look and style. Parts replaceable are

- Front Bonnet
- Rear Bootlid
- Front wings / fenders
- Front bumper
- Rear bumper

Change of front and rear bumper to aftermarket styles is permitted.

11.2. Original factory bonnet/trunk locking mechanisms must be removed and replaced with metal bonnet clips

11.3 Spare wheel well may be cut and covered. The cover must be metal and must be welded to the body. No plastic or ABS or composite material permitted.

11.4 Floorboard and any other part of the fundamental steel monocoque chassis body may not be cut and replaced with anything other than *metal* for the purposes of lightening.

11.5. All exterior lights must be functional.

- Original front headlamps are compulsory, and may not be modified in any way.
- Must retain the original Myvi bodywork and lights (OEM replacement permitted). *Any / all Daihatsu, Toyota, Subaru bodywork conversions are not permitted.*
- Additional spot/fog lights are allowed.
- All Tail/Rear lights must be functional. Brake Lights must be functional.
- Headlights and taillights are recommended to be taped up.

11.6. Front and rear Tow Hooks must be attached and Arrow Stickers in fluorescent colour must be affixed.

11.7. Glass windows may be changed to Perspex or acrylic, except windscreen which must remain 2-layer glass

11.8. Welding and additional plating to the bodyshell for strengthening and safety bars is permitted

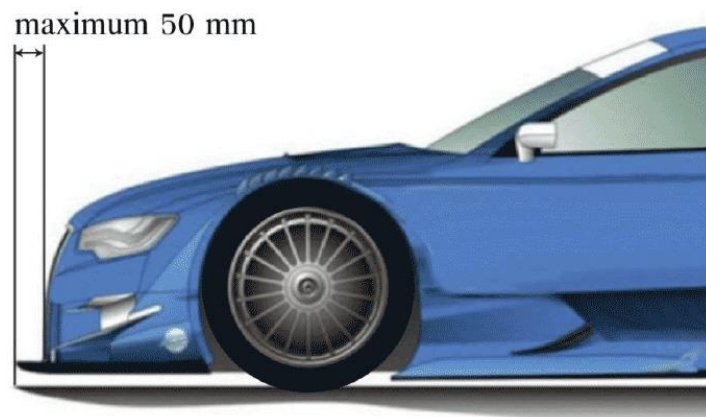
11.9. Tyres must not protrude beyond OE bodywork. However if the wheel protrudes beyond bodywork additional wheel arches MUST be installed.

Wheel arches must cover from top of wheel & tire and reach to the bottom of vehicle floorpan level. Refer to diagram 2016b and 2016c below. **The side bodywork on the rear cannot be higher than that of the centreline of the rear wheel.**

12. AERODYNAMIC DEVICES

Aerodynamic devices and equipment refers to:

- Rear Spoilers and Front spoilers
- Frontal Canard fins



- Front Splitter
- Rear Diffuser
- Wing End Plate
- Rear Wing
- Side Skirt
- Gurney Flap
- Vortex Generator fins

12.1. Front Aero

Aerodynamic devices mounted in the front shall not be wider (laterally extended) than the width of the front wheel arches when viewed from the front.

- Myvi Cup: Front aerodynamic devices must not extend beyond 50 mm from the front edge of the front bumper/nose, following the perimeter edge around the front bumper/nose.

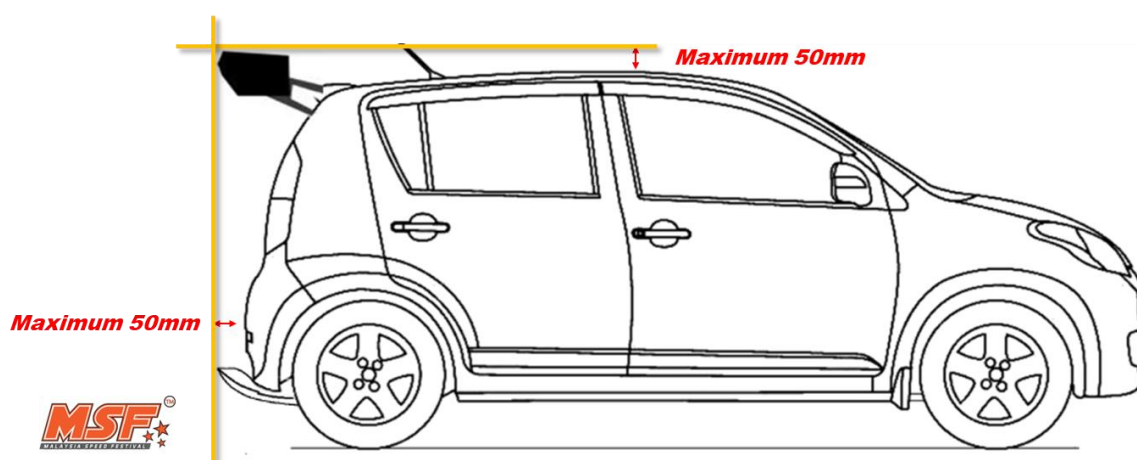
12.2. Width of ALL Aero (Front, Sides, Rear, Wings)

No part of the aerodynamic device can be wider than or protrude beyond the width of the wheel arches when viewed from the front. Add-on arch extensions would be required.



12.3. Aerodynamic Devices Material

- All aerodynamic devices must be manufactured from either Wood, Plastic, or Composite materials (eg, fiberglass, carbon fiber, Kevlar fiber).
- *Metal may not be used for anything other than Rear Wing and rear wing stands/ mounts.*
- There must be no sharp edges to all aerodynamic devices that would cause injury to humans and passers-by.



12.4. Rear Aero

12.4.1. Only the rear wing, wing end plate, and legs/stands/mounts of the rear wing can be made of any material.

12.4.2. Maximum dimensions

- HATCHBACK / 2 Box design vehicles where there is no suitable length of metal bootlid along the horizontal plane: Rear wing height must not exceed 50mm above the vehicle roofline.
- Rear aerodynamic devices must not extend beyond 50mm of the end of the rear bumper

12.5. Rear bumper

- Rear bumper must at minimum come down to the height of the centre of the wheel centre hub
- No metal is permitted to be visible under the rear bumper when viewed from the side or the rear

13. MINIMUM WEIGHT

13.1. General

- The minimum weight of a Car is to be set and weighed excluding the Driver and the Driver's apparel. This weight is with all fluids, and with enough fuel to be able to start and drive away after any weighing of the vehicle at Scrutineer or Parc Ferme.
- The minimum weight stated in 13.3 below for each category must be achieved at all times throughout a Race Meeting with no exception.
- The organiser reserves the right at all times to amend the weights of Cars in the interests of equitable competition. Minimum Weight regulations may be updated once after Rnd 2, taking into consideration lap times, speed trap, race results etc.

13.2. Adding extra weights.

- To have the minimum weight as prescribed, additional weight and ballast may be added, and anchored firmly and securely. The ballast is to be placed on the floor of the cockpit, spare wheel well, or luggage compartment.
- The material used must be of a unitary block construction, fastened by 2 bolts with minimum of 10 mm in diameter with a metal plate on the bottom for up to 15kg; above 15kg 4 bolts with minimum of 10 mm in diameter required. Ballast must not have any sharp edges unsafe for handling. The maximum weight per stack of weights must be no more than 30 kg.
- The ballast must not have sharp edges. The scrutineer would have the right to reject any ballast which is deemed unsafe.

13.3. Minimum weights for Perodua Myvi Cup: None for 2025.

The minimum weights for this category will be reviewed after Round 3 and altered / updated if deemed necessary.

14. COMPETITION NUMBER & VEHICLE PRESENTATION

14.1. Competitors are obliged to carry the MSF partners' logos in the mandatory sticker areas.

14.2. Official MSF Sticker Board of MSF Series Sponsors must be located in the area below the front windows behind the front wheel.

14.3. Official MSF Tyre Partner stickers must be placed on the wheel arches, either front or rear arches on both sides.

14.4. Official MSF Title Sponsor sticker must be placed on the front windscreen area.

14.5. Other official MSF Partner stickers must be placed at the front or rear wings on both sides.

14.6. Competition numbers are to be placed in 2 locations:

- Door Numbers: Must be placed on doors on the side of the vehicle, to be clear and of contrasting colour to the body colour. General dimensions for each number digit to be roughly A3 Size (11" Wide x 16" High). Competition numbers must be of a contrasting colour to the car and reflective stickers are recommended.

Objectives are for the numbers to be clearly visible to the Time Keepers, Marshals, and Race Control.

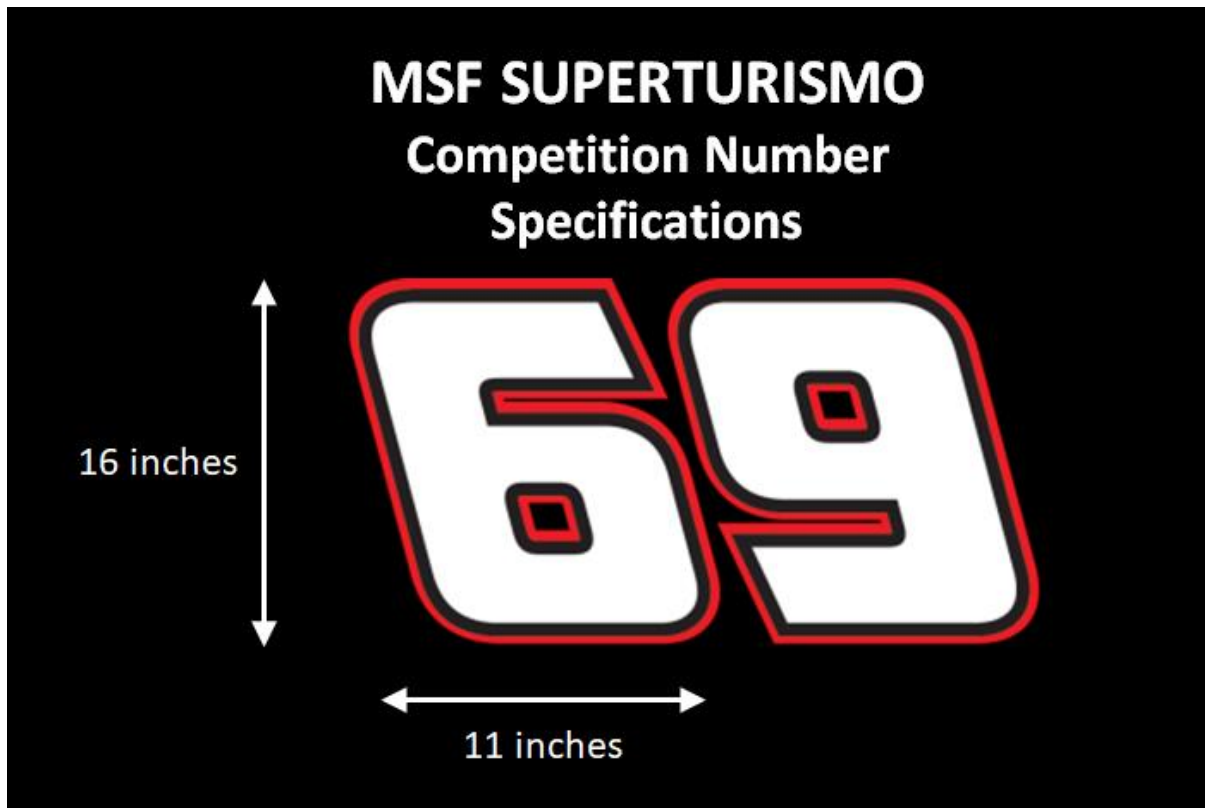
- Windscreen Numbers: Must be placed on the left front of the windscreen, below the Category Partner sticker. Must be 6" high in Arial Narrow font using White or fluorescent Yellow stickers.

14.7. Competitors & team own sponsors may be located at all other locations such as:

- Front Bonnet.
- Roof.
- Rear Door/fender.
- Rear Bootlid or Tailgate.
- Front & Rear bumpers.

14.8. A rejection fee of RM 2,500.00, for every deleted Partner /Sponsor sticker, is required of any Competitor that does not apply any MSF Partner /Sponsor stickers.

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MSF Mandatory Decals Area



Sticker Placement for MSF Racing Series Cars 2025.