



Technical Regulations

Super Unlimited 2026

Version 1.0
16 Apr 2026

Malaysia Speed Festival



TECHNICAL REGULATIONS – MSF SUPERUNLIMITED

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

1. GENERAL

1.1. Eligible cars

- Any 4-wheeled production-based car, kit cars or limited production sports car. FIA-spec competition-prepared cars. Saloon-based, minimum production 2500 units per calendar year. No supercars.
- Low Volume Sportscars will be classified in the SuperUnlimited category.

1.2. Classification, by engine:

- Above 1900cc;
- Engine conversion permitted; attachment points to the bodyshell must be strengthened and properly engineered and fabricated.

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

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

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

Approval for entry is at the discretion of the Promoters.

2. DRIVER ATTIRE

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

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

2.3. Use of Hand And Neck Restraint (HANS) device is **compulsory**.

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

3. SAFETY EQUIPMENT

3.1. A safety cage must be installed.

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

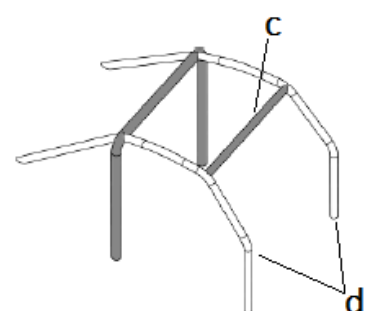
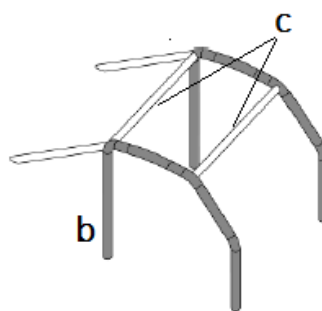
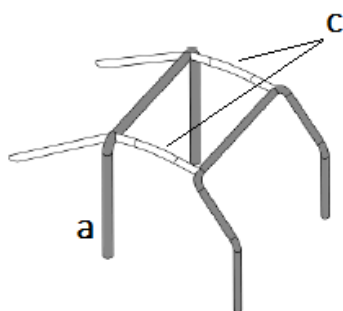


Diagram 5-1

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

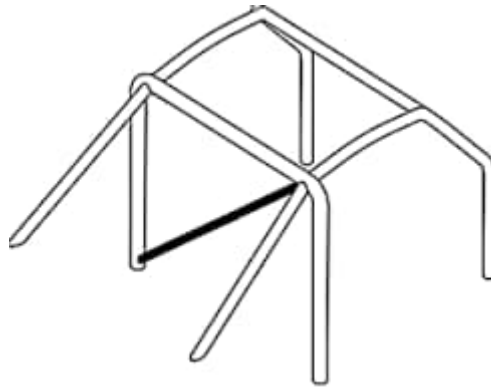


Diagram 5-2

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



Diagram 5-3

3.2. Safety cage specifications.

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

3.2.1. Specifications are

Dimensions (mm)		Use
*Recommended	45 x 2.5 (1¾" x 0.095") or 50 x 2.0 (2.0" x 0.083")	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1)
*Minimum requirement	38 x 2.5 (1½" x 0.095") [CDS only] or	<ul style="list-style-type: none"> • Main rollbar (A in Diagram 5-1) • Lateral rollbars (B in Diagram 5-1) • Transverse members (C in Diagram 5-1)

	<p>40 x 2.0 (1.6" x 0.083") [Mild Steel]</p>	<ul style="list-style-type: none"> • Lateral half-rollbars (D in Diagram 5-1) • Any other parts of the safety cage
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3.2.2. Mount plates

Mount plate size: 120mm x 120mm

Mount plate thickness: 3mm

Reinforce plate thickness: 3mm

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

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

3.2.5 Removable roll cage is acceptable in the following configurations:



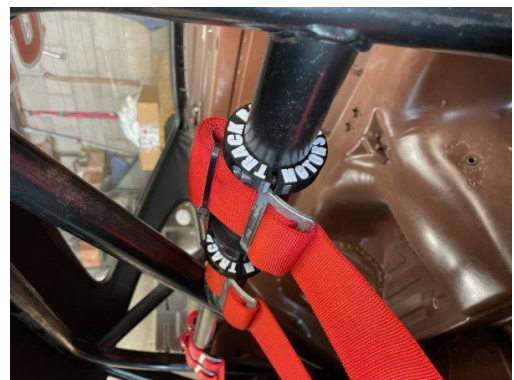
ii) Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figures included. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces. Bracket thickness must be within the range of **4.5-5mm** and center sections for the double ear type must be **40mm**.

3.3. Compulsory general safety items

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

3.3.2. Competition safety harness belts are required. Minimum 4 points.

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



3.3.3. Competition bucket seats are required.

3.3.4. Window net

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



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

- DCF (CF3 BR): 4.9kg
- NAF 83: 3.2kg
- NAF P: 3.2kg
- AFF: 2.4kg
- Powder: 2.0kg

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

3.4. Items in passenger compartment

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

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

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

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

3.5. General safety

3.5.1. No fluid leaks of any kind.

3.5.2. No loose items within the engine bay.

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

3.5.4. Cache tanks, items, pumps, etc that involve lubricant and/or oil are not permitted in the passenger cabin of the cars, excluding items mentioned in 3.4.1.

4. FUEL TANK

4.1. The original fuel tank may be replaced with a fuel cell. The fuel cell must be of FIA specification.

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

- limited to one 5-litre surge tank only.
- Petrol lines inside the vehicle, if any, must be certified safety fuel lines.
- A fire-proof bulkhead and/or protective cover and/or compartment must enclose the fuel pump.

- A pre-event inspection and approval is necessary and if they meet the organisers safety standards, will be registered and approved. An appointment minimum 1-week prior to the event is required.

5. BRAKING SYSTEM

5.1. Original brake calipers may be replaced with larger or higher-performance items.

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

5.3. It is permitted to change the master pump or brake servo.

5.4. Stainless steel braided brake hoses are required.

6. SUSPENSION

6.1. Modifications to the car's suspension are permitted.

6.2. Aftermarket coilover type damper systems may be used.

6.3. It is permitted to strengthen suspension hard-points at the body and sub-frames with added plates.

7. TYRES & WHEELS

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

- GitiCompete GTR2 Pro tyres with minimum of 17 inch.
- GitiCompete GTR2 tyres with minimum of 17 inch.

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

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

- carbon fibre wheels not permitted.

- Refer to article 11.8



8. POWERTRAIN

8.1. The maximum engine capacity permitted is the allowed capacity as stated below for each Category with tolerance of +0.5%.

8.2. Permitted engine capacity.

- Above 1900cc;
- Engine conversion permitted; attachment points to the bodyshell must be strengthened and properly engineered and fabricated.

8.3. Defining regulations:

- Engine conversion permitted; attachment points to the bodyshell must be strengthened and properly engineered and fabricated.
- Reverse heads not permitted.
- Oil sump may be modified. *Dry sump systems permitted.*

8.4. Engine & Transmission mounting and location

- Original engine mounting points on the body / subframe must remain. Additional brackets to

provide stiffer engine locating and mounting, is permitted.

- Rubber Engine mountings may be replaced

8.5. ECU

- The ECU may be flashed, and additional computer and control units may be added on / wired in.
- Replacement standalone ECU permitted.

8.6. Gear box

- The gearbox may be changed or modified
- Gear ratios may be modified. Final Drive ratio may be modified. Dog Engagement & Straight Cut gears are permitted. *Sequential transmission permitted.*
- Limited-Slip Differentials (LSD) are permitted

8.7. Fuel information

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

9. EXHAUST SYSTEM

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

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

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

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

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

10. INTERIOR

10.1. Interior of participating cars to be as such:

10.1.1. Passenger side front seat to be removed.

10.1.2. The interior may be stripped of any interior equipment such as carpets, door trims, centre consoles, etc. Dashboard/instrument panel is not required. Replacement door panels permitted.

11. BODYWORK

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

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

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

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

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

11.4. All exterior lights must be functional.

- Both original headlights location must have functional headlamps
- Additional spot/fog lights are allowed.
- All Tail/Rear lights must be functional. Brake Lights must be functional.
- Headlights and taillights are recommended to be taped up.

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

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

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

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

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

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

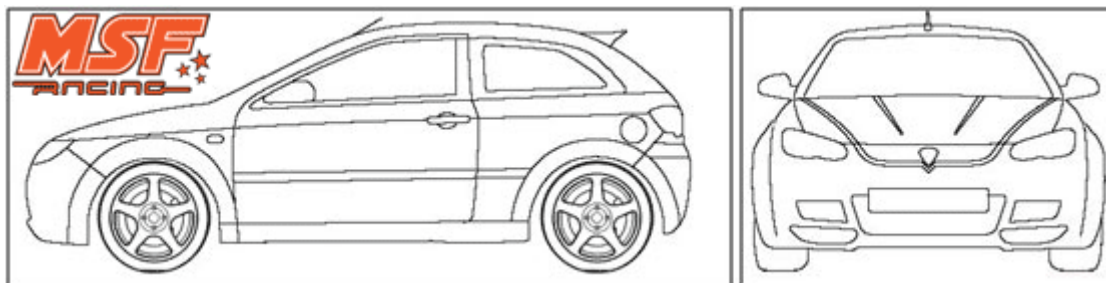
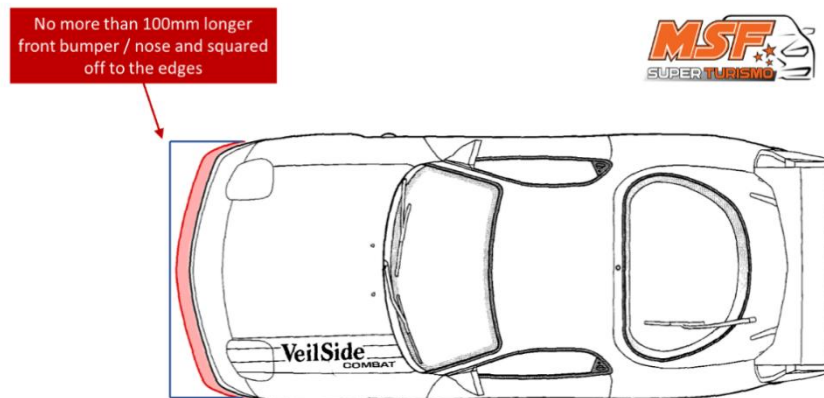


Figure 2016b & 2016c

12. AERODYNAMIC DEVICES

Aerodynamic devices and equipment refers to:

- Rear Spoilers and Front spoilers
- Frontal Canard fins
- Front Splitter
- Rear Diffuser
- Wing End Plate
- Rear Wing
- Side Skirt
- Gurney Flap
- Vortex Generator fins



Maximum 100mm, squared off to the edges

12.1. Front Aero

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

- Front aerodynamic devices must not extend beyond 100 mm from the front edge of the front bumper/nose, following the perimeter edge around the front bumper/nose.

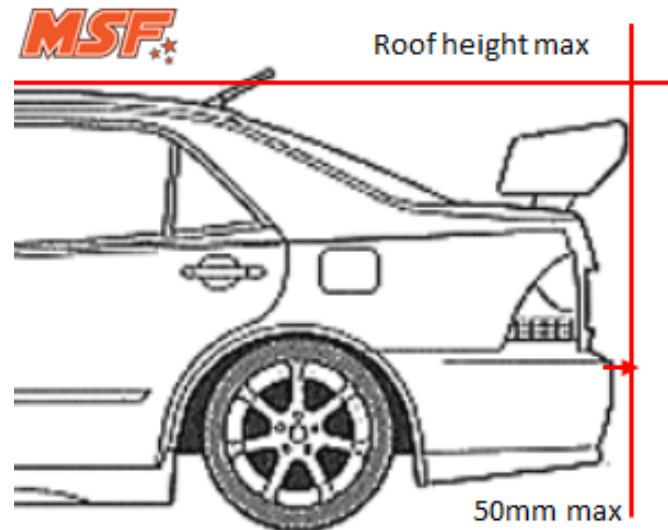
12.2. Width of ALL Aero (Front, Sides, Rear, Wings)

No part of the aerodynamic device can be wider than or protrude beyond the width of the wheel arches when viewed from the front.



12.3. Aerodynamic Devices Material

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



12.4. Rear Aero

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

12.4.2. Maximum dimensions

- SEDAN / 3 Box design vehicles: Rear wing height must not exceed the height of the vehicle roofline.
- HATCHBACK / 2 Box design vehicles where there is no suitable length of metal bootlid along the horizontal plane: Rear wing height must not exceed 50mm above the vehicle roofline.
- Rear aerodynamic devices must not extend beyond 50mm of the end of the rear bumper.

12.5. Rear bumper

- Rear bumper must at minimum cover any metal of the chassis and bodywork
- No metal is permitted to be visible under the rear bumper when viewed from the side or the rear

13. MINIMUM WEIGHT

13.1. General

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

13.2. Adding extra weights

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



- The ballast must not have sharp edges. The scrutineer would have the right to reject any ballast which is deemed unsafe.

13.3. Minimum weights

- Unrestricted

14. COMPETITION NUMBER & VEHICLE PRESENTATION

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

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

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

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

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

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

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

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

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

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

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

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

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MSF Racing Series

MSF SUPERTURISMO

Competition Number Rules

minimum 16 inches (A3)

minimum 11 inches (A3)

THE COLOUR MUST BE opposite TO THE COLOUR OF THE CAR BODY

MSF MANDATORY DECALS AREA

Mandatory windshield banner

Fluorescent car number in A5 size

Comp no.

Comp no.

Series sponsor

Official tyre supplier

Sticker Placement for MSF Racing Series Cars 2026.