



**Sporting Regulations  
MSF Touge  
Hillclimb Series  
2022**

Malaysia Speed Festival

10 April 2022



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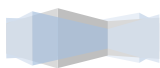
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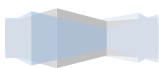
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## **SPORTING REGULATIONS**

(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) Touge Hillclimb Series 2020.

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

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

### **2. STEWARDS**

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

### **3. ORGANISER & PROMOTER**

#### **ORGANISER:**

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

#### **Attention:**

Honorable Secretary  
Norfadilah Zainal Abidin

#### **PROMOTER:**

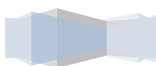
Matrix Motorsports Promotion Sdn Bhd 508407-T  
K3-3A-02, Tower 3,  
UOA Business Park, Glenmarie,  
40150 Shah Alam,  
Selangor, Malaysia  
Tel : +603 7629 8829  
Email : general@msfracing.com

#### **EVENT DIRECTOR:**

Adian Yein  
Email: adianyein@msfracing.com

### **4. STATUS**

This is an MAM-inscribed Club Status event. Permit numbers will be released per round.



This competition is held under the Sporting Code of the National Competition Rules of the MAM and any Additional Supplementary Regulations published from time to time.

## 5. CO-OPERATION

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

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

## 6. GENERAL UNDERTAKING

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

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

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

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

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

## 7. OFFICIALS

The Series will consist of:

- Stewards [TBA in ASR]
- The Clerk of the Course [TBA in ASR]
- Chief Scrutineer [TBA in ASR]
- Secretary of the Meeting [TBA in ASR]
- Judges of Fact [TBA in ASR]
- Other representatives as necessary [TBA in ASR]

## 8. COMPETITION SCHEDULE

- a) Stage 1 – 12 June 2022 [Bukit Putus]
- b) Stage 2 – TBC : [Bukit Putus]

Event Programme and Schedule will be announced with the ASR.

## 9. QUALIFICATIONS AND CONDITIONS AS A COMPETITOR

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

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



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

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

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

## 10. APPLICATION SCHEDULE & DOCUMENTS

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

10.2 Documents Required

- Entry form
- Original racing license issued by MAM or similar
- Drivers under 18 years are required to submit letter of permission from his parent (or legal guardian) to the organiser.

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

## 11. ENTRY ACCEPTANCE AND DENIAL

All entries will be thoroughly checked by the organiser. The organiser reserves the right to refuse an entry at their discretion.

## 12. 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](http://www.msfracing.com).

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

Entry Fee per round: RM 450.00

### Late Entry

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

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

### Refunds and Carrying Forward

Refunds and Carrying Forward entry participation once payment has been made is only permitted for Entry Fees, up to 3 days before the event. Refunds are subject to 10% administration fee.

## 13. MINIMUM NUMBER OF CARS

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



## 14. PRIZES

Trophies will be awarded as follows:

- Winner – Trophy
- 1st runner-up – Trophy
- 2nd runner-up – Trophy
- 3rd runner-up – Medal
- 4th runner-up – Medal

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

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

## 15. GENERAL SAFETY

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

15.2 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.

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

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

15.5 Repairs to a car may be carried out only in the Service Park area.

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

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

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

15.9 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.

## 16. SCRUTINEERING

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

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

16.3 The Scrutineers may:

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

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

16.3.3 Require a competitor to pay the reasonable expenses while exercise of the powers



mentioned herein may entail.

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

16.4 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.

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

16.6 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.

16.7 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.

16.8 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 participate in the event.

## **17. PARC FERME**

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

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

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

## **18. DRIVERS BRIEFING**

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

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

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

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

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

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





## 19. STARTING AND PRACTISING

19.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the Timed Runs.

19.2 A minimum of 2 practice runs per event is required in order to develop familiarity of the course and conditions.

19.3 Cars will start as specified singly, either every 30 seconds or every 60 seconds, the timing gap which will be declared in the Official Programme.

19.4 The starting order will be in categories as determined by the organisers.

19.5 Drivers will be under Starter's Orders when instructed by an Official to proceed to the Start Line. If a Competitor takes undue time to comply, the Clerk of the Course, or his Deputy, may specify that he comes forward within 1 minute or he will forfeit his run.

19.6 After crossing the finishing line, competitors must slow down as appropriate and proceed as instructed.

## 20. TIRE WARMING

20.1 Each driver is entitled to one burnout sequence in a single forward progression for the purpose of warming tyres prior to each timed run, but must be ready to run as soon as the course is clear. If a delay is caused which is not the fault of the driver at the start line, another burnout will be permitted. The burnout must be conducted only on the portion of the course designated by the organisers, but in any case this area shall not be more than a length of 50 metres. The use of any device to artificially heat tyres and/or wheels is forbidden.

## 21. RUNNING ORDER

21.1 Running order will follow that as listed in the Official Programme, and will run from fastest car in the category first.

21.2 The Organisers will set a Time Table for Practise and Timed Runs, and cars should go out for each run only according to their respective Time Tables.

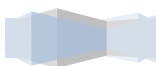
## 22. DRIVERS

22.1 Throughout practice and Timed Runs, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, and helmet. Fire resistant overalls minimum EN533 or SFI standard are mandatory. All these items must be produced for inspection and approval at scrutineering.

22.2 Only the driver may be in a car during the competition or practice. No passengers or attending engineers are permitted in the passenger seat.

## 23. COMPETITION NUMBERS

23.1 Throughout practice and Timed Runs, cars will be identified by means of a competition number, as per Regulations. The organisers will manually mark any cars without competition number stickers with lime chalk on the side windows.



## **24. PADDOCK AND TRACK REGULATIONS**

24.1 Burnouts and the spinning of wheels (tyre warming) will only be permitted in a designated area and which should be clearly defined.

24.2 Any car unable to complete the course shall be stopped well clear of the course and shall not be moved without prior permission from the Clerk of the Course.

24.3 No competing car shall be driven in the reverse direction of the track except under official supervision.

24.4 Refuelling and work on the cars, other than by a Driver or Officials, can only be carried out in the paddock unless the Clerk of the Course specifically authorises otherwise.

24.5 No more than two people at any time, in addition to the Driver and Officials, are allowed in attendance on each car in the identified starting area.

24.6 Except while on the track no competing car shall be driven at a speed exceeding 25 km/h in the Paddock area without the specific permission of the Clerk of the Course.

24.7 If the Red flag (or red light signal) is displayed, competing cars should come to a standstill when practicable, and await further instructions from the marshals.

## **25. RESCUE**

25.1 If rescue of a crashed vehicle that went off course is required, the costs are to be born by the Entrant.

## **26. RESULTS**

26.1 The prizes shall be awarded to the driver / team that records the shortest elapsed time during the course of official competition, inclusive of any penalties applicable. In the case of a tie in such shortest elapsed time, the next fastest official run shall be taken into account, and so on until individual places are determined. No account will be taken of practice runs. Category positions will be awarded on this basis.

26.2 Results will be taken on completed category runs. The number of runs will be determined and stated by the promoters in the Supplementary Regulations. If, during the course of the event, a lesser number of runs than previously stated is foreseen, the promoters will make an announcement to this effect prior to the commencement of the final run.

26.3 The promoters shall, within 72 hours after the event, post online a full set of results detailing the times of each official run for each driver. The results will identify each driver's fastest time, class placing and any new records set. All times are to be certified by the official timekeeper.

## **27. PROTESTS**

27.1 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.

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



27.3 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.

27.4 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.

27.5 The protest fees are as follows:

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

27.6 Protest fee of RM500 & Engine Stripping fee of RM1,000 (Car) must accompany the Protest letter. Only 3 personnel from the protested team may assist the Driver/Entrant in stripping the vehicle/engine. Only the Protester and 1 personnel may attend the engine stripping and measuring. A form declaring the attending personnel(s) must be filled up. Any measuring will be done by the Officials in the team's presence.

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

## **28. APPEALS**

28.1 Competitors may appeal against decisions, in accordance with the stipulations set out in the Code.

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

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

28.4 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.

28.5 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.

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

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



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

## 29. CARS & DRIVERS

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

29.2 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.

29.3 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.

29.4 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

29.5 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.

## 30. SERIES DECALS

30.1 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.

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

Rejection Fees for not carrying sponsors decals is as follows:

- Title Sponsor: RM 2,500.00
- Series Sponsor: RM 2,500.00 per co-sponsor.
- Official Tyre Partner: RM 2,500.00
- If do not agree to the above, vehicle will be disqualified and entry fee will be returned less 50% penalty for administration costs.

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

## 31. ADVERTISING

31.1 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.

31.2 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.

## 32. GENERAL

32.1 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.

32.2 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.

### 33. PROMOTION

33.1 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.

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

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

### 34. TELEVISION

34.1 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.

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

34.3 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.

34.4 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.

34.5 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.

34.6 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.

### 35. ASSUMPTION OF RISK AND LIABILITY

35.1 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.



35.2 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.

35.3 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.

### **36. ORGANISERS AND PROMOTERS RIGHTS**

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

36.2 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.

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

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

36.5 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.

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

### **37. 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.

### **38. 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.



### **39. 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: DESCRIPTION OF CATEGORIES

APPENDIX B: LIST OF CATEGORISED SEMI-SLICK TYRES IN MSF TOUGE

APPENDIX C: COURSE SIGNS

APPENDIX D: SOCIAL MEDIA POLICY

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*MSF Racing Series*





## APPENDIX A: DESCRIPTION OF CATEGORIES

Car: Any 4-wheeled production-based vehicle classified as a car;

### 1) ROAD CAR CATEGORIES

- a) **Class A - 1600** - Front/Mid/Rear Engine, FWD/RWD cars below 1600cc, high volume unibody monocoque chassis only. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**
- b) **Class B - 2000** – Front/Mid/Rear Engine, FWD/RWD cars below 2000cc, high volume unibody monocoque chassis only. **Refer to Technical regulations for specific capacities & engines formulation.**

### 2) SUPER LIMITED CATEGORIES

- a) **Super Production 1500** - Front/Mid/Rear Engine, FWD/RWD cars below 1500cc, high volume unibody monocoque chassis only. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**
- b) **Super 1600** – Front/Mid/Rear Engine, FWD/RWD cars below 1600cc, high volume unibody monocoque chassis only. **Refer to Technical regulations for specific capacities & engines formulation.**
- c) **Tuner Production** – Front/Mid/Rear Engine, FWD/RWD /4WD cars, high volume unibody monocoque chassis only (Lotus Elise/Exige/ Ariel Atom/KTM X-Bow/Radical etc do not qualify). Mixed balance of performance formula for Street-based vehicles. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**
- d) **Street 2000 Limited** – Engine capacity 1900cc – 2000cc. **Refer to Technical regulations for specific capacities & engines formulation.**
- e) **SuperStreet Limited** – Front Engine, FWD/RWD/4WD cars, high volume unibody saloon cars. **Refer to Technical regulations for specific capacities & engines formulation and tire sizes.**

### 3) FULL COMPETITION CATEGORIES

- a) **Saga Cup** – 1984-2005 Proton Saga ‘LM’ code model cars. Strictly naturally aspirated engines only, based on 4G1x engine. **Refer to Technical regulations for specific modification, capacities & engines formulation and tire sizes.**
- b) **Ultimate** – Racing and competition-prepared touring and saloon cars. No street cars permitted.  
There will be 3 sub-categories
  - i) **Ultimate Masters** open capacity and method of induction
  - ii) **Ultimate 1600** up to 1600cc, no year of manufacture limitations



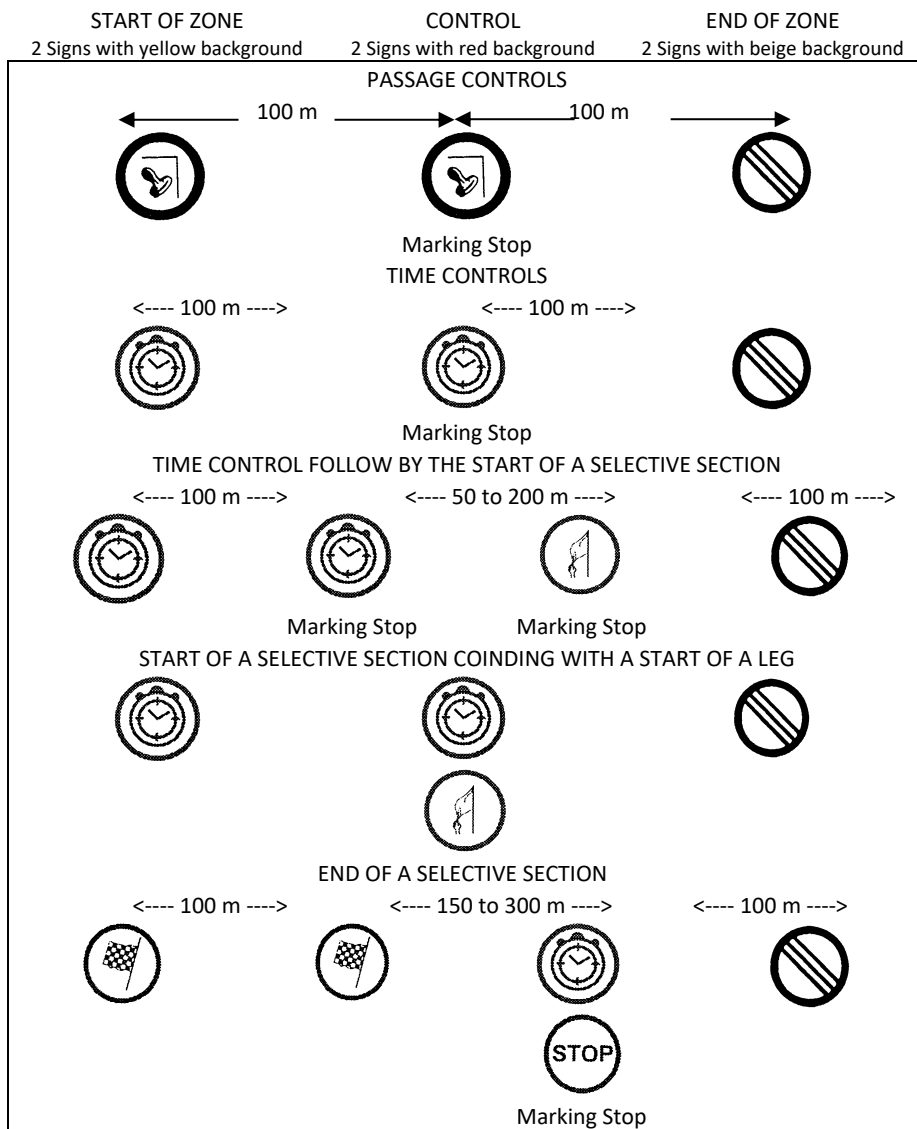
## APPENDIX B: LIST OF CATEGORISED SEMI-SLICK TYRES IN MSF TOUGE

Below is the list of tyres categorised as Semi-Slick tyres in MSF:

Manufacturer	Tyre
Yokohama/Advan	A048R, AO50R , A052
Achilles	ATR-K Sport
Bridgestone	RE540S, RE55, RE-11S, RE-71RS
Dunlop	Formula R (D83J, D93J, D01J, DZ02G, DZ03G)
Federal	FZ201
Kumho	Ecsta V700, V70A
Michelin	Pilot Sport Cup, TB15
Pirelli	P Zero C, P Zero Corsa, P Zero Trofeo R
Silverstone	FTZ Sport Tyre RR, S575, S585
Toyo	Proxes RA-1, Proxes R888R, Proxes R888 Trampio R881
Hankook	Ventus Z221
Nitto	NT01
Zestino	Gredge 07RS
Nankang	NS2R 140-UTQG



## APPENDIX C: COURSE SIGNALS



The minimum diameter of the panels is 70 cm. The drawing must be black. The panels will always be placed on the same side for the entire route of the Event. It is recommended that the length between the control zones be defined: under no circumstances may this exceed 50m.



## APPENDIX D: SOCIAL MEDIA POLICY

### D.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.

### D.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.

### D.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.

### D.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.

#### **D.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.

