



MALAYSIA TOURING CAR CHAMPIONSHIP
2025
SPORTING REGULATION

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MALAYSIA TOURING CAR CHAMPIONSHIP 2025

B) SPORTING REGULATIONS

This document (hereinafter collectively referred to as the "Regulations") has been issued on 21st December 2024 (draft) and updated on 5th February 2025. Successive editions can be issued for supplementing and/or amending. The new editions will be called Additional Supplementary Regulations (ASR) or Bulletin(s) or Notification(s), dated and issued to all relevant parties.

ASR/ Bulletin/Notification needs to be read together with the Supplementary, Sporting & Technical Regulations (whichever applicable).

Notification

- (i) Acceptance of an entry does not guarantee a start in the race. Drivers must qualify for a grid position in accordance with these Regulations.
- (ii) It is the Competitor's responsibility to ensure full compliance with these Regulations.
- (iii) Each Competitor and Driver agrees generally to promote goodwill towards the Series, the Organiser and all Competitors, persons and companies involved in the Series.
- (iv) In interpreting any Regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes, where the context so admits, the plural.

Art. 1 ORGANISER / PROMOTER

Sepang International Circuit Sdn Bhd
Jalan Pekeliling, 64000 KLIA, Sepang,
Selangor, Malaysia.

Art. 2 TITLE OF EVENT AND DATE

2.1 MALAYSIA TOURING CAR CHAMPIONSHIP 2025

ROUND	DATES	REMARK(S)
Round 1	2nd – 4th May 2025	
Round 2	25th – 27th July 2025	
Round 3	8th - 10th August 2025	
Round 4	5th - 7th September 2025	

Each category will be run for only maximum of four (4) rounds for the season.

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

Art. 3 DESCRIPTION OF EVENT

A maximum of four (4) rounds Championship for cars of various categories/ classes, specified hereunder:

3.1 Touring Production Two Thousand (TP-2000) Category

3.1.1 Touring Production (TP) - Turbo Class

3.1.2 T-Production 2 (TP2) - Naturally Aspirated Class

3.2 Malaysia Touring Sixteen Hundred (MT-1600) Category

3.2.1 Malaysia Touring Car (MTC) - Turbo Class

3.2.2 M-Touring 2 (MT2) - Naturally Aspirated Class

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

Art. 4 STATUS & PERMIT NUMBER

4.1 National with Foreign Participation. Permit number to be advised later.

4.2 This competition is held under the International Sporting Code of the FIA incorporating National Competition Rules of the Motorsports Association of Malaysia, and these Supplementary Regulation, Additional Supplementary Regulations (ASR), Bulletins or Notifications issued from time to time.

Art. 5 ELIGIBILITY OF COMPETITORS & CATEGORISATION

5.1 Each entry must consist of :

- i) Touring Production 2000 - Only Single Driver
- ii) Malaysia Touring 1600 - Compulsory 2-driver

The eligibilities of competitors are as follows:-

- i) Competitors in possession of a valid competition licence issued by the Motorsports Association of Malaysia (MAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice))
- ii) Drivers from outside Malaysia with a National Licence issued by their respective FIA - National Sporting Authority (ASN) must also be accompanied by a letter or visa stating they are allowed to participate in MTCC as per article 2.3.7 of the ISC.
- iii) Any Malaysian team having foreign driver(s) must hold the Motorsports Association of Malaysia (MAM) entrant/team licence.

5.2 Each competitor can only drive 1 car per category.

5.3 Each entry may be driven by a single or 2 drivers during practice & qualifying in the one and same car. During the race, entries with two drivers, both drivers must drive in the one and same car.

- 5.4 Entry / Entrant to designate “Driver 1” and “Driver 2” at the end of the administrative checks period.
- 5.5 Should a driver depart either to another team or to another class, a written notice must be submitted prior to the commencement of Race 1 in that specific Meeting to the Steward (refer to Art.10.6).
- 5.6 The organiser reserves the right to reject any entry in accordance with the National Competition Rules (NCR) of the MAM. There is no appeal against their decision.

Driver Categorisation

- 5.7 Drivers wishing to compete in the Malaysia Touring Car Championship (MTCC) will be categorised based on the list released by MAM. Drivers who are not categorised must send in a record of achievements to the Organiser at the latest ten (10) days prior to the beginning of the first Event in which he / she wishes to take part and email to the race.secretariat@sepangcircuit.com. Failure to do so he / she will be classified as ‘Pro’ driver.

No	ASN	Grade / Classification	Categorisation
i.	Motorsports Association of Malaysia	A	Pro
ii.	Motorsports Association of Malaysia	B / C	Am
iii.	Other ASN	any	Pro

* Article 5.8 – 5.10 applies.

- 5.8 The MTCC Committee may give a temporary categorisation to drivers who announce themselves with their record of achievements after the Event has already begun. Any such temporary categorisations will only be valid for that one Event and will not constitute an MAM categorisation.
- 5.9 For the purposes of this Championship, the Organiser/ MTCC Committee retains the right to make any amendments to the MAM Categorisation of any driver according to the criteria of MTCC Race.
- 5.10 Derogations downgrading a driver’s categorisation may be given (by recommendation of the MTCC Committee), taking into account the following criteria:
 - i) Derogations will be given on a race-by-race basis and will be reassessed after each round.
 - ii) Any driver who has received confirmation from the MAM that they will be downgraded for the following season may be considered for a derogation.

Art. 6 OFFICIALS

Provisional Race Officials: -

- Stewards of the Meeting : TBA – Chairman of the Steward
TBA – MAM Steward
- Series Steward : Mr. Razman Mustafa
- Clerk of the Course : Mr. Fazli Mukhtar Affandi
- Deputy Clerk of the Course : Mr. Zulkiflie Zainuddin

Assistant Clerk of the Course	:	Mr. Muhammad Hasbullah
Secretary of the Meet	:	Ms. Rashidah Ozahor
Chief Timekeeper	:	Mr. Haris Shamsee
Chief Medical Officer	:	Dr. Azlin Zainal Abidin
Technical Delegate	:	Mr. Tong Han Wey
Chief Scrutineer	:	Mr. Erza Anas
Chief Marshal	:	Mr. Zainon
Permanent Starter	:	Mr. Badiuzzaman Bakri

Art. 7 VENUE & RACE DISTANCE

Venue	:	Sepang International Circuit
Length	:	As specified in the Additional Supplementary Regulations of each round.
Race Format	:	Malaysia Touring 1600 : 50-min race plus leader with a 90-second compulsory pit stop; Touring Production 2000 : 30-min plus 1 lap race. or 300km Endurance with 2 x 5 minutes compulsory pit stops and refuelling (2-hour 45 mins.)

Note: Subject to confirmation via the Additional Supplementary Regulations.

Art. 8 PROVISIONAL EVENT PROGRAMME

The event program will be declared in the Additional Supplementary Regulations of each round. The Series / Championship will normally run according to the following type of schedule which, however, may still be modified to suit the needs of the Organisers and/or as indicated in the Provisional Event Programme

Wednesday and Thursday

When possible, Paid Practice sessions will be organized. They will be later communicated to Drivers by the Organiser via email

Thursday

- ✓ Administrative Checks and Technical Scrutineering

Friday

- ✓ Sporting and Technical Scrutineering
- ✓ Drivers' Briefing
- ✓ Official Practice session
- ✓ Qualifying Session

Saturday

- ✓ MT-1600 Race 1 (50-min Race)
- ✓ TP-2000 Race 1 (30-min + 1 lap Race)

Sunday

- ✓ MT-1600 Race 2 (50-min Race)
- ✓ TP-2000 Race 2 (30-min + 1 lap Race)

The Organiser reserves the right to hold the race late in the afternoon and early in the night, if necessary.

Art. 9 ENTRIES

- 9.1 **Entries are open upon posting of these Regulations and close on the THURSDAY preceding each scheduled round or as otherwise stated in the ASR.** Entries received on Thursday onwards will be considered as late entries. Acceptance of entries is at the sole discretion of the organisers who have the right to reject entries without giving reasons.
- 9.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 9.3 Competitors providing incorrect or incomplete entries, even though they have paid the entry fees (including driver to be nominated entries), are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information.
- 9.4 It is a condition of entry that competitors have no right to any claims against the Motorsports Association of Malaysia, Promoter, Organiser, Sponsors and/or any one carrying out their duties.
- 9.5 Please submit entries to:
Secretary of the Meet (SOM).
SEPANG INTERNATIONAL CIRCUIT SDN BHD,
Jalan Pekeliling, 64000 KLIA, Selangor
E-mail: race.secretariat@sepangcircuit.com
- Late entries may be accepted at the discretion of the organiser and approval by the Steward of the Meet at double entries fee.**
- 9.6 Maximum number of entries accepted will be at the sole discretion of the organisers. The Organiser reserves the right to refuse an entry. If less than six (6) entries are received for any category, the Organiser reserves the right to cancel or amalgamate the said category with any other categories.
- 9.7 Maximum number of 60 entries can be accepted at the sole discretion of the organiser. Priority will be given to competitors who enter and pay the entry fees for the full Championship Series in advance of the first event. However, the organizers reserved the rights to change the composition as it deems fit.

9.8 Entry fee for all categories are as follows:

No.	Full Season (4 rounds)	Per Round
9.8.1	RM11,000.00	RM4,000.00

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely can be regarded null and void.

- i) Payment must be made by cash, credit card, money order or banker's draft. Cheque may be accepted at the discretion of the organisers and made payable to **Sepang International Circuit Sdn Bhd**

However, payment made on-site on official registration day must be in cash or credit card.

- ii) Payment can also be made through the following bank account but the receipt must be presented to the Secretariat during registration as proof of payment: -

Account Name : Sepang International Circuit Sdn Bhd
Account No. : 5124 3730 0322
Bank Name : Malayan Banking Berhad
Bank Address : Southern Support Amenities
Jalan Pekeliling, 64000 KLIA Selangor, Malaysia
Bank Code : MBBEMYKL

The entry fee will not be refunded under the following conditions: -

- i) Entry(s)/ competitor(s) who is disqualified from the race due to any type infringement.
ii) After Official Registration closed.
iii) Full season payment.

The entry fee may be refunded due to Refusal of Entry by Organiser or Stewards.

9.9 Full-season registrations will have preference for the Sepang 1000km event, which includes preregistration and pit allocation provided the entry:

- i) Able to start race(s) in every round
ii) Minimum season standing points collected ≥ 10 (10 and above)
iii) Compete in the same car/ team in Sepang 1000km

Art. 10 POINTS SCORE

10.1 The Championship consists of four (4) Qualifying sessions and eight (8) Races. Classification towards the title in each class is calculated from the points awarded to registered drivers listed as classified finishers in the final results and will stay throughout the championship as long as the entry competes in the same category/ class as follows:

Position	Qualifying Points	Race Points
1 st	5	15
2 nd	4	12
3 rd	3	10
4 th	2	8
5 th	1	6
6 th		5
7 th		4
8 th		3
9 th		2
10 th		1

- 10.2 If, due to unforeseen circumstances, it is not possible to hold an Official Qualifying session, the grid for that particular round will be formed as per the final result from the Official Practice of the meeting. In such cases, drivers/teams will be notified by way of a bulletin and no Qualifying points will be awarded.
- 10.3 No points will be awarded in case 21.1 CASE A if the race cannot be re-started.
- 10.4 Half the number of points will be awarded in case 21.2 CASE B if the race cannot be re-started.
- 10.5 Full points will be awarded in case 21.3 CASE C.
- 10.6 In the case of a dead heat at the end of the Championship, the winner will be the entry with the highest number of race wins. If still tied then account will be taken of the highest number of second places and the highest number of third places, etc.

If the points are the same, there will be tiebreaker in the form of the number of the highest positions in the individual races, e.g. number of victories, number of second places and, if there is still the tie, the holder of the greatest number of third places and so on until a winner emerges.

	1 st	2 nd	3 rd	4 th
Driver C	6	3	1	0
Driver A	5	4	1	0
Driver D	5	3	1	1
Driver B	0	3	7	1
Driver E	0	3	6	3

A season driver(s) who dominate the first two-thirds of the season would have the advantage against with a single-entry driver(s).

Championship points will only be awarded when the driver able to cross the chequered flag on the track and cover 60% of the lap completed by the active leader (rounded down) (Art.23.4).

- 10.7 Should the Driver 1 & Driver 2 separate in mid-season:
- i) Points remain to the Driver 1, provided if he's:
 - a) still participate in same category
 - b) same competition number
 - c) same team/ independent
 - ii) Driver 2 can retain the accumulated points should the Driver 1 withdraw from the Championship.
 - iii) Points will be forfeited should Driver 1 switch to another team or category.

A written notice must be submitted prior to the commencement of Official Practice in that specific Meeting but final decision is subject approval by the Organiser.

- 10.8 Additional 30kg weight will apply should a replacement driver takes place of that particular round.
- 10.9 If the competition being held is a 300km Race, points will be multiplied by 2.

Art. 11 AWARDS

- 11.1 At the end of season, Overall championship will only be awarded if the category / class compete in every round. Championship awards for cash and trophies:

Prizes:

CATEGORY	1 ST	2 ND	3 RD
TP 1	Trophy & RM11,000.00	Trophy & RM8,000.00	Trophy & RM5,000.00
TP 2	Trophy & RM5,000.00	Trophy & RM3,000.00	Trophy & RM2,000.00
MT 1	Trophy & RM11,000.00	Trophy & RM8,000.00	Trophy & RM5,000.00
MT 2 (G & V)	Trophy & RM5,000.00	Trophy & RM3,000.00	Trophy & RM2,000.00

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

Art. 12 SCRUTINEERING

- 12.1 All cars must comply with Section C – Technical Regulations. Refer to the said regulations for each category. The homologation papers must be presented during the Scrutineering together with drivers racing suit, helmet, gloves, shoes and HANS device.
- 12.2 All stickers required as stated by the Organiser must be properly placed on the car prior to the scrutineering. (Refer to Appendix IV).
- 12.3 All cars and helmets will be issued with an “OK” sticker by the Scrutineers once the scrutineering has been successfully completed.
- 12.4 All cars will be impounded immediately after the qualifying session for weighing. The official weighing scales readings are final. No protest will be entertained on this matter.
- 12.5 Throughout the entire duration of the event, the cars must comply with the Technical Regulations in all points. Engines may be sealed and the organiser may impound cars.
- 12.6 Any car, which, after having passed scrutineering, is damaged, must be re-presented to the Scrutineers after repair and be approved in order to be allowed to continue.
- 12.7 The Clerk of the Course reserves the right to impose additional weight penalties to be carried on a car in the interest of equalisation of performance.
- 12.8 All participants MUST carry their own transponder for timing. The transponder unit must be compatible to the system used by the Organiser. If for any reason, the participant does not possess their own transponder, a rental rate of RM200 plus RM200 for deposit will be charged for using the Organiser’s transponder.

Art. 13 SUCCESS WEIGHT

- 13.1 A system of “Championship success ballast” weight handicap will be applied to the top 3 drivers in MTCC by Clerk of the Course at the end of the Race 2 at each Meeting based on the order in the Drivers’ Championship published by the Organiser as authorised by the Clerk of the Course prior to any judicial action in respect of any Sporting or Technical issue. The Championship success ballast will not be applicable for Round 1 of the Championship.

The Championship success ballast weight awarded after Round 1 Meeting will be effective for the Official Practice session, Qualifying session and the Races at the following Championship Meeting.

Should two or more drivers be tied on points, those drivers shall be awarded equal Championship success ballast equivalent to that of the lowest position that has been removed due to the tie.

The following weight ballast will apply:

1st Position	-	30kg
2nd Position	-	20kg

3rd Position - 10kg

Only the mandatory Championship success weight ballast will be provided by the Organiser and must be fixed inside the car in a safe manner utilising the mounting procedure. In the event of ballast needing to be removed or exchanged, ONLY the official Scrutineers may supervise or carry out that procedure.

Ballast must be secured to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8 mm each with steel counter plates of at least 400 sq.mm surface area and 3 mm thickness (Appendix I).

Between events, ballast is allocated according to championship positions and is carried out in qualifying and races.

The weight must be sealed and positioned in accordance with the provisions of that same Article. It must always be clearly identified by marking or by painting There will be no accumulation of success ballast weight.

In keeping with the principle within the championship, if a new Entry(s) joins the Championship in Round 3 or Round 4, he will be required to carry additional weight of up to 30kg at the Round in which they participate from the official minimum weight.

13.2 Additional Pit Stop Time (not applicable to Sprint Race) will be applied to drivers on the order of finishing published from every official race result. Must be served during compulsory pit stop of the race.

- i) Winner - 12 sec.
- ii) 1st Runner-up - 08 sec.
- iii) 2nd Runner-up - 06 sec.

13.3 Additional Pit Stop Time apart from Art.13.2, **ONLY APPLICABLE** to MT-1600 (**MT2 - Naturally Aspirated Class (MT2 (G) & (V))**) category following the pairing driver's categorisation.

- i) Pro – Pro - 10 sec.
- ii) Pro – Am - No Additional Time Penalty
- iii) Am – Am - No Additional Time Penalty

Art. 14 DRIVERS' BRIEFING

14.1 It is compulsory for all drivers to attend the Drivers' briefing for the event. The Organiser will confirm the exact time and venue of the briefing thru ASR or bulletin.

14.2 The Clerk of the Course reserves the right to organise a special drivers' briefing in addition to the compulsory briefing.

Art 15 RACE FORMATS

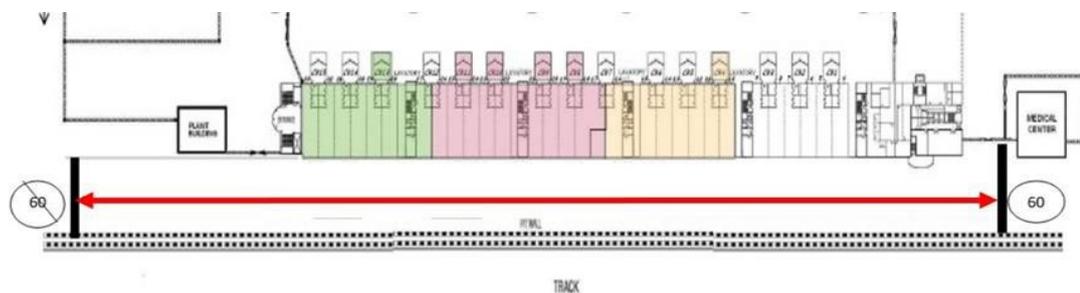
Each round will be run with either one of the following formats. :-

15.1 Format 1

- 2 races of a 50 minutes duration plus the active leader with a **COMPULSORY 90-second pit stop**.
- Pit Stop is mandatory for the all cars during the race and to be carried out between the **20th and 30th minutes** from **the official start time**. Minimum pit stop time is calculated between pit entry loop and pit exit loop.
- The pit stop must be carried out in front of the designated pit or area of each team.
- No re-fuelling is allowed.

15.2 Format 2

- A 300km race with a compulsory 2 times 5 minutes pit stop, which must be carried out during the period between **15th laps and 42nd laps** of the **race**, from **the start of formation lap**. Change of driver is to be carried out during this pit stop.
- The pit stop must be carried out in front of the designated pit or area of each team.
- Re-fuelling is only allowed with organiser fuel rig



Note: Minimum pit stop time is calculated between pit entry loop and pit exit loop (pit lane boundary).

15.3 Format 3

- Will have to two (2) sprint races of a minimum of 30 mins plus 1 lap of the active leader.
- There will no compulsory pit stop for each race.

Art. 16 STARTS PROCEDURE

General:

The Pit Lane will open by signal of a waved green flag and an audible signal, and will remain open for a period of 5 minutes, whereupon drivers must exit the Pit Lane and go straight to their specific grid box. **The only compulsory boards that will be shown are the 5 minutes (when Pit Exit opens) and the 2 minute (before the Pit Exit closed).**

After the Pit Exit closed, a ten (10), five (5), three (3), and one (1) minute and thirty (30) seconds warning signal accompanies with a signal board will be shown to the Grid.

Any cars removed from the grid after the Pit Lane is closed and before the Green Flag of Formation Lap shall be held in the Pit Lane to be started at the rear of the entire grid after the last car has passed the Pit Lane Exit at the start of the Formation Lap.

When the 3-minute board signal is shown, all cars must have their wheels fitted and the car must be resting on their wheels, after this a single wheel may only be removed in the pit lane, or on the grid during a race suspension.

After the three (3) minute signals, everyone must vacate the grid except for Driver in car, Officials and 2 team mechanics.

When the 1-minute board signal is shown, engines should be started and all team personnel must leave the grid taking all the equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, the driver of the car concerned may be penalised for Starts Procedure Infringement by the Steward.

Any drivers unable to start the Formation Lap are required to signal the marshals (put up his arm to warn the starter and the following competitors of the problem) and will be pushed into Pit Lane to start from Pit Exit.

Overtaking during the formation lap is only permitted if a car (self-started) is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this instance, drivers may only overtake to re-establish the original starting order, but must return to their original starting position before reaching the Safety Car Line 1. If the driver fails to return to their original starting position before reaching the Safety Car Line 1, then the driver must enter the pit lane and start from the pit exit. If this situation involves multiple cars, then the cars will line up in the same position at the time in which they enter the pit lane. However, should any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the Medical Car had crossed the Start Line, and must start the race from the back of the grid. Any driver refusing to comply will result in a penalty as deemed appropriate by the Stewards.

16.1 Rolling Start

- Cars will form up in pairs on the back straight between turns 14 and 15.
- The official car will enter the pits if the Clerk of the Course is satisfied with the formation, otherwise it will carry on for extra lap(s).
- Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until the start signal has been given. At the end of the (last) formation lap, the Pace Car will pull off before the start line. The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights.
- All the cars will maintain the pace up to the start line and will commence racing when the red light turns to green. Overtaking is allowed when the red light goes-off.
- Timing of the race will commence once the signal to start the race is given by the Race Starter by means of the red lights going off.
- Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap. The Race Starter will be a Judge of Fact

16.2 Standing Start

- As soon as all cars are in position on grid at the end of the Formation Lap, the 5 second board will be displayed. 5 seconds after that board is withdrawn the red lights will be switched on and between 2 and 7 seconds later the lights will be switched off to signal the start of the Race.

16.3 Safety Car Start

Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the “one-minute” board is given, its orange lights will be switched on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green flag is waved, the Safety Car will leave the grid with all cars following in starting order, no more than ten car lengths apart. There will be no Formation Lap and the Race will start when the green lights come on. Overtaking is only allowed after passing the Control Line.

FLAG START

Should there be a situation failure of the Start light, Flag Start board will be shown before the 1 minute board at Starters Podium. The race deems to start if the Starter raise the Green Flag from up to down from the Starters podium.

The start procedure and/or countdown procedure may be varied to accommodate commercial demands and competitors will be informed of the changes at the Drivers Briefing and/or through the issuing of a Bulletin and/or via the timing screens where possible.

Art. 17 OFFICIAL PRACTICE & QUALIFYING SESSIONS

- 17.1 There will be a maximum of 1 x 30 minutes Official Practice session at each race meeting plus maximum of 1 x 20 minutes official qualifying session held at each race event.
- 17.2 During all sessions there will be a green and a red light at the pit exit. Cars may only leave the pit lane when 2 minutes board is shown at Pit Exit. Additionally, a blue flag and/or a flashing blue light will be shown at the pit exit to warn drivers leaving the pits if cars are approaching on the track.
- 17.3 Clerk of the Course with the consent of the Steward may interrupt Free Practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. The Clerk of the Course with the agreement of the Steward may decline to prolong the Free Practice period after an interruption of this kind.
- 17.4 In Qualifying Session the Clerk of the Course may interrupt the session as often and for as long as he deems necessary to clear the Track or to allow the recovery of a car. Whenever possible, the time lost by the suspension of a Qualifying Session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. However, it is not obligatory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest can be accepted as to the possible effects of the interrupted/shortened session on the qualification of any Driver.
- 17.5 **It is compulsory for all cars to take part in qualifying session either one or both drivers.** Failure to take part in Qualifying session, the competitor(s) must write an application to start the race to Clerk of the Course.
- 17.6 Only the Stewards of the Meeting may approve any competitor(s) who did not qualify/ participate in qualifying session to start from the back of the grid on condition that:
- i) They do not eliminate vehicles that have already qualified.

- ii) They are judged capable of achieving the qualification minimum.
- iii) The competitors satisfy all safety requirements, including knowledge of the circuit.

Art. 18 GRID POSITIONS

- 18.1 At the end of the qualifying practice session, the list of the qualified drivers will be published.
- 18.2 The grid positioning of the cars will be formed by the categories/ classes.
- 18.3 The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each car in the qualifying session. Should two or more cars have set identical time, priority will be given to the one, which set it first.
- 18.4 Race 2 starting grid:
 - i) **TP-2000**
The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first 6 finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore, the winner of Race 1 will start in 6th position on the grid for Race 2. Retirements will be placed at the back of the grid in reverse order of the retirement.
 - ii) **MT-1600**
Race 2 starting grid will be based on the final result of Race 1. Retirements will be placed at the back of the grid in reverse order of the retirement.
- 18.5 Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that the car will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity in any event, no later than 30 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.
- 18.6 Access to the grid will close 5 minutes before the scheduled formation/ rolling lap. Any competitors that have not taken up his/her grid position by then will start the race from the pits after the last vehicle has passed the pit exit on the first lap of the race.

Art. 19 RACE

- 19.1 The time duration of the Race must not be changed unless authorized by the Stewards.
- 19.2 During each Race (not applicable to Sprint Race), a Driver must not drive continuously more than forty-one (41) minutes in a race of fifty (50) minutes in time. At each race, a driver is required to enter the Pit Lane to undertake a driver change and/or be stationary for a minimum of 3 minutes when pit window opens (Whether or not driver change occurs), which is a metric to promote parity among the teams except driver(s) incur Compulsory Additional Pit Stop Time.

- 19.3 During the Race the pit window will occur from 25-40-minute duration. Driver swaps and stationary time can take place only during this time. Driver swaps or stationary time must not occur at any other time.
- i) Failure to enter the pit-lane and be stationary during the pit window (an entry must cross the pit entry control line before pit window closes).
 - ii) Failure to complete a driver swap during stationary time.
 - iii) Failure to stop less than the stipulated stationary time.
 - iv) Complete a driver swap before or after pit window occurs.

Any violation of Article 19.3(i), (ii), (iii) or (iv) will result in the Stewards imposing penalty.

- 19.4 If the pit window occurs under safety car conditions, the pit lane will remain open and drivers may complete their stationary time or driver change. Drivers leaving the pit lane after having completed stationary time or driver change may only do so when the pit exit light is green. If the safety car is still deployed at this time, drivers leaving the pit lane must remain at a safe speed and line up after the safety car or the back of the formation.
- 19.5 During the race, drivers leaving the pit lane may only do so when the pit exit light is green.
- 19.6 After a car has passed scrutineering and the Stewards have authorized it to start a race, it may do so once the Pit Lane has opened during the Race.
- 19.7 Fuelling/ Refuelling is prohibited on the grid and during the 1-hour race.
- 19.8 The car's headlights and rear lights must be illuminated at all times when the track has been declared wet. The Clerk of the Course may require cars that fail to comply with this article return to the pit lane to fix.
- 19.9 The lollipop man and two (2) crew may wait in the Inner Lane up to one lap before the car stops for a pit stop (excluding the driver and the co-driver). Other than this and when the car is stopped for its pit stop all personnel must remain inside the pit behind the pit lane line (pit garage line) or at the pit wall (where passes authorized them to do so).
- 19.10 At the time the car is in the pit lane the engine must NOT be running unless all four wheels are on the ground. The car's engine may be restarted only when the car has been lowered and all four wheels of the car are in contact with the ground and is ready to re-join the race.
- 19.11 For each race a reference time for the Mandatory Pit Stop will be established taking into account the time taken to drive at a maximum speed of 60 km/h in the pit lane from the pit entry timing loop to the pit exit timing loop, the completion of the mandatory stop for the driver change (taken as 3 minutes) and the driver compulsory additional pit stop time.
- 19.12 Penalties may be imposed at the discretion of the Stewards for an unsafe release during any session of the event.

Art. 20 STOPPING OF RACE OR PRACTICE

- 20.1 Should it become necessary to stop a race or practice by the Clerk of the Course or his Deputy, it will be done with the red flag at the start line and all flag posts.
- 20.2 During Practice and Qualifying, all vehicles will proceed safely at reasonable speed back to pits. During a Race, all vehicles will proceed safely at reasonable speed to the 'Fast Pit Lane'. Any work on the vehicles must be halted.

Art. 21 RE-STARTING A RACE.

21.1 CASE A: Less than 2 full laps.

- i) The original race will be deemed null and void.
- ii) The race will be run in full if it can be re-started.
- iii) All qualified competitors will be allowed to re-start the race. No spare car will be allowed. Original cars may be worked on.

21.2 CASE B: More than 2 full laps, but less than 60% of race distance/ duration.

- i) The race shall be deemed in two parts. The first of which will be the penultimate lap the leader crossed the finish line.
- ii) The length of the second part will be two laps less than the scheduled race distance.
- iii) Only vehicles that took part in the first start will be eligible if they return to the pits under their own power.
- iv) Vehicles may not be worked on or refuelled in the pit or grid.
- v) The start will be from the 5 minutes procedure.

21.3 CASE C: 60% or more of the race distance/duration.

- i) The race will be deemed to be finished.
- ii) The results will be based on the penultimate lap that the red flag was shown.

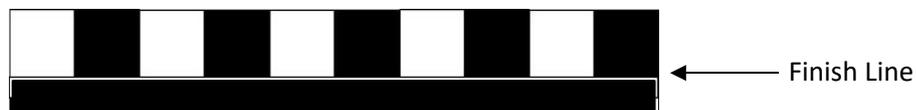
Art. 22 CHANGING OF ENGINE

Any entry that requires change of engine after qualifying will lose their grid position. They will have to submit their application to the Steward to start at the back of the grid. Change of engine is allowed between Qualifying, Race 1 and Race 2 and the spare/replacement engines must be eligible, scrutineered and sealed before qualifying session.

Art. 23 FINISH OF THE RACE & PARC FERME

- 23.1 Chequered Flag will indicate the end of race/session signal and will be given at the Starter's Podium as soon as the leader has covered the full number of laps or elapsed time.

- 23.2 Should for any reason the race signal be given before the leader completes the scheduled number of laps, the race will be deemed to have finished when the leader last crossed the finish line before the signal was given.
- 23.3 Any classified vehicle that cannot reach the 'parc ferme' under its own power will be placed under the exclusive control of the marshals who will take it to the 'parc ferme'.
- 23.4 All drivers who started will be classified if they have covered at least 60% of the distance (rounded down to the nearest whole number of laps) covered by the winner of each category.
- 23.5 Once the race is finished, drivers must take the chequered flag on the track to be considered as finisher. The leader will be shown the chequered flag when he crosses the finish line at the end of the lap during which the number of laps or total time is exceeded (refer image below).



Art. 24 SAFETY CAR

- 24.1 In the event of incidences one (1) safety car will enter the track from the pit exit. The safety car will be brought into operation and run under Art.24. The safety car will be deployed only in the race and not in other sessions.
- 24.2 When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and will show the " SC " board which shall be maintained until the intervention is over. From this time, no car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person at any time whilst the Safety Car is deployed. This will apply whether any such car is being driven on the Track or Pit Lane.
- 24.3 The Safety Car will join the Track with its orange lights illuminated and will join the Track with the intention to catch the race leader. If the race leader not available due to any reason, (ie. Pitstop, etc.), the active leader on track will be sought after; he will continue to lead the formation and it won't be altered even if the real leader has entered the track.
- 24.3 All Cars must then form a line behind the Safety Car, no more than ten car lengths apart. Overtaking, with the following exceptions, is forbidden until the Cars reach the Control Line after the Safety Car has returned to the Pits.

Overtaking may be permitted under the following circumstances:

- i) if a car is signalled to do so from the Safety Car (green lights illuminated)
- ii) if any Car slows significantly with an obvious problem (blue flag will be given);
- iii) under the provisions of FIA Article 23.8 (Safety Car Start).
- iv) should any car reported slowing down during Safety Car period, whether it is deliberate, having mechanical issues or driving at a speed of less than 50km/h,

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will be then overtaken. That particular driver will be investigated by the Stewards for any penalties.

- 24.4 Anyone found to have overtaken any competitor in front will receive a drive-thru penalty, only after the Safety Car has been withdrawn from the track. If the driver does not pit within 3 laps, the black flag will be shown for exclusion of the team from the race.
- 24.5 Drivers may pit during Safety Car procedure and re-enter the track under green pit exit light. All pit-in laps will be counted in the overall results. If the leader enters the pit while in formation, all cars behind the Safety Car must maintain and follow the formation and no new leader is sought.
- 24.6 When the track is cleared, the safety car will turn off the flashing lights at Intermediate 3 and return to the pit.
- 24.7 When the safety car returns to the pit, racing and overtaking will resume after crossing the Control Line (Start/Finish). The lead car to maintain the pace up to this point. Anyone overtaking before the line will incur a drive-through penalty.
- 24.8 Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the "one-minute" signal is given, its orange lights will be switched 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 ten car lengths apart. There will be no Formation Lap and the Race will start when the green lights come on.

Overtaking, during the first lap only, is permitted if a Car is delayed when leaving its Grid position and Cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to restore the original starting order.

Any Driver who is delayed leaving the Grid must not overtake another moving Car if they were stationary after the remainder of the Cars had passed them. This Driver must then take up position at the back of the line of Cars behind the Safety Car. If more than one Driver is affected, they must take up position at the back of the field in the order in which they left the Grid.

- 24.9 No penalty(s) (Drive-thru, pit stop, etc.) can be served during Safety Car period. The Safety Car period is deemed to be over when the Driver subject to the penalty passes the green flag at the Control Line on the Track.

Art. 25 FULL COURSE YELLOW

Should it be necessary for Safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, Clerk of Course will declare a Full Course Yellow procedure.

- 25.1 The instruction of the "Full Course Yellow" (FCY) will be presented through the Flag Marshal at every respective official Flag Post around the circuit.

- 25.2 When the FCY boards and Yellow flags are presented at every flag post, all cars must slow down and start reduce the speed to 80 km/h. Overtaking is forbidden from the moment of the FCY boards and yellow flags are displayed. Approximately in 15 seconds, FCY Light Panel (LED) will be illuminated. At this point, all cars must be at a constant speed of 80 km/h.
- 25.3 Speeds of every car will be monitored through transponders by the circuit Official timekeeping system. The speed detection results will be submitted to stewards for investigation and any car completing a full lap under FCY conditions, faster than this given time will incur a penalty. Official transponder detection is final and cannot be protested.
- 25.4 The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross the Safety Car Line 1.
- 25.5 Once the problem is resolved, the track will return to Green and every Flag Marshals post around the track will wave Green Flags. Alternatively, should the problem not be resolved, the Safety Car may be deployed.
- 25.6 The Safety Car will overtake all cars on the track and locate the overall leader. Once this has been ascertained, the amber yellow lights on the Safety Car will be switched on, indicating the start of Safety Car procedure.
- 25.7 As soon as the Safety Car is in front of the overall leader, all Flag Marshals will exchange the boards from FCY to SC Board. This is the indication that all cars can now proceed at above 80 km/h and at a reasonable speed and safe pace until reaching the line of cars behind Safety Car.

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

- 26.1 Please refer to the illustration of the pit wall, pitlane, pits, paddock areas and parking areas in Appendix V.
- 26.2 Pit allocation will be made by the organiser. Decisions are final and the pit allocation will be published, once the final entries have been confirmed. There is no right to be allocated a specific pit. **Each pit will be shared by several teams with a maximum of 4 cars per pit. The competitors must conform to it and respect it.**
Teams are responsible to strategies their own pit stop location and at the same time be considerate of other teams during the pit stop. However, any reports of misconduct will be reported to the Stewards.
- 26.3 There is no claim on a special pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.
- 26.4 It is the responsibility of each competitor/team manager to ensure that team members are fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the team from the race. To avoid allegations of

misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.

- 26.5 Each competitor/ team manager is responsible for the people in his pit, even if they are not part of his team.
- 26.6 No car may be driven in reverse in the pit lane. Heavy penalty including monetary fines or/ and immediate exclusion can be the result from such action. Mechanics are allowed to push their cars backwards to their designated pit.
- 26.7 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM300 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.
- 26.8 Each team will be entitled to five (5) passes comprising of 1 manager/coordinator, 2 pit wall crew and 2 pit crew. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.
- 26.9 Compressed air and electric gun (checked & approved by scrutineer) can be used in pit/ pitlane.
- 26.10 In keeping with the status of the MCS as a premier event, teams are encouraged to be properly attired at all times. Minimum acceptable: - Cotton T-shirt, Jeans, shoes and shorts. For safety reasons singlet, slippers and sandals are not allowed to be worn by pit crew.
- 26.11 Children under the age of 12 are not allowed in the pits, pit lane or pit wall until the race has ended. An exception is made for glassed hospitality area in pits. However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.
- 26.12 No spare car or any other form of vehicle may be parked in the pits. Any such vehicle found in the pit of any team will be reported to the Stewards of the Meet for penalty up to exclusion. Illegally parked vehicles will be towed away at the owner's costs and an additional penalty of RM300 will be imposed on the owner.
- 26.13 Pit to driver radio communication is permitted for all classes. However, entrant / entry must apply/ submit the frequency 1 month before the event to the organiser for approval.
- 26.14 The use of motorized vehicles, skateboards or similar means of transportation by any parties in the pitlane area is strictly prohibited. The organiser has the right to confiscate such vehicles until the end of the event and/or the Steward has the right to impose monetary fine.
- 26.15 Large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely tied to the railing along the pit signalling area.

Art. 27 PENALTIES

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

No	Infringement	Practice	Qualifying	Race
27.1	Cross the Demarcation Line at Pit Exit	RM100 every infringement	RM200 every infringement	RM300 every infringement
27.2	Unsafe release or Unsafe rejoin	RM100 every infringement	RM200 every infringement	Drive-thru or 60 sec. time added
27.3	Speeding in pit lane	RM100 every infringement	RM200 every infringement	Drive-thru or 60 sec. time added
27.4	Overtaking under yellow flag	RM200 every infringement	RM400 + Remove time of that lap (every infringement)	Drive-thru or 60 sec. time added
27.5	Failure to be within grid box during rolling starts or false start during standing start	n/a	n/a	30 sec. time added
27.6	Failure to enter the pit-lane and be stationary during the pit window	n/a	n/a	Exclusion (at the Steward approval)
27.7	Failure to stop less than the stipulated stationary time.	n/a	n/a	60 sec. time added plus (+) the stationary remaining time to complete
27.8	Enter pit lane to perform the compulsory pit stop outside the pit window within 5 minutes	n/a	n/a	120 sec. time added penalty
27.9	Enter pit lane to perform the compulsory pit stop from 5:01.00 onwards outside the pit window after the pit window has ended	n/a	n/a	Exclusion (at the Steward approval)
27.10	Failure to carry out Stop & Go Penalty (Compulsory Pit Stop)	n/a	n/a	Exclusion (at the Steward approval)

27.11	Not observing chequered flag	RM100/lap	RM200/lap	RM300/lap
27.12	Be at the pit exit or pit fast-lane before 2 minutes board is shown.	RM200	Remove best time	60 sec. time added
27.13	Delay or obstruct the pit fast-lane more than 10 sec.	RM200	Remove best time	60 sec. time added
27.14	Not respecting pit stop rules	At Stewards discretion		60 sec. time added
27.15	Bumping car in front (avoidable situation)	At Stewards discretion		60 sec. time added
27.16	Causing other car(s) to retire	At Stewards discretion		Exclusion (at the Steward approval)
27.17	Not carrying out drive-through in 3 Laps	n/a	n/a	Exclusion (at the Steward approval)
27.18	Using an undeclared spare engine	RM1,000.00	Disqualification (+) RM2,000.00	Before Race Start = Start at the back of the grid (+) Drive- thru (+) RM3,000.00
27.19	Taking short cut	RM500.00	RM500 (+) Remove time of that lap	2 x Drive thru or 90 sec. time added
27.20	Off-track limit (TL)	RM200 per offence	Remove time of that lap	Unsporting flag (3 X) 30 sec. time added (5 X)
27.21	Not observing black flag	At Stewards discretion		Exclusion + RM200.00 per lap
27.22	Provoking a fight at Pit/ Paddock/ Track by any of Competitor/Team member /Representative	Exclusion from race (+) Banned of Team and team members from SIC for 12 months + RM5,000.00		
27.23	Retaliating in a fight	Exclusion + RM3,000.00		
27.24	Illegal parking in Pit or at Paddock area	RM500.00 (+) towed		
27.25	Failure to attend Drivers' Briefing	With Letter = RM200.00 Without Letter = RM1,000.00		

27.26	Other offences	At Stewards discretion. Discretion must conform to the essential principle of law. (Art 28.6)
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Note:

* **Steward(s) may enhance any of the above penalties.**

* **All Penalties will take into consideration based on the position in the categories/ class.**

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times, except approval by the Stewards. It is not permitted for the driver to enter the pit lane to take their drive through penalty during a Safety Car period. The Race Starter will be the Judge of Fact.

The Stop & Go is served in a dedicated area. The car must come to a complete stop and may be released with the specified time penalty. The car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision) but no operation is authorised on the car, and the driver must remain on board.

In addition to those penalties specified as not being subject to appeal under the rules, penalties of Time Added to the Pit Stop, Grid Penalties, Deletion of Lap times, Reprimands and Warnings are also not subject to appeal.

Art. 28. POWERS OF THE STEWARDS

- 28.1 The competence of the Stewards is as defined by the NCR.
- 28.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Clerk of the Course, whether a driver or drivers involved in an incident should be penalised.
- 28.3 If an incident is under investigation by the Stewards, a message informing all teams as to which car or cars are involved shall be displayed on the official messaging system.
- 28.4 Provided that such a message is displayed no later than twenty minutes after the race has finished or notified in any other way, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.
- 28.5 Decisions from the Stewards are given to the Competitors in writing. Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.
- 28.6 The following penalties below (not in following order) may be further imposed by the Stewards:
- i) Monetary
 - ii) Cancellation of qualifying or race laps
 - iii) Disallowance of lap times in any session
 - iv) Time Penalty

- v) Drive Through Penalty
- vi) Lap Penalty
- vii) Drop of grid position
- viii) Drop of positions in the classification
- ix) Warnings
- x) Exclusion

Art. 29 PROTESTS

- 29.1 Protests, if any, must be lodged in accordance with the stipulations of the PART X of NCR. Under strict respect of the protest time of 30 minutes, all protest must be lodged in writing attention to the **Clerk of the Course** and **handed over to the Secretary of the Meet** or if not possible to the Assistant Secretary of the Meet along with the protest fee of:
- | | | |
|--------------------------------|---|----------------|
| Protest only | - | RM1,000.00 |
| (+) Stripping of any component | - | (+) RM5,000.00 |
- 29.2 Protest time is 30 minutes from posting of provisional results. The Organiser reserves the right to strip any car after the race at the cost of the Team/ entry.
- 29.3 A collective protest(s) and/or any protests against decisions of the timekeepers and/or the judges of fact, are not permitted.
- 29.4 Each Competitor/Driver must remain available and easily contactable at an Event until any Protest and/or Appeal period relating to the Championship has elapsed, failing which, any judicial action against or relating to that Competitor and/or Driver may be heard in their absence.
- 29.5 Provide your competition details and your ground for protest – covering what you consider to be wrong and why you believe this together with the relevant regulation references and sign the written document. Incomplete protest will not be entertained.
- 29.6 A successful protest shall merit a refund of the protest fee.
- 29.7 Appeals must be according to PART XI of NCR.

Art. 30 INTERPRETATION OF REGULATIONS

- 30.1 Only the Clerk of the Course can give binding information about the event, or in his absence, his deputy.
- 30.2 In the case of any dispute, the interpretation of this Sporting & Technical regulation, the Additional Supplementary Regulations is up to the Clerk of the Course.
- 30.3 The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstances should arise, without any obligations for indemnification. Furthermore, the organiser holds

liability only in that case where exclusion from liability is not mentioned in the regulations or entry form.

Art. 31 GENERAL CODE OF DRIVING CONDUCT

- 31.1 It is a requirement that a fair conduct by everyone involved and in particular by the drivers during the practice/ qualifying sessions and during the race. Drivers of faster cars are asked to show consideration and fairness towards the slower cars and vice versa. The driver must drive his car alone and unaided. Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a Car beyond the edge of the Track or any other abnormal change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized.
- A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 31.2 Any driver obstructing or endangering other participants during practice or race due to their driving style or apparently not being up to the requirements of the race may be refused the start or excluded from the race.
- 31.3 Should a driver be obliged to stop his car on the circuit, the driver must try his best to remove his car from the track with the utmost caution as quickly as possible.
- 31.4 The Clerk of the Course may bring before the Panel of Stewards any unsporting behaviour on the part of a competitor or driver that is deemed contrary to the spirit of sport and fair play, when even the person concerned demands the literal application of the present regulations.
- 31.5 During the race:
- i) Should a towing device and/or lifting device break during the race, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough and the car may be excluded by the Panel of Stewards; The same applies when the car is in gear. In case of possible damage suffered by the car, protests will not be accepted and a penalty may be imposed by the Panel of Stewards.
 - ii) Competitors will have no right to lodge protests if the car has been damaged as a result of the failure of any of the mandatory devices mentioned in (a).
- 31.6 All cars must compete within the track boundaries, this is governed by the white lines that define the track edge. Penalty will be imposed for non-respect of the track boundaries (limits).

Art. 32 TYRES

The type and size of tyres supplied by panel of tyre suppliers appointed by the Organiser are to be used by all competitors during the event. Any changes of tyre supplier, type or size will be advised later via Bulletin.

For safety reason (that may lead to unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 75 minutes before pit exit (of the respective category) opens.

HK Motorsport (M) Sdn. Bhd. has been appointed as the only tyre supplier for the 2024 Malaysia Championship Series season with Hankook is the sole nominated tyre for the Championship. Only tyres supplied and fitted by HK Motorsport to the approved compounds (as approved for use) can be used at any Meeting.

The only Hankook tyres permitted in 2025 are those specified below:

- i) **Touring Production 2000**
 - TP-1: 265/35R18 Z221
 - TP-2: 225/45R17 or 245/40R17 Z221
- ii) **Malaysia Touring 1600**
 - MT-1: 225/45R17 Z221
 - MT-2: 195/50R15 RS4

Using any mechanical or chemical modification or heat treatment such as buffing, cutting, applying solvents or other products on tyres is not permitted at all time.

Art. 33 ADVERTISING

- 33.1 Competitors are obliged to carry the main sponsor and co-sponsor stickers (to be announced) at designated spaces on the car (advertisement location diagram is as per Appendix IV). The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.
- 33.2 Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.
- 33.3 The competition number supplied by the organisers cannot be mutilated. Any branding on them cannot be cut off. Tobacco advertising is strictly prohibited.
- 33.4 All forms of advertising prior to or after the race by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under pain of an advertisement of at least the same size and frequency in accordance with Part V: Article 11 of the NCR of the MAM. Approval for such advertising shall only be released at the earliest 24 hours after time of submission. The organisers shall not be held responsible for any delay in the approval of any advertisement.
- 33.5 Advertisements on the results shall comply with (24.4) above and carry the title of the event at a prominent place of the advertisement. The size of the title shall not be less than 1/10 of the size of the advertisement.
- 33.6 REJECTION FEE for not carrying sponsors decals is as follows:
 - MAIN SPONSOR: RM2,000.00
 - CO-SPONSOR : RM1,000.00 per co-sponsor

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

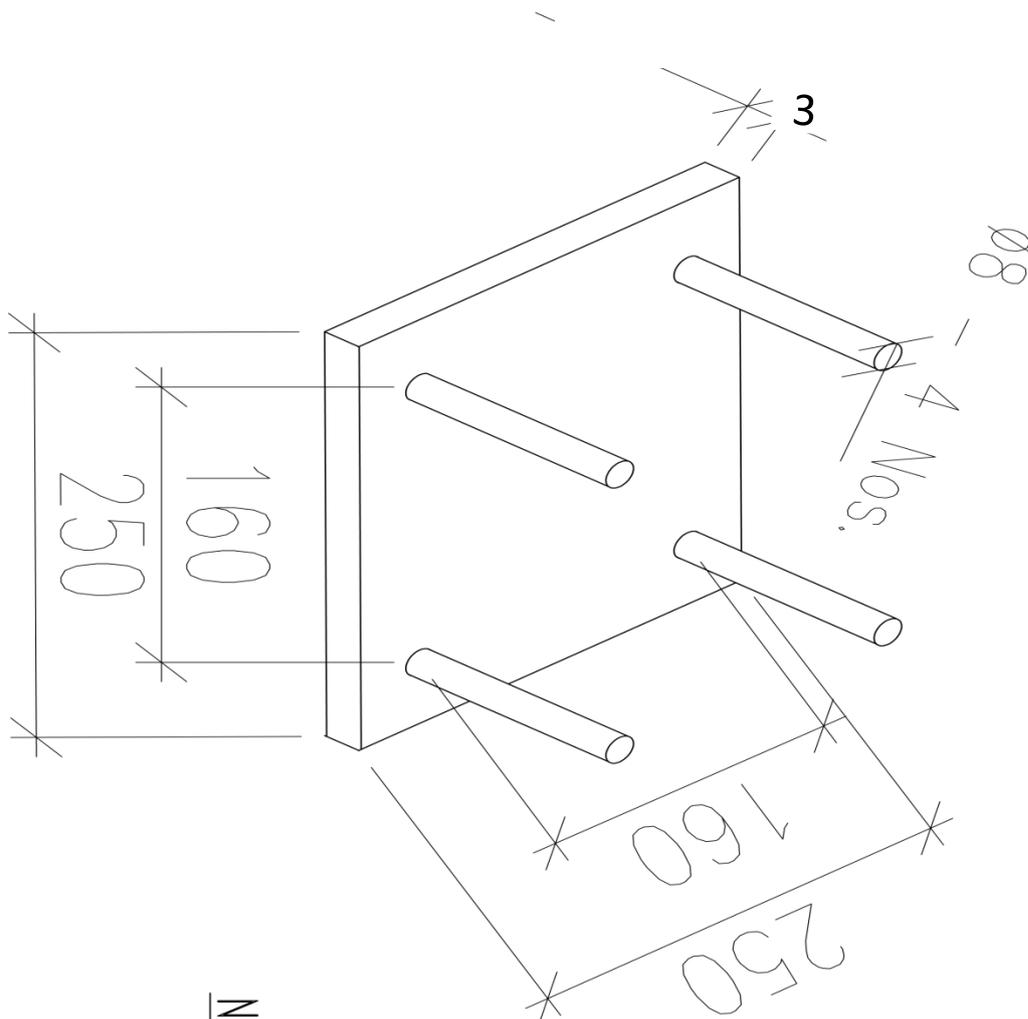
Art. 34 ORGANISER’S RIGHTS

- 34.1 The organisers may abandon, cancel or postpone the meeting or any part thereof. In this event, the competitor or entrant has no right to claim against the Organiser or Promoter in respect of any loss or expense he/she may thereby incur.
- 34.2 Cancel any class, which has less than 6 cars or amalgamate them to the next higher class at the discretion of the organisers.
- 34.3 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 34.4 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 34.5 Refuse an entry without giving any reason.
- 34.6 The Clerk of the Course of the meeting has the right to stop the race or any driver immediately due to any unavoidable circumstances or as the case may be.
- 34.7 The Organiser reserves the right for competition number 1, 2 and 3. Entries that participated in the 2024 MCS are given priority in using the same number on their cars provided they register before Round 1 begins.

Art. 35 PROMOTER’S RIGHTS

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

APPENDIX I



NOTE :

- 1- Physical Dimension
250mm(W) X 250mm(L)
With Tolerances +/- 5mm
- 2- Physical Thickness
16mm(Thk) With Tolerances
+/- 2mm

APPENDIX II

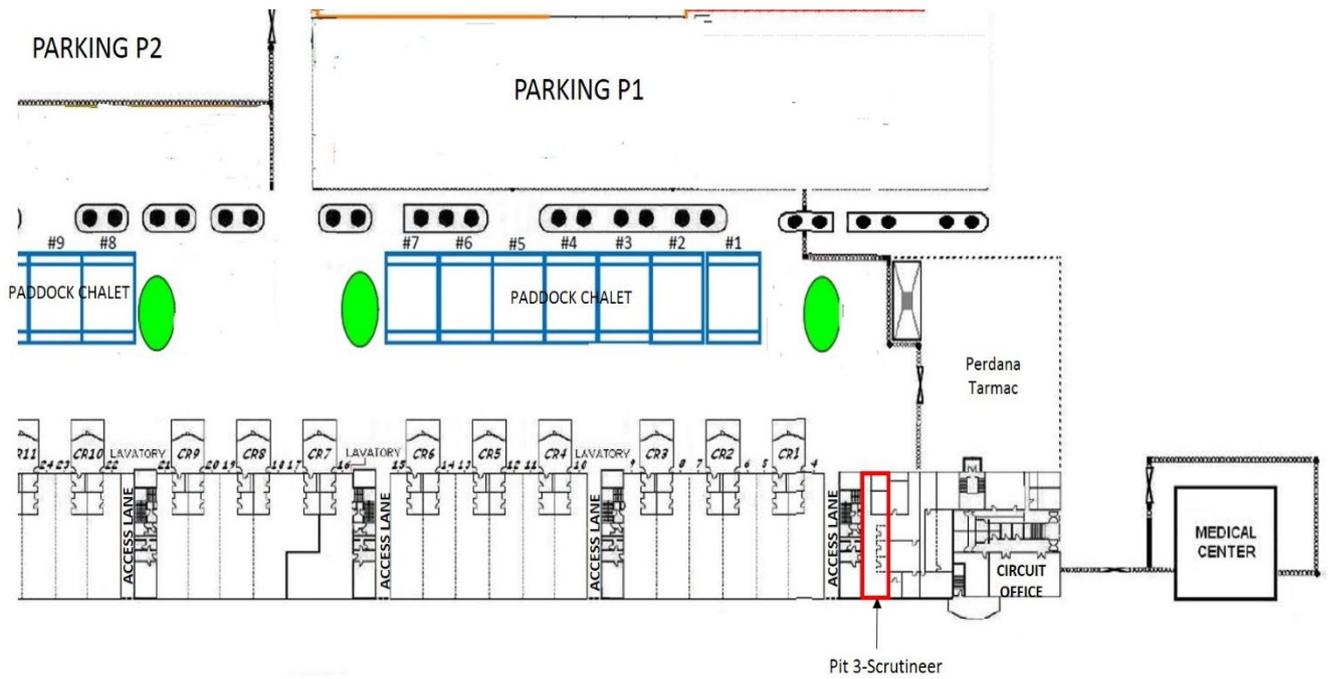
ADVERTISING



APPENDIX III

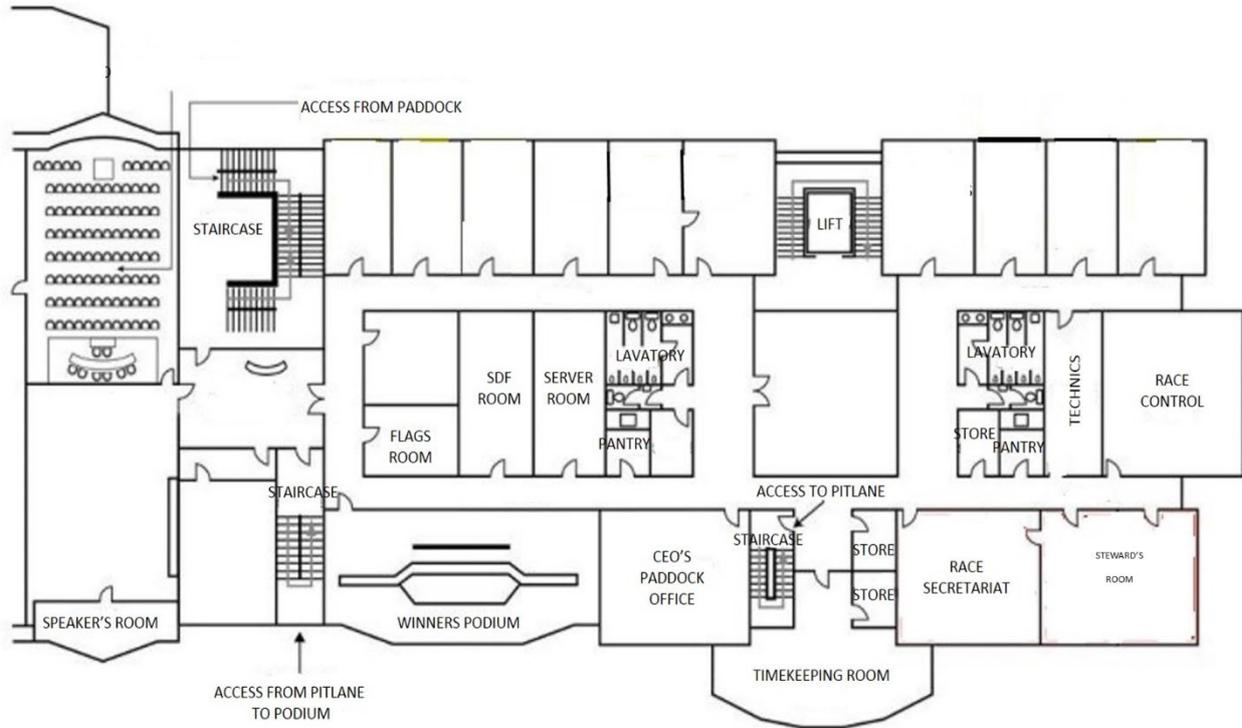
SCRUTINEERING BAY (Pit 3)

MEDICAL CENTER



APPENDIX IV

PRECISE LOCATION OF OFFICES



- First Floor