

SEPANG 1000KM SPORTING & TECHNICAL REGULATIONS 2019

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**SEPANG 1000KM
SUPPLEMENTARY REGULATIONS
21st – 24th November 2019**

PART I : SPORTING REGULATIONS

Sepang1000km is an extended version of the M-Production Car (MTC) and S-Production (SP2) categories from Malaysia Championship Series as it adopts the similar technical regulations. The competition is opened to cars between 1,401cc and 1,600cc with each team being allowed to use between two to four drivers in completing 181 laps of the 5.543-km race track.

Art. 1. ORGANISER / PROMOTER

- 1.1 Organiser/Promoter
 Sepang International Circuit Sdn Bhd
 Jalan Pekeliling, 64000 KLIA, Sepang
 Selangor, Malaysia
 Tel: ++603-8778 2200
 Fax: ++603-8783 1020

Art. 2. TITLE OF EVENT AND DATE

- Title : Sepang 1000km
Date : 21st – 24th November 2019

Art. 3. STATUS & PERMIT

- 3.1 The status of the competition is Zone Series. This competition is held under the National Competition Rules of the Motorsports Association of Malaysia, incorporating the provisions of the International Sporting Code of the FIA and these Supplementary Regulations and Additional Supplementary Regulation issued from time to time.
- 3.2 Permit No.: TBA

Art. 4. INFORMATIONS ABOUT THE CIRCUIT

CIRCUIT

- Circuit : Sepang Circuit
Length : 5.543 km
Direction : Clockwise
Pit Exit : After the Start/Finish Line on the right side of the track

PRECISE LOCATIONS AT THE CIRCUIT

Stewards' office	:	1st Floor of the Pit Building (Appendix I)
Race Control	:	1st Floor of the Pit Building (Appendix I)
Scrutineering	:	Pit No.3
Parc Fermé	:	Perdana Tarmac except requested otherwise by Promoter (Appendix III)
Official notice board	:	Access lane next to Pit 4 (Appendix III)
Media centre	:	1st Floor Pit Building (next to Press Conference Room)

Art. 5. ELIGIBILITY OF COMPETITORS

- 5.1 Each entry must comprise a minimum of 2 and maximum of 4 drivers. The eligibilities are as follows: -
- (a) 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))
 - (b) Competitors in possession of valid FIA International competition licence issued by the respective FIA – National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.
 - (c) Drivers cannot drive for more than one team or change teams after submissions have been made unless approved by the Steward's. New or replacement drivers cannot be introduced after Official Practice session has commenced without Steward's approval. Teams without a full complement of minimum drivers required will be disqualified.
- 5.2 The organiser reserves the right to reject any entry in accordance with the Article 3.14.1 of the International Sporting Code.

Art. 6. ELIGIBLE CARS

Cars for the Sepang 1000km 2019 are as follows:

FIA Article 252	:	Group N Cars 1401cc up to 1600cc
FIA Article 252	:	Group A Cars 1401cc up to 1600cc
FIA Article 277	:	National Series Production Cars 1401cc up to 1600cc (2,500 units minimum production)

Art. 7. RACE FORMAT

Endurance race with maximum number of 181 laps or the duration of 9 hours mark has elapsed plus the active leader, whichever comes first.

COMPULSORY 3 minutes pit stop whenever refuelling

Art. 8. EVENT PROGRAMME (Subject to confirmation via ASR)

THURSDAY, 21st NOVEMBER 2019

0900 hrs – 1200 hrs	Registration and Scrutineering
1230 hrs	Drivers and Team Managers Briefing
1500 hrs – 1630 hrs	All Drivers Free Practice 1
1700 hrs – 1830 hrs	All Drivers Free Practice 2
2000 hrs – 2020 hrs	Driver 1 Night Practice
2030 hrs – 2050 hrs	Driver 2 Night Practice
2100 hrs – 2120 hrs	Driver 3 Night Practice
2140 hrs – 2200 hrs	Driver 4 Night Practice

FRIDAY, 22nd NOVEMBER 2019

1430 hrs – 1500 hrs	Driver 1 Qualifying
1515 hrs – 1545 hrs	Driver 2 Qualifying
1600 hrs – 1630 hrs	Driver 3 Qualifying
1645 hrs – 1715 hrs	Driver 4 Qualifying

Note: Qualifying according to Team Declaration Form (**Appendix IV**)

SATURDAY, 23rd NOVEMBER 2019

RACE

1130 hrs	Pit Exit Opens
1145 hrs	Pit Exit Close
1205 hrs	National Anthem
1215 hrs	5 minute Board
1217 hrs	3 minute Board
1219 hrs	1 minute Board
1220 hrs	Rolling / Race Start (181 Laps)
2120 hrs	End of Race (approx.)
2145 hrs	Prize Presentation

Art. 9. ENTRIES

- 9.1 Entries open upon posting of Regulations and close on **8th November 2019**. Acceptance of entry is at the sole discretion of the organisers who have the right to reject entries by notify to the applicant no later than 2 days after the Entry closing date and not less than 5 days before the beginning of the Competition.
- 9.2 Competitors are responsible for sending correct and complete **Entry Form (Appendix II)** with the correct entry fees prior to the entry closing dates.
- 9.3 Incorrect or incomplete entries that 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 any one carrying out their duties.

- 9.5 Please submit Entry Form to :

Secretary of the Meet
SEPANG INTERNATIONAL CIRCUIT SDN BHD
Jalan Pekeliling, 64000 KLIA, Selangor
Tel : 603-8778 2221
Fax : 603-8783 1020

- 9.6 **Late entries may be accepted up to 15th November 2019.** The acceptance of any entry received after this date will be at the sole discretion of the Organiser. **A late penalty fee may be imposed for any late entries received after 8th November 2019.**

- 9.7 Maximum number of 72 entries can be accepted at the sole discretion of the organiser. Organiser reserves the right to refuse an entry.

- 9.8 Start positions are subject to Article 15 Grid Positions. If there are less than 20 starters the race will be cancelled.

- 9.9 Entry Fees:

Normal

Late

RM2,100

RM3,100

- i) 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 are regarded null and void.

- ii) Payment must be made by cash, 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 (prior to approval from the Organiser) must be in cash.

- iii) 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
712 437 000 016 (Foreign Currency)
Bank Name: Malayan Banking Berhad
Bank Address: **KLIA Branch, Retail Lot, L-3-1,
Level 3, Gateway KLIA 2, 64000 KLIA
Selangor, Malaysia**

Bank Code: MBBEMYKL

The entry fee may be refunded under the following conditions: -

- i) Refusal of entry
- ii) Withdrawal of the entry 1 week before the event day. Reimbursement of the total entry fees paid.
- iii) Withdrawal of the event less than one week before the event. Reimbursement of only 50% of the entry fees paid.
- iv) Entry fee will not be refunded for participant who is/are disqualified from the race due to any type infringement, disqualification or exclusion.

Art. 10. AWARDS

The trophies and prize money will be given up to 3rd placing: -

	1 st	2 nd	3 rd
Overall	Challenge Trophy	-	-
M-Production	Trophy + RM25,000	Trophy + RM15,000	Trophy + RM8,000
S-Production	Trophy	Trophy	Trophy

Prizes:

- 10.1 The event CHALLENGE TROPHY will be awarded to the overall winning car.
- 10.2 ENGINES may be STRIPPED for legality after qualifying and races at the discretion of the organisers. Competitors to provide mechanics and specifications of car.

Art. 11. SCRUTINEERING

- 11.1 All cars must comply with Section II – Technical Regulations. The homologation papers must be presented during the Scrutineering together with drivers racing suit, helmet, gloves, shoes and HANS device.
- 11.2 All stickers requirement as stated by the Organiser must be properly placed on the car prior to the scrutineering (**refer to Appendix IV**).
- 11.3 All cars will be issued with “OK” stickers by the Scrutineers once the scrutineering has been successfully completed.
- 11.4 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.

- 11.5 Throughout the entire duration of the event, the cars must comply with the Technical Regulations in all points. Engines may be sealed and cars may be impounded by the organiser.
- 11.6 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.
- 11.7 Cars will also be impounded on the start/finish line after the race in case of any protest, which may arise. 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.
- 11.8 All participating cars will be equipped with a timing transponder provided by the Organiser at a rental cost of RM100 per unit. A deposit of RM200 per transponder will also be imposed and be refunded to the Competitor once the transponder has been returned to the Organiser within one (1) hour after the chequered flag falling which the deposit will be forfeited.

Art. 12. DRIVERS' BRIEFING

- 12.1 It is compulsory for all drivers to attend the Drivers and Team Managers briefing as scheduled in event programme.
- 12.2 The Clerk of the Course reserves the right to organise a special drivers' briefing in addition to the compulsory briefing.

Art. 13. OFFICIALS

13.1 Race Officials:

MAM Stewards	:	To be Advised
Clerk of the Course	:	Mr. Fazli Mukhtar Affandi
Deputy Clerk of the Course	:	Mr. Zulkifli Zainuddin
Secretary of the Meet	:	Ms. Syazana Abu Nawar
Chief Medical Officer	:	Dr. Norazlin Zainal Abidin
Chief Scrutineer	:	Mr. Erza Anas

Art. 14. METHOD OF START

Cars will be lined up to form 2 x 2 line astern grid formation.

5 MINUTE BOARD

Everyone clears the Grid, except driver in the car and crew/ mechanics. All cars must have wheels fitted.

3 MINUTE BOARD

Only 2 mechanics per Car remain on grid. Cars must be resting on their wheels on the ground. Any car not resting on their wheels on the ground may be given a Drive Through Penalty.

1 MINUTE BOARD

Drivers start engines. Mechanics leave. No push start allowed. Cars must enter pit lane if pushed by Marshals, after all other remaining cars leaves grid for their formation lap.

30 SECOND BOARD

Engines must be running. Any driver who cannot start his car engine must put raise their arm to warn the Starter and the following competitors of the problem. Yellow flag will be waved by grid/row marshal behind pit wall.

Any car being worked on after the 30 seconds board may be given a Drive Through Penalty.

If one or more cars are removed from the starting grid, these gaps will not be closed up.

FORMATION LAP/START

- VIP will flag off Rolling Lap behind the official car in single file. Cars will form up in pairs on the back straight between turns 14 and 15.
- Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they the start signal has been given.
- The official car will enter the pits if the Clerk of the Course is satisfied with the formation, otherwise it will carry on for maximum 2 further laps.
- The first two leading cars will maintain the pace up to the start line and will commence racing when the red light turns to green.
- If the start is aborted due to improper formation, the leading cars will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.
- If the race start is aborted after the official lead car has left the circuit, the signal to start will not be given, and the start lights will remain red with an "EXTRA FORMATION LAP" being displayed at Start Gantry. All cars must proceed for

- another lap. If more than two (2) additional laps are necessary, for timing purposes, the Start will be considered as having been given at the Start of Formation lap.
- During the Start procedure of Rolling Lap, all cars must drive within the proper numbered grid box or face penalties.

Art. 15. GRID POSITIONS

- 15.1 The selection of fastest car will be based on the aggregate time of all drivers that qualified. Drivers must complete a minimum of 1 lap during qualifying excluding the out lap and in lap.
- 15.2 The grid positions will be based on the basis of the fastest average time (of each team) obtaining position 1 and so forth. If any team fails to qualify, the team can submit a request to the Stewards to be allowed to start from the back of the grid, provided that the grid is not full. Such grid position will be at the discretion of the Stewards.
- 15.3 The MOST experienced driver in each team must start the race in the interest of safety. The driver setting the fastest time in Qualifying will start the race.

Art. 16. PRACTICES, DRIVER DECLARATIONS, DRIVING STINTS

Practices

- 16.1 Only cars having successfully passed scrutineering and displaying the appropriate sticker will be allowed to take part in the practice sessions. Drivers must participate in their respective free practices and the car needs to cover the minimum of 1 timed lap. Failure to complete minimum of 1 timed lap will be reported to the Steward.
- 16.2 There will be 3 Free Practice sessions, 2 in day conditions and 1 in night conditions. Driver(s) must complete a minimum of two timed laps (from timing line to timing line) during the Night free practice sessions.
- 16.3 There will also be a maximum of 1 x 30 minutes official qualifying session to every driver. As soon as the driver has set his qualifying time and completed his respective session, the car is under parc ferme rules.
- 16.4 During all sessions there will be a green and a red light at the pit exit. Cars may only leave the pit lane when the green light is on. 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.
- 16.5 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.

- 16.6 In Qualifying Practice Session the Clerk of the Course may interrupt the session as often and for as long as he deem 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.
- 16.7 The Stewards of the Meeting may authorize any competitor(s) who did not qualify to start from the back of the grid on condition that:
- They do not eliminate vehicles that have already qualified.
 - They are judged capable of achieving the qualification minimum.
 - The competitors satisfy all safety requirements, including knowledge of the circuit.

Driver Declarations (for Qualifying session)

- 16.8 Drivers must be provisionally designated as Driver 1, Driver 2 and Driver 3 or Driver 4 (if applicable) before the end of the Free Practice 2. The final positions of Driver 1, Driver 2, Driver 3 and Driver 4 as stated in the **Team Declaration Form (refer to Appendix V)** must be confirmed by **1000 hrs on Friday 22nd November 2019** or at the time specified thru Bulletin.
- 16.9 Any changes in the driver order once confirmed must be communicated to the Panel of the Stewards. Failure to abide by the declared driving order will be reported to the Stewards of the Meeting who may issue penalties according to Article 26. At the start of Qualifying sessions, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Meeting, who may impose any restrictions, conditions or penalties as they see fit.

Driving Stints

- 16.10 Drivers must rest a minimum of two thirds of the driving time before resuming the race. Each driver may drive up to **75 minutes** before compulsory rest. This may be extended to 80 minutes if the safety car is on track at the end of the stint in question.
- 16.11 Maximum cumulative driving time of any one driver is 5 hours for 2 drivers entry, 3 hours 45 minutes for 3 drivers' entry and 3 hours for 4 drivers' entry.
- 16.12 Any breach of the above rules will merit a STOP/GO PENALTY. The offending team will remain stationary in pit lane for an equal amount of time for each infringement. No work is authorised during the penalty stop.

- 16.13 If the stop/go penalty cannot be imposed during the race, the time will be added to the overall time of the team.
- 16.14 Team Managers must report on driver changes and time car is in the pits to the pit observer in writing.
- 16.15 Time that a car is in the pits will not be included in the driving time. Time that a car is broken down on track will be included until the driver reaches the pit and signs driver change document.

Art. 17. STOPPING & RESUMING RACE

- 17.1 When red flags are displayed, all drivers must proceed with care to the fast lane in the pits.
- 17.2 Teams are not allowed to go to the cars. They must remain in their pit building. Drivers may go to their pit for refreshment and return to cars. One (1) mechanic may assist driver to buckle up at the 5 minute signal. This mechanic may stay to assist in starting the car and return by the 30 second signal.
- 17.3 Any car needing work must move from the column and stop in working area. No change of driver is allowed during this period.
- 17.4 Work on such cars can only commence after the last car in the column leaves the pit exit.
- 17.5 The safety car will be positioned in front of the column in fast lane.
- 17.6 5/3/1 minute and 30 seconds board will be displayed on the starter podium (pit side) and pit exit with audible warning.
- 17.7 The safety car will lead the column for 1 lap (counted) and enter the pits.
- 17.8 Racing will resume in the same manner as safety car procedure.

Art.18. PITLANE SAFETY, PIT STOPS, RE-FUELLING

- 18.1 The Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall will be referred to as the "Fast Lane" and the lane closest to the Pit Garages will be referred to as the "Inner Lane".
 - a. The only area in the Pit Lane where any work can be carried out on a Car is the Inner Lane.
 - b. No equipment may be left in the Fast Lane and Inner Lane. It must be kept unobstructed to allow safe passage of Cars at all times. Equipments are only permitted during Pit Stop on the "Inner lane". This must be immediately removed as soon as Pit Stop work has completed.
 - c. Cars in the Fast Lane have right of way over Cars in the Inner Lane. A Car may only be released from the Inner Lane to the Fast Lane when it is safe

to do so without hindering the progress of any Car(s) already in the Fast Lane.

- 18.2 Only the following must be carried out in the pit working lane to avoid inconvenience to other teams due to pit sharing:
- a. Refuelling during the Race. (Refuelling during Official Practice must be carried out inside the pit. Refuelling during a Qualifying session is strictly prohibited.)
 - b. Driver change.
 - c. Wheel/tyre change.
 - d. Cleaning of windscreen, lights and windows.
 - e. Replacement of brake pads/discs.
 - f. Replenish engine oil, coolant and other fluids.

All other repairs must be done in the pits.

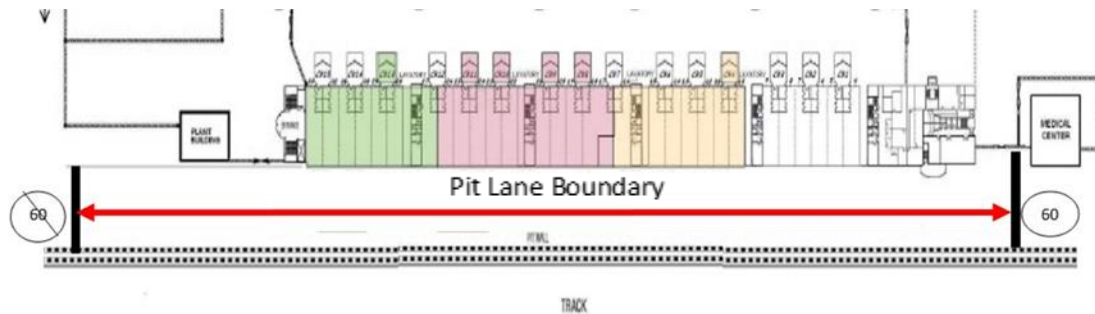
For safety reason it is mandatory to refuel at beginning of pit stop except if the car has entered the pit/ pit lane only for other works (repairs, etc.). The car must remain on its wheels in case it needs to be pushed in an emergency.

Refuelling is strictly controlled by Art. 18.7 – Art. 18.13, while it is being undertaken no other authorised tasks are permitted.

- 18.3 The Fast Lane is to be kept unobstructed to allow safe passage of cars at all times. Stopping in this lane is prohibited upon pain of a 1lap penalty. The onus shall be on all DRIVERS to take all due care. The speed limit is 60km/h. Penalty for exceeding this limit will be drive-through. A board will be shown with respective competition number at the start/finish line. If the driver does not pit within 3 laps he merits the black flag. The team will be excluded from the race and RM100.00 will be fined for each lap the black flag is ignored.
- 18.4 If a drive-through penalty cannot be affected when the race is nearing the end, a 1 minute penalty will be added to the overall time achieved by the team.
- 18.5 Only the lollipop man is allowed to be outside the pits until the car stops. The lollipop man can put the car number board to advise driver where to stop before he waits for the car to arrive.
- 18.6 All equipment, except the fuel rig, must be placed inside the pit until the car stop. Only 6 pit crews are allowed to bring the equipment out to work on the car. All crew **MUST** wear safety clothing/ suit when carrying out their duties during pit stop.

Refuelling (Article 18.7 till 18.13)

- 18.7 3-minutes minimum Pit Stop is mandatory for the all cars whenever they perform refuelling. Minimum pit stop time is calculated between pit entry loop and pit exit loop (pit lane boundary).



- 18.8 During re-fuelling only 2 crews are allowed to be near the car. All others must remain behind the yellow line in the pit until the filler cap is fitted to the car. Other works on the car can only be carried out after re-fuelling. During the whole period of the pit stop and re-fuelling, non-relevant personnel **MUST** be behind the **RED** line inside the pit. **Failure will merit drive through and RM500.00 fine.**
- 18.9 Only refueller and crew with extinguisher are allowed to be behind Yellow line before the car stops for refuelling.
These crew **MUST** wear fire resistant suit and balaclava or helmet with eye protection when carrying out their duties during refuelling.
- 18.10 When a pit stop is made, it is compulsory to stop the engine unless engine adjustments are required. Cars must be re-started by means of their starter and not be push started to re-join the race. Starter motors must be operational at all times during the race.
- 18.11 The fuel rig supplied by the Organiser **MAY** be used. The nozzle and hose may not be modified to fit the fuel tank. Care must be taken that fuel does not spill out due to some fuel still being in the tank.
- 18.12 If a car is fitted with 2 filler intakes, refuelling can only be done one at a time. If a car has the breather vent on the opposite side then 2 crews may carry out the refuelling and 2 crews must hold fire extinguisher. Teams are required to bring their own fire extinguisher for standby during refuelling (minimum 5kg).
- No repairs may be carried out when re-fuelling is in progress. The car **MUST** be on wheels when re-fuelling is in progress. This must be carried out before re-fuelling commences. Drivers and crew except Refueller must remain behind the yellow line in the pits when refuelling is carried out.
- 18.13 **Only RON 97 fuel available at the circuit can be used during the event.**

Fuel Test Procedure

The preferred fuel test method is Density by temperature method.

The method is a comparison between the given reference density and the fuel drawn from the competitor tank. With the method any changes in composition and concentration of the fuel against the reference is detected. The detection of the components is done with a density meter.

- a. 1 x 100ml fuel sample may be taken after any official practices, qualifying or/ and race.
- b. In the case of non-conformity (beyond tolerance of the method), the Scrutineer will notify, as soon as practical after receipt of the results, the Clerk of the Course, Stewards and the driver(s)/team representative concerned.
At this stage, driver(s)/ team may indicate to accept or deny on the result. If the driver(s)/ team do not agree, a second test will be conducted with the same method.
- c. If the 2nd result is still shows non-conformity, the driver(s)/ team is allowed for an appeal with RM2,000.00 fee (refundable based on the result) for other test.
If other test methods are required, fuel samples will be transported to the SIRIM Malaysia laboratory, using the appropriate containers.
- d. Failure of the sample to correspond to the Organiser's fuel specifications will result in the disqualification of the competitor.

Racing fuel is not allowed. Fuel test may be performed randomly during the event. An automatic disqualification from session and/ or event to entrant/ entry whose fuel is found to be out of specification from the above test result.

18.14 Changing of engine:

Any team 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 in accordance with Art.15.2. Change of engine is allowed during the race. Spare/Replacement Engines must be pre-registered and scrutineered before Qualifying and must be same spec as qualifying engine.

18.15 Teams may change their tyres as and when required. However, only 2 pneumatic guns are allowed at the pit lane during the change. Air-jack is allowed.

18.16 All front, tail and brake lights must be operating at all times during the race or practice. Cars with malfunctioning lights will be flagged in to carry out repairs on lights before being allowed back on the track.

Note: Any kind of flashing light either in front or at the rear of the car is not permitted. This is reserved for official cars only.

18.17 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. 19. LEAVING THE TRACK, REPAIRS AND OUTSIDE ASSISTANCE

- 19.1 Drivers leaving the track must rejoin the race at the same place where they left the road unless the place where they rejoin does not entail a shortcut. Taking shortcut will result in drive-through penalty.
- 19.2 If a car breaks down on the track, any work to be carried out must be done only by the driver after the car has been parked at a safety zone area. One mechanic is allowed to deliver spare parts on foot to the car. The said mechanic is allowed to assist in the repair of the car.
- 19.3 Change of driver when the car breaks down on the track is allowed provided that the 'active' driver back to the pit and signs-off before the new driver can takeover. The new driver is to be responsible for the repair of the car; one mechanic is allowed to accompany the driver to bring back the trolley of any unused spare part to the pit.
- 19.4 If the driver feels that a repair is not possible in these circumstance they may return to the pit and request that the recovery team return the car to the designated area behind the race control building, this communication is undertaken via the pit observes assigned for Driver Changes. If authorised by the Clerk of the Course, this will be undertaken by the recovery team remembering that on track incidents will take priority. Once the car returns to the pit and repair, the car must be re-presented to the Scrutineers and be approved in order to continue/ return to the Race.
- 19.5 (a) Should a towing device and/or lifting device break during the race, the 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.
- (b) 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).

Art. 20. SAFETY CAR

- 20.1 In the event of incidences one (1) safety car will enter the track from the pit exit. Safety car will display yellow flashing light on the roof. The safety car will be deployed only in the endurance race and not other sessions.
- 20.2 When the Safety Car is on the track, all flag posts will display yellow SC Boards together with yellow flags/ boards.

- 20.3 All Cars must then form a line behind the Safety Car, no more than ten car lengths apart and overtaking, with the following exceptions, is forbidden until the Cars reach the Line after the Safety Car has returned to the Pits.

Overtaking may be permitted under the following circumstances:

- a. if any Car slows significantly with an obvious problem;
- b. under the provisions of Article 20.8 (Safety Car Start).

- 20.4 For the avoidance of doubt the overall leader will have to maintain position behind any Car in front on track. The Safety Car will not employ the “green light” wave by system so Cars between the leader and the Safety Car and also backmarkers will not be allowed to overtake the Safety Car.

Anyone found to have overtaken any competitor in front will receive a drive through 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.

- 20.5 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.
- 20.6 When the track is cleared, the safety car will turn off the flashing lights and return to the pit.
- 20.7 When the safety car returns to the pit, racing and overtaking will resume after crossing the start/finish line. The lead car to maintain the pace up to this point. Anyone overtaking before the line will incur a drive-through penalty.
- 20.8 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.

Art. 21. 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 may declare a Full Course Yellow procedure.

- 21.1 The instruction of "Full Course Yellow" will be presented through the Flag Marshal at every respective official Flag Post around the circuit. This procedure will ONLY be used during day light. For night interventions, Safety Car will be implemented.
- 21.2 The FCY boards will be presented at every flag post to inform cars that they must slow down to 80km/h. Overtaking is forbidden from the moment that FCY boards are displayed. 10 seconds later, all flag Marshal will wave yellow flags and FCY board simultaneously. At this point, all cars must be at a constant speed of 80 km/h.
- 21.3 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.
- 21.4 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 (refer to Drivers' Briefing Slides).
- 21.5 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.
- 21.6 Should the Safety Car be deployed during FCY period, all cars must remain at a constant speed of 80 km/h. The Safety Car will start from the designated location without any amber lights switched on.
- 21.7 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.
- 21.8 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 safe pace until reaching the line of cars behind Safety Car. Safety Car will switch off the amber lights at Turn 12 and overtaking is only permitted after crossing the Start / Finish Line

Art. 22. FINISH OF THE RACE & PARC FERME

- 22.1 To be declared as a finisher, a driver must take the chequered flag under the car's own power. The result order will be based on the number of laps completed by the respective teams as follow:-
- | | | |
|--|---|-----------------|
| Highest number of laps | - | 1 st |
| 2 nd highest number of laps | - | 2 nd |
| 3 rd highest number of laps | - | 3 rd |
| and so forth | | |
- 22.2 In the event that 2 or more teams complete the same number of laps, their order will be in accordance with overall time taken to achieve this.
- 22.3 Should for any reason the end-of-race signal (chequered flag) be given before the leading car completes the scheduled number of laps or the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the line before the signal was given.
- 22.4 The Parc Ferme at the end of the race will be on the Perdana Tarmac. All participants must follow the special instructions to bring their cars to the Parc Ferme where they will remain until the Clerk of the Course orders their release. Team members are not allowed to be anywhere near the car placed at Parc Ferme without permission of the Clerk of the Course.

Art. 23. ORGANISER'S RIGHTS

- 23.1 The organisers may abandon, cancel or postpone the competition due to not receiving more than 25 entries or unforeseen circumstances.
- 23.2 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 23.3 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 23.4 Refuse an entry; Article 3.14.1 of International Sporting Code will applies.
- 23.5 The Clerk of the Course of this meeting has the right to stop the race or any driver immediately in the consultation of the Stewards due to any unavoidable circumstances or as the case may be.
- 23.6 The Organiser reserves the right for competition number 1, 2 and 3.

Art. 24. ADVERTISING

- 24.1 Competitors are obliged to carry the main sponsor and co-sponsor stickers at designated spaces on the car (advertisement location diagram is as per **Appendix V**). The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.
- 24.2 Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.
- 24.3 The competition number supplied by the organisers cannot be mutilated. Any branding on them cannot be cut off. Tobacco advertising is strictly prohibited.
- 24.4 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 the Article 16 of ISC. 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.
- 24.5 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.
- 24.6 REJECTION FEE for not carrying sponsors decals is as follows:
- MAIN SPONSOR: RM10, 000.00
CO-SPONSOR: RM5, 000.00 per co-sponsor

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

Art. 25. PITWALL/PITLANE/PITS/PADDOCK AREAS AND PARKING AREAS

- 25.1 Please refer to the illustration of the pit wall, pit lane, pits, paddock areas and parking areas in **Appendix VI**.
- 25.2 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. Competitors have to right to be allocated a specific pit. Each pit will be shared by several teams/cars if the situation warrants it.
- 25.3 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.
- 25.4 After qualifying the Organiser may relocate some teams in accordance with their respective grid order. The Organiser's decision on this matter is final.

- 25.5 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.
- 25.6 No car may be driven in reverse in the pit lane. Immediate exclusion will result from such action. Mechanics are allowed to push their cars backwards to their designated pit.
- 25.7 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.
- 25.8 Each team will be entitled to a maximum of four (4) competitors, 6 pit wall crews and 6 pit crew passes. 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.
- 25.9 Only compressed air can be used in the pits. Usage of air-jack is allowed.
- 25.10 In keeping with the status of this event, teams are encouraged to be properly attired at all times. As this event is videotaped and televised, crews must be properly attired outside the pit. Minimum acceptable: -
Cotton T-shirt, Jeans, Shoes and shorts are allowed. For safety reasons, singlet, slippers and sandals are not allowed to be worn by pit crew.
- 25.11 Persons under 16 years of age are not permitted in the pit lane and pit wall. Children under the age of 12 are not allowed in the pits, pit lane or pit wall but allowed in the Team Common Room until the race has ended. An exception is made for glassed hospitality area in pits. However, the children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.
- 25.12 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 RM100 will be imposed on the owner.
- 25.13 Pit to driver radio communication is permitted for all classes. Each team must submit the list of radio frequencies **2 weeks before** the event failing which they will not be allowed to utilise their radio communication.
- 25.14 The use of motorcar, skateboards or similar means of transportation by any parties at paddock area are strictly prohibited. The organiser has the right to confiscate such vehicles until the end of the event. Only non-motorised vehicles are allowed at the paddock area.

Art. 26. PENALTIES

The following penalties will be applicable during the practice, qualifying and race. Other infringements not stated below, will fall under the jurisdiction of the Stewards of the Meeting.

26.1	Jump Start:	Drive through
26.2	Causing other car to retire:	Exclusion
26.3	Crew outside pit/paddock:	Exclusion + RM500.00 Fine
26.4	Not carrying out drive-through in 3 Laps:	Exclusion
26.5	Not observing black flag:	Exclusion + RM100.00 per lap
26.6	In front of yellow line when refuelling:	Drive through + RM500.00
26.7	Provoking a fight:	Exclusion from race + Ban of Team and team members from SIC for 12 months + RM5, 000.00
26.8	Retaliating in a fight:	Exclusion from race + Ban of Team and Team Members from SIC for 12 months + RM3, 000.00
26.9	Smoking in Pit Area:	Ejection from pit area + RM300.00
26.10	Illegal parking at Paddock area:	RM100.00
26.11	Taking short cut	Drive through
26.12	Other offences:	At Stewards discretion

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

Art. 27. PROTESTS

- 27.1 Protests, if any, must be lodged in accordance with the stipulations of the FIA International Sporting Code. All Protests must be lodged in writing within time limit and handed to the Clerk of the Course or if not possible, to the Stewards of the Meeting, with an ASN set fee of RM500.00 and RM2,000.00 if striping is required.
- 27.2 Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.

Art. 28. INTERPRETATION OF REGULATIONS

- 28.1 Only the Clerk of the Course can give binding information about the event, or in his absence, his deputy.

- 28.2 For any rules not stated in this regulation, the interpretation of the rules set by MAM or/and the International Sporting Code of FIA will be applicable.

Art. 29 GENERAL CODE OF DRIVING CONDUCT

- 29.1 The endurance race is a huge event and requires a fair conduct by everyone involved and in particular by the drivers during the practice sessions and during the race. Drivers of faster cars are asked to show consideration and fairness towards the slower cars and vice versa.
- 29.2 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.
- 29.3 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.
- 29.4 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.
- 29.5 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.

Art.30 TYRES

- 30.1 YHI (Malaysia) Sdn. Bhd. has been appointed as the only tyre supplier for the 2019 Sepang 1000km Endurance Race with Yokohama is the sole nominated tyre for the Championship. Only tyres supplied and fitted by YHI (Malaysia) Sdn. Bhd. to the approved compounds (as approved for use) can be used at the Meeting.
- 30.2 The only Yokohama tyres permitted in 2018 is specified below:

Yokohama Advan Neova AD08R = 195/50R15

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 for sighting lap opens.

Art. 31. PROMOTER'S RIGHTS

- 31.1 All participants are prohibited from using caterers not registered with the Promoter/Organiser.
- 31.2 The Promoter alone is competent to assign the pits and the places in the Paddock. The competitors may enter the circuit and set up in the pits at the earliest from Monday noon preceding the Event: - The Promoter may define the order in which the competitors enter the circuit. The competitors must conform to it and respect it.
- 31.3 At the Event, the Promoter will make its best endeavours to allocate a time window when drivers and team members are allowed on track. This will be communicated to all teams for each Event and detailed as "track walk" on the official timetables. The track is part of the reserved areas defined in Article 21 of the ISC. Only during the above-mentioned time window will drivers and team members be authorised on the track provided that they are on foot, bicycle or using any other non-motorised system. Any other means of transport as a driver or as a passenger are prohibited unless expressly authorised.

PART II : TECHNICAL REGULATIONS

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

Cars for the Sepang 1000km 2019 are as follows:

SECTION A: GENERAL SPECIFICATION

REMARKS

Eligible Cars are those cars of which at least 2,500 identical units must have been produced in 12 consecutive months and which have been available for sale **in Asia**. To ensure stability and to safeguard the investment of the competitors, the model must be produced and available for public sale in the year 2006 and after in the Gregorian calendar.

The organizer will have the right to grant special dispensation for cars which do not fit the above criteria.

Only cars with two-wheel drive (Front Wheel or Rear Wheel Drive) are eligible. Cars with forced induction are not eligible.

Permitted Vehicles

FIA Article 252	: Group N Cars 1401cc to 1600cc
FIA Article 252	: Group A Cars 1401cc to 1600cc
FIA Article 277	: National Series Production Cars 1401cc to 1600cc (2,500 units minimum production))

NOTE:

FIA Group N and Group A Cars must have current and valid homologation

Eligible cars must be mass-produced, Series Production Saloon cars, having at least 4 seats and in accordance with the dimensions defined by the FIA for Touring Cars (Group A).

Hybrid cars are defined by vehicle having two power sources to power the vehicle. The control system on these vehicles is free; however, the other mechanical parts of the car are subject to this regulation.

It should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

READ IT, do not rely on memory. The clauses in the regulation are to be read as follows:

‘shall’, ‘must’ and ‘will’ indicate a compulsory requirement.

‘Should’ indicates a recommendation.

'May' indicates an option.

All parts of the car shall be identical to those used in the production model except where otherwise permitted by these regulations.

Standard: Is a part where the specification, location and method of operation of a part are as provided for the model of the car. Checking will be by comparison to spare parts supplied by the manufacturers official agent'.

Production: refers to original specification parts and components intended for a certain market and/or country. To avoid dispute, the competitors must clearly states in the vehicle specification sheet, the actual market and/or country for which the vehicle was intended.

Original Equipment/ Stock: refers to optional accessories made by the chassis manufacturer. The accessories must be mass produced and offered for sale to the general public.

Standard Pattern Part: Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

Where clearly permitted in these regulations a part may be:

- (a) Re-worked, provided that the part remains identifiable as to its origin. The extent of the rework will only be as allowed by these regulations. Complete substitution is forbidden, or
- (b) Removed, or
- (c) Added, or
- (d) Substituted, by another of similar function but different performance characteristics. The limitations on the specification of the substituted part will be stated.

Where a part is defined as 'free' then it may be reworked, removed, added or substituted.

Rework of adjoining parts is only permitted where specifically allowed by these regulations.

It is permitted to repair a part, however the method of repair shall be such that the physical characteristics related to its function shall be the same as a new standard part.

Lightening of a component is allowed provided the component is non-structural and it is done in a neat and safe manner (e.g. no rough finishing etc). The scrutineers will have the right to ask a competitor to replace part(s) and/or component(s) that are deemed dangerous.

Threaded fasteners are free, provided the material type is not changed.

Titanium is prohibited for any parts.

The words “Variable Cam Engine” refers to engines, which have a device that alters the characteristic of the cam timing or advance. This may be actuated via hydraulic pressure or electrically.

It is the responsibility of the entrant/entries to ensure that the car meets the criteria set forth in this technical regulation.

Article 1. GENERAL

- 1.1 The Organiser reserves** the right to amend the present regulations in agreement with the local ASN. The regulations are subject to change, which will be published via Additional Supplementary Regulations.
- 1.2 To be eligible**, all cars must comply with the prescriptions of the present technical specifications. Any unauthorised modification is strictly prohibited.
- 1.3 Only the organiser decides** on the admission of a car and the decision taken is final. This point is explicit and completely accepted by all the competitors and drivers by submitting their entry. Any protest against the classification of admission of a car following the organiser’s decision is consequently not possible.

Article 2. ELIGIBLE CATEGORIES

Categories eligible for the 2019 Sepang 1000km are as follows:

- 2.1 M – Production (Modified)**
- 2.2 S – Production (Stock)**

Article 3. SAFETY REQUIREMENTS

3.1 GENERAL

The provisions of Art. 253 for Group N of Appendix J of the FIA International Sporting Code must be respected unless otherwise defined in this regulations.

3.2 ADDITIONAL FASTENERS

Two additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed.

3.3 TOWING DEVICE

All cars will be equipped with a rear and front towing device for all events. It will be clearly visible, marked and painted in yellow, red or orange.

3.4 DRIVER'S SEAT

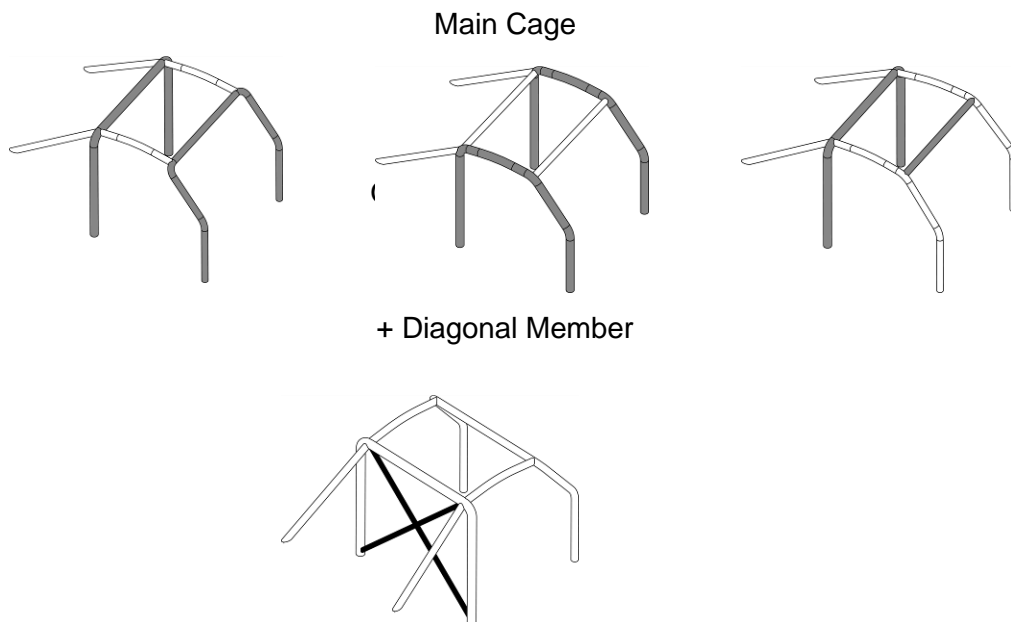
The original driver's seat must be replaced by an FIA-homologated competition bucket seat (8855/1999 standard) with five (5) passages for the safety harness straps. The original seat mountings may be removed. This is not considered as a structural part. The use of the competition seat mountings homologated with the bucket seat is recommended. Hans compatible seats are recommended.

3.5 SAFETY HARNESS

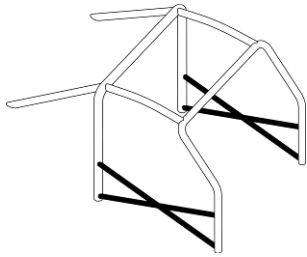
A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage points, homologated by the FIA in accordance with Article 253.6 of Appendix J, is compulsory.

3.6 ROLLOVER STRUCTURES

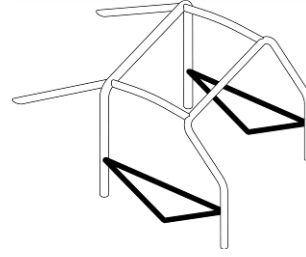
A recommended rollcage complying with Article 253.8 of Appendix J. Minimum requirement Art 8.3.1, Art 8.3.2.1.1, Art 8.3.2.1.2 and Art 8.3.2.1.3.



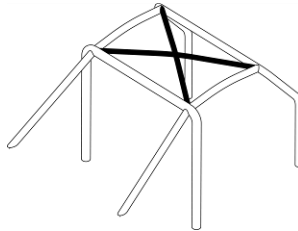
+ Door Bars



Or



+ Roof Reinforcement



Roll cage mounting points may be welded or bolted to the body. They may be attached to the boot and rear wheel arches. Minimum number of points must be 6 for touring cars. No inferior quality tubing will be accepted.

Should removable members be used in the construction of a safety cage, the dismountable joints used must comply with a type under FIA Article 253 (Drawings 253-37 to 253-47). The roll cage must have a certification approved by any ASN.

3.7 EXTINGUISHERS – EXTINGUISHING SYSTEMS

Automatic extinguishers homologated in accordance with Article 253.7.2 of Appendix J are recommended. During events, all plumbed-in extinguisher systems must be in an 'Armed' condition (ie be capable of being operated without the removal of any safety device) at all times whilst taking part in practice sessions or races including until released from parc ferme. (Manual should be armed).

3.8 HEAD AND NECK SUPPORT (HANS)

Head and Neck Supports (HANS) safety device is compulsory for all categories.

SECTION B: SPECIFIC MODIFICATIONS

M-PRODUCTION (MODIFIED)

SPECIFIC MODIFICATION (UNDER ARTICLE 277 OF FIA APPENDIX J) VALID FOR M-PRODUCTION CAR

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

1) GENERAL SPECIFICATION

Eligible Cars are those cars of which at least 2,500 identical units must have been produced in 12 consecutive months and which have been available for sale **in Asia**. The model must be for public sale or produced in the year 2006 and after. The organizer will have the right to grant special dispensation for cars which do not fit the above criteria. To ensure stability and to safeguard the investment of the competitors, the minimum production date will be pegged at the year 2006 until the year 2019 in the Gregorian calendar.

Only cars with two-wheel drive (Front Wheel or Rear Wheel Drive) are eligible. Cars with forced induction are not eligible.

Permitted Vehicles

FIA Article 254	: Group N Cars 1401cc to 1600cc
FIA Article 255	: Group A Cars 1401cc to 1600cc
FIA Article 277	: National Series Production Cars 1401cc to 1600cc (2,500 units minimum production)

2) SPECIFIC MODIFICATIONS

M1. SEALING

Engines must have two bolts on the camshaft covers drilled with 3mm holes for the purpose of sealing. Similarly, two bolts on the oil sump pan must also be drilled with 3mm holes. It is the competitor's sole responsibility to ensure that all metal seals and any additional paint seals, are kept in a clean and unbroken condition. Only the scrutineer can give permission for seals to be broken and / or removed.

M2. MINIMUM WEIGHT

The minimum weight of the car with all fluids at race level and excluding the driver is:

- up to 1500cc - 970kg (weight may be adjusted if necessary to balance the lap times if needed for competitiveness purposes.)
- from 1501 to 1600cc - 1000kg

This is measured with a maximum of 3 litres of fuel.

These minimum weights must be respected at all times during the event, in particular when the car crosses the finish line. It is permitted to complete the weight of the car by one or several ballast, provided that they are strong and unitary blocks, fixed by means of tools with the possibility of affixing seals, and placed on the floor of the cockpit or the luggage compartment, visible and sealed by the Scrutineers. The ballast must be attached to the shell/chassis via 8.8 class bolts, with a minimum diameter of 8 mm, and counterplates, according to the drawing below. The minimum area of contact between shell/chassis and counterplate is 40 cm² for each fixing point. The ballast must not have sharp edges. The scrutineer would have the rights to reject any ballast which is deemed unsafe.

If a car loses a part during a Qualifying Session or a Race, the weight of this part may be taken into account during weighing at the discretion of the Stewards, following consultation with the Chief Scrutineer.

M3. ENGINE

M3.1 GENERAL

Any four stroke piston engine with the cylinder capacity not exceeding respective class limit can be freely chosen from the manufacturer range of engine provided that the said engine must be in production as of 1st January 2007. The position of the engine must be in accordance to the original layout from the original model that the engine came from.

Replacement engine and transmission mounts are permitted. The number and attachment points to the bodyshell must remain as standard production (e.g. 3 mountings, 1 located on the sub-frame, 1 located on the left chassis beam and 1 located on the right chassis beam). The position of the mounting may be moved within this boundary.

Where a minimum component weight is specified, this must be respected unless the production component is lighter than the specified minimum. Should a production component be chosen, this component must not be altered or modified in any way.

The organizer may at its sole discretion approve base engines of a different capacity.

M3.2 MAXIMUM ENGINE CAPACITY

The volume generated in the cylinders as defined as:

$V = 0.7854 \times \text{Bore}^2 \times \text{Stroke} \times \text{No. of Cylinders}$

The results would be rounded up to 2 decimal places.

The maximum capacity is 1600cc with tolerance of 0.5% allowable.

M3.3 CYLINDER HEAD

The material and thickness of the cylinder head gasket are free. The cylinder head may be adjusted by planning. The valve springs and their retainers are free but the springs must be made of steel and the retainers made of an identical material to the original. The intake and outlet ports in the cylinder head, as well as the ports in the intake manifold, may be machined and modified however the respective ports flow and purpose may not

be changed; reverse direction cylinder heads are not allowed. The valve seats are free, as are the valve guides, but the respective angles of the valve axes must be retained. Compression ratio is free.

M3.4 CAMSHAFT

The pulleys for driving the camshaft are free **(subject to 3.12)** provided that the original timing belts and/or chains are used. The camshaft(s) are free. The number and diameter of the bearings must remain unchanged. Variable valve timing systems may be removed.

M3.5 VALVES

The material must be steel. The diameters of the stem and the head of the valves must be the same size as stock valves (standard part).

M3.6 CYLINDER BLOCK

May be planed parallel to the original face for the purpose of increasing the compression ratio. The cylinder bores may also be increased to achieve the maximum cylinder capacity of the permitted class. Ceramic and nikasil sleeve is prohibited. Main bearing caps maybe replaced and/or strengthened by additional straps and/or additional bolts.

M3.7 PISTONS AND RINGS

Free, provided that:

- a) The piston is manufactured from the same type of material i.e aluminium, as the production part
- b) The piston must have at least 3 rings – 1 oil control and 2 compression rings.

M3.8 CRANKSHAFT

Must be standard part production.

M3.9 CONNECTING ROD

Free, provided that the material must be steel.

M3.10 ENGINE BEARINGS

Must be standard however service is allowable limited to 0.25mm.

M3.11 FLYWHEEL

Free provided that the material is the same as the original flywheel. Minimum weight: 4000 grams

M3.12 ENGINE PULLEYS

Must be made from metal unless different material comes from standard production

M3.13 TELEMETRY

The use of telemetry is forbidden

M4. AIR INTAKE SYSTEM

M4.1 IDLE UP AND COLD RUNNING ENRICHMENT COMPONENTS AND EXHAUST GAS RECIRCULATOR

May be removed, provided that any aperture downstream of the throttle body(s), created by their removal, is plugged.

M4.2 INTAKE MANIFOLD

- a) The intake manifold is **standard** with a diameter of 60mm at the throttle valve opening. The single-valve unit is free but the operating principal must be of a butterfly valve. The thickness of the throttle valve must be constant. The use of composite material is authorised, provided that it is fire-retardant. Electronic throttle valve maybe changed to mechanical mechanism. Variable geometry intake manifold is prohibited.
- b) If the production intake manifold includes a variable geometry mechanism, this can be retained. (subject to 4.3).

M4.3 THROTTLE BODY

One air intake only with a max. diameter of 60mm is authorized. The single-valve unit is free but the operating principal must be of a butterfly valve. Electronic throttle body maybe changed to mechanical mechanism.

M4.4 AIR FILTER

The air lines upstream of the air filter box are free and the air lines downstream of the air filter box towards the throttles are free. The air filter box is free under the following conditions:

- a) There must be a filtering cartridge in the box. This cartridge is free as long as it filters the dust particles. All the air admitted to the engine must pass through this air filter.
- b) Only one air outlet from the filter to the throttle body. Engine breather from the engine to the intake must be rendered inoperative and must be completely blocked.
- c) The use of fiber glass and/or composite material is authorized provided that it is fire-resistant. The position of installation of the air filter box in the engine compartment is free.
- d) K&N type filter units do not require a filter box

M5. FUEL & IGNITION SYSTEMS

Spark Plugs, high tension cables, ignition coils are free.

Only fuel sold at the **Circuit** is to be used for the event.

M5.1 FUEL INJECTORS

- i) Any commercially available fuel injectors may be used but the number is limited to one injector per cylinder.
- ii) Fuel regulators and fuel rail are free
- iii) Engine Control Unit (ECU) are free

M6. EXHAUST SYSTEMS

The exhaust system is free from the exit of the cylinder. The exhaust tail pipe must exit at the rear of the vehicle.

The section of the exhaust silencers or of the catalyst itself must always be round or oval.

M7. LUBRICATION SYSTEMS

M7.1 CATCH TANK

(Oil/Air Separator): Compulsory. Minimum capacity; 2000cc.

M7.2 CAM COVER(S)

May be internally baffled to inhibit oil being dispersed into breather hose(s). Breather hose adapter fitting are free. However the outside appearance and dimensions of the rocker cover(s) shall remain original.

M7.3 LUBRICATION OIL WAY/GALLEY

May be enlarged or restricted.

M7.4 OIL SUMP

The original sump may be reworked to:

- a) Increase the oil capacity
- b) To fit internal baffles, and/or gates.

M7.5 OIL PUMP

The original oil pump may be reworked and modified to:

- a) Increase its capacity provided that it remains in the original location.
- b) The discharge valve spring may be substituted to vary the oil pressure.
- c) The oil pickup may be reworked or substituted.

M7.6 ENGINE OIL COOLERS AND OIL COOLER DUCTING

Free, provided that:

- a) They are located within the body work, and
- b) The ducting serves only to deliver air to the oil cooler.

M8. COOLING SYSTEM

M8.1 Radiator, ducting, header tank, fans and thermostat are free.

M8.2 WATER PUMP

Must retain original standard, but the water pump drive pulley is free.

M9. TRANSMISSION

M9.1 GENERAL

- i) The transmission must be derived from the manufacturer's range of production car transmission. New mounts are permitted. The number and attachment points to the bodyshell must remain as standard production.
- ii) If the series production gearbox for the respective model has more than five (5) forward gears, the gear wheels as from the sixth (6th) forward gears can be rendered operative.
- iii) The gears and the method of engagement (syncromesh or dog clutch) is free.
- iv) The interior of the gearbox is free.

M9.2 GEAR RATIOS

Gear ratios are free.

M9.3 GEAR SELECTION

Gear selection on cars must remain normal 'H' pattern, no sequential gear selection is allowed, and must be by normal mechanical floor mounted change. Modifications to the bodywork for the mounting and passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.

M9.4 DIFFERENTIAL

Free. Electronically and hydraulically control differential are not allowed.

M9.5 TRACTION CONTROL/ LAUNCH CONTROL SYSTEMS

Only Factory OEM control systems are allowed. All forms aftermarket or motorsport of traction control and launch control are prohibited. All sensors on the wheels, drive shafts and differential are prohibited.

M9.6 CLUTCH

Size and the number of plates are free. The friction disc(s) must not be made from carbon. The clutch must be fixed to the engine flywheel. The original location of the clutch must be retained.

M9.7 TRANSMISSION COOLER

Additional oil radiators, as well as a system for circulating the oil are authorised.

M10. SUSPENSION

M10.1 FRONT RUNNING GEAR

Limitations and modifications allowed:

- a) The joints may be of a different material from the original ones (e.g. harder silent blocks, aluminium, Uniball joints, etc.).
- b) It is permitted to move the suspension pick-up points within a radius of 20mm from the original points.
- c) The original suspension part may be modified to allow adjustments to the camber/caster angle.
- d) The steering rods, the steering joints and their connecting parts are free but must be made from ferrous material.
- e) The upper joints of McPherson suspension parts of the front running gear are free provided that the original mounting points, on the bodyshell side, are retained. Adjustable upper mounts on the struts are permitted but this must not allow adjustments of more than 20 mm in relation to the original articulation point.

M10.2 POWER-STEERING

The driving pulley of a hydraulic power-steering pump is free. A hydraulic power-steering pump may be replaced with an electric power-steering pump, provided that this electric pump is fitted on any series vehicle and is commonly on sale.

M10.3 REAR RUNNING GEAR

Limitations and modifications allowed:

- a) The joints may be of a different material from the original ones (e.g. harder silent blocks, aluminium, Uniball joints, etc.).
- b) The original suspension part may be modified to allow adjustments to the camber/toe angle.
- c) It is permitted to move the suspension pick-up points within a radius of 20mm from the original points.

M10.4 SINGLE-LINK REAR SUSPENSION/BEAM AXLE

The limitations and modifications for a single link/beam axle type rear suspension system are as follows:

- a) The original suspension parts may be modified in order to allow the adjustment of the camber and the toe. The addition of material is allowed.
- b) The combination and the standard fitting of the spring and of the shock absorber may be modified.
- c) It is permitted to move the suspension pick-up points within a radius of 20mm from the original points.

M10.5 REAR RUNNING GEAR – GENERAL

Any other modifications to the bodyshell, apart from those modifications authorised to the rear running gear, are prohibited.

M10.6 OTHER PROVISIONS

The geometry of the running gear is free within the limits of the original adjustment possibilities set out in these regulations.

M10.7 STABILIZERS/ANTI-ROLL BARS

The original anti-roll bars and their links may be replaced by anti-roll bars and links of free design. The operating principle must be solely mechanical. The anti-roll bars and their links must be made from metallic material and must not be adjustable from the cockpit.

M10.8 TRACK

The tracks are free. Track extenders may be used if they are immovably attached to the wheel hubs. The wheels above the hub centre line must be covered by the bodywork. **(Appendix VII)**

M10.9 REINFORCEMENTS

Strengthening of the suspension parts and the suspension mounting points through the addition of material is allowed provided that the material used follows the shape of the original part and is in contact with it. The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one.

M10.10 WHEEL BEARING

The wheel bearings may be replaced by strengthened bearings of the same type and same diameter as the original ones.

M10.11 SILENT BLOCK – ARTICULATION

The silent blocks for the mounting of the cradles/subframes and/or the cross members may be of a different material from the original (e.g. harder silent blocks, aluminium, nylon rings) as long as the position of the cradle/subframes and/or cross members in relation to the bodyshell remains identical to that of the original following the three (3) axes of reference. The cradles/subframe and/or cross members, the bodyshell and the original mounting points may in no way be modified by this action.

M10.12 SUSPENSION TRAVEL LIMITER

A strap or cable for limiting the suspension travel may be affixed to each suspension. To this end, holes of a maximum diameter of 8.5 mm may be bored on the bodyshell side and on the suspension side.

M10.13 SPRINGS

i) COIL SPRINGS

Coil springs are free, provided that they fulfil the following conditions:

- a) Their number is free, provided that they are mounted in line with one another and that their type corresponds to the original type of spring.
- b) The shape, dimensions and material of the spring seats are free.
- c) The spring seats may be made adjustable if the adjustable part forms part of the seats and is distinct from the other original parts of the suspension and the chassis (it may be removed).

ii) LEAF SPRINGS

The length, width, thickness and vertical curve are free.

iii) TORSION BARS

Torsion bars may be replaced but the replacements must be made from steel. For vehicles with torsion bars, coil springs may be added on the axle concerned, provided that they are concentric to the shock absorbers.

M10.14 MISCELLANEOUS

Parts for preventing the springs from moving in relation to their mounting points are authorised.

M10.15 SHOCK ABSORBERS

Free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.) and their attachment points remain unchanged.

In the case of an oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from the outside of the car, may be fitted on the spheres.

M10.16 REINFORCEMENT BARS

- i) Reinforcement bars may be fitted on the suspension mounting points to the bodyshell or chassis of the same axle.
- ii) For the fixation of a transversal strut between two upper points of the bodyshell, a maximum of three (3) holes on each side, of a maximum diameter of 10.5 mm, will be authorised. The mounting rings of the upper transversal struts may be welded to the bodyshell. Apart from these points, the upper bar must not be mounted on the bodyshell or the mechanical parts.

M11. BRAKES

M11.1 GENERAL

All parts of the brake callipers must be made from aluminium materials with a modulus of elasticity no greater than 75 GPa. The internal parts of the brake callipers may be made from steel or titanium.

The following prescriptions apply to the complete braking system:

- a) The brake lines and their fitting method are free;
- b) The original handbrake may be removed or replaced by a hydraulic valve operated manually and without any intermediate system by the driver;
- c) If, in its original version, a car is equipped with servo brakes, this device may be disconnected or removed.
- d) If, in its original version, a car is equipped with an anti-lock braking system, the control unit may be removed.
- e) The location of the brake lines is free provided that the prescriptions of Article a. 253-4 of Appendix J are respected. The brake lines may be replaced by aircraft-quality lines. The connection of the dual braking circuit is free.
- f) Original apertures in the bodywork, e.g. for fog lamps, may be used to bring the cooling air to the brakes; the connection of the air lines to the original apertures in the bodywork is free provided that these apertures remain unchanged; if these apertures are not required they may be closed 10mm behind the external surface
- g) If the car does not have any original apertures, two (2) circular apertures of a maximum diameter of 10 cm may be made in the front bumper.
- h) The disc protection plates may be removed or their shape modified.

M11.2 FRONT BRAKES

The front brakes are free, provided that they are mounted on the fixation points of the original brakes and that they comply with the following prescriptions:

- a) The maximum number of pistons per wheel is four (4);
- b) The maximum diameter of the brake disc is 295 mm;
- c) The brake discs must be made from ferrous metallic material.

M11.3 REAR BRAKES

The rear brakes are free provided that they comply with the following prescriptions:

- a) The maximum number of pistons per wheel is two (2);
- b) The maximum diameter of the brake disc is 295mm.
- c) The brake discs must be made from ferrous metallic material.

M11.4 MASTER CYLINDERS/PEDAL BOX

Free. Modifications to the body shell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box. The balance of the braking forces between the front and rear axles may only be adjusted by the driver through:

- a) Direct intervention on the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
- b) Direct intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a pre-loaded spring, variable according to the position of the manual linkage system.

M12. BODYWORK

M12.1 EXTERIOR

Exterior decorative trim parts may be removed provided that all fixing holes are neatly filled and painted to vehicle colour.

M12.1.1 WHEEL ARCHES

The original production car contours of the wheel arch /wing must remain but may be increased up to maximum total of 30mm of the original dimensions. The organiser retains the right to reject any wheel arches that do not confirm with this article.

M12.2 INTERIOR

M12.2.1 DASHBOARD

The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.

M12.2.2 INSTRUMENTS

The instruments are free. However, their installation should not present any risk. Standard switches may be replaced by switches of different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.

M12.2.3 ACCESSORIES

Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.

M12.2.4 INTERIOR TRIMS

All internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment, and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings. The inner door panels and inner side panels may be replaced by other fire resistant panels which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.

M12.2.5 WINDOWS

- i - Manual window winders may replace electrical system if fitted. Driver's window must remain fully functional by manual or electronic. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to rear side windows. It is permitted to replace the glass side and rear windows with polycarbonate, 3mm minimum thickness for side and the rear window.
- ii - It is allowed to have net window covering the driver's door window opening forward till the centre of steering wheel if item 12.2.5 (i) above does not apply. Details:
 - (a) The window net must cover the opening forward to the centre of the steering wheel and be able to withstand any load applied at any point.
 - (b) The net may be locally modified to preserve the driver's view of the external mirror.
 - (c) The net must be affixed by means of a rapid release system so that, even with the automobile inverted it must be possible to detach the mechanism with one hand.

M12.2.6 STEERING WHEEL

The steering wheel is free, but it must be closed. The locking system of the anti-theft device must be rendered inoperative; a removable steering wheel is permitted.

M12.2.7 GEAR CHANGE MECHANISM

The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units. Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.

M12.2.8 OTHER PROTECTIONS

All production under-body and under-engine protection may be removed.

M12.2.9 WIPERS

The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.

M12.3 SPOILERS AND AESTHETIC ACCESSORIES

M12.3.1 AERODYNAMIC DEVICES

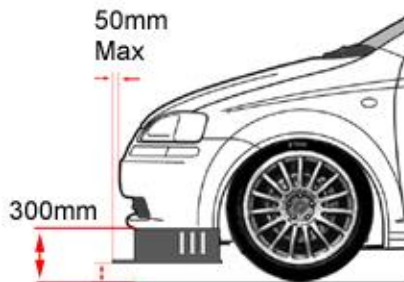
Other than those allowed in this regulation, only those aerodynamic devices which are permanently mounted on the bodywork and which are Series Production parts on the 2,500 units produced for normal road use in the country of origin are permitted. The organiser will be the sole arbiter in any dispute concerning the eligibility of aerodynamic devices.

M12.3.2 FRONT

The only body parts that can be replaced and changed in shape are:

- Front bumper; shape resembles to original and no dive planes allowed.
- Front fenders' lower edge behind the wheel may not be higher than front door's bottom border (no louvres allowed)
- Side sills (these may be added if not present in the production car)
- Only non-metal or non-sharp materials are allowed.

Front spoilers may be fitted but may not extend forward from the bodywork by more than 50mm and may not extend past the overall width of the bodywork. The areas that are defined as front spoilers are the front bumper area before the opening of the wheelhouse measuring not more than 300mm from the level ground. The underside of this spoiler may be covered and extended to the centreline of the front wheels.



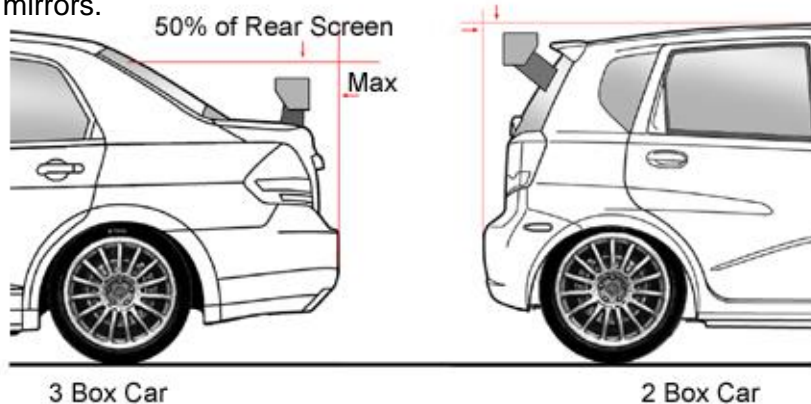
M12.3.3 MINIMUM HEIGHT

No part of the car or its suspended parts must touch the ground when two tires on the same side are deflated (5 psi pressure). No system for changing ground clearance when the car is in motion is allowed.

M12.3.4 REAR SPOILER

It is permitted to fit a rear spoiler provided that it follows the following:

- a) For a three box car, the spoiler must be mounted on the boot. The position of the spoiler must not be more than 50% the height of the rear screen.
- b) For a two box car, the spoiler must be mounted on the rear hatch. The position of the spoiler must not protrude above the highest point of the car when viewed from the side.
- c) The spoilers must not protrude outside the perimeter of the bodywork.
- d) The spoiler must be made in one single piece (a single profile and no adjustment flap).
- e) The spoiler must be completely contained within the front projection of the car without its rear-view mirrors.

**12.3.5 ORIGINAL EQUIPMENT BODY ACCESSORIES**

It is permitted to fit original equipment accessories side sill extension and rear bumper extension.

M13. ELECTRICS

M13.1 The electrical wiring harness assembly of car must be based on the production unit. Unused wires and relays maybe removed.

M13.2 Fuses and/or circuit breakers may be added to the electrical circuit. The fuse box may be moved or removed.

M13.3 All lights must be fitted as supplied by the Manufacturer for that make and model and must be fully operative at all times. Front fog lights may be removed and the apertures must be sealed or used in accordance with Article 12.1.1.

M13.4 All rear lights including a rear fog lights must remain functional.

M13.5 Only one vehicle battery maybe fitted, make and type is free. It must be a sealed unit and may be mounted inside the vehicle. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle. Should the battery be position inside the driving compartment, it must be covered with liquid proof protective cover that fully enclosed the battery.

M13.6 Alternators are free but must remain fully operational.

M14. WHEELS & TYRES

M14.1 The maximum dimensions of the 4 rims + flanges are 8" x 15". Refer to section **B. Sporting Regulations Art. 30**

M14.2 In all other respects the wheels are free provided that they are made of cast aluminium and in a single unit. Metal inserts are allowed for the passage of the drive to the wheel.

M14.3 Wheel bolts maybe changed to a stud type however the numbers of the fixation point have a minimum number of 4.

M14.4 The tyre supplied by the panel tire suppliers appointed by the Organiser MUST be used by all competitors during the event.

M15. FUEL TANK & PUMP & FUEL

M15.1 Only the originally equipped fuel tank or an FIA FT3 1999, FT3.5 or FT5 or Organisers approved tank that complies with FIA (FT3 1999, FT3.5 or FT5) is allowed. An add-on fuel cell (FT3 1999, FT3.5 or FT5 or organiser's approved) on the top of the main fuel cell and installed in a housing corresponding to this regulation may be used up to the total maximal fuel volume. The total maximum capacity of the tank(s) is 60litres.

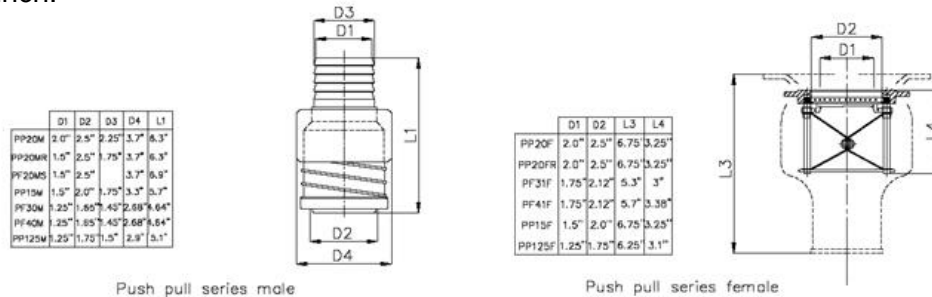
M15.2 Fuel pump(s), fuel filter(s) and fuel lines are free. Aviation quality steel braided hose or equivalent is highly recommended.

M15.3 An additional anti-surge tank maybe complemented to the fuel system. The volume of this tank must not be more than 5 litres.

M15.4 The fuel tank, pump, filters, anti surge tank and lines must be fully shielded from the driving compartment. These may be in the form of a liquid-proof bulkhead or by a liquid-proof case.

M15.5 Original fuel tank **CANNOT** be modified to suit FIA refuelling equipments. Only FIA or Organizer approved fuel tank are allowed to be use with FIA refuelling equipment.

M15.6 Only FIA approved refuelling couplings as per drawing 252-5 (Version A) are allowed to be use with the FIA refuelling rig. The internal diameter of D1 must not exceed 50mm or 2inch.



Drawing 252-5 version A

M15.7 The location of the fuel filler inlet must not be higher than the lower edge of the rear glass.

M16. REFUELING RIG

M16.1 FIA specification refuelling rigs are allowed. SIC refuelling rig (**Appendix VIII**) will be provided to competitors who do not have the FIA refuelling rig.

M16.2 The specification of the fuel rig is per drawing 252-7 of the FIA regulation. This specification must be strictly adhered to. All the dimensions must be exactly as stated.

M16.3 This tank must have a simple cylindrical internal shape and must not have any additional internal parts.

M16.4 For safety reasons, this tank must be fixed, through a tower, onto a trolley with the following characteristics:

- all the tower components must be mechanically assembled without any degree of freedom in relation to the trolley.
- the base of the trolley must have a surface area of at least 2 m² and must be made with a case fitted on 4 self-braking castors, ballasted with a weight greater than that of the tank filled with fuel.

M16.5 A system for weighing the fuel may be applied through placing a weighing plate underneath the tank, provided that the characteristics set out above are respected.

M16.6 An arm for supporting the refuelling lines and air hoses may be attached to the trolley:

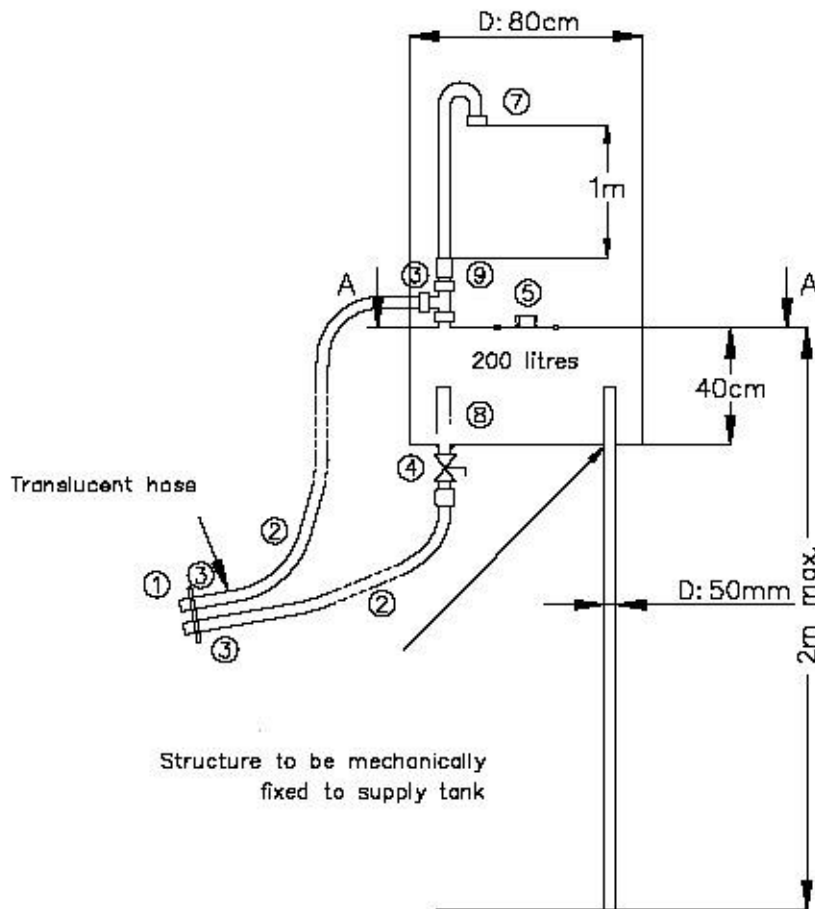
- it must be independent of both the tank and the tower.
- it is recommended that this arm be allowed a degree of freedom in relation to the trolley (rotation following a vertical axis).
- it must not exceed 4 m in length and must allow a free passage of a height of 2 m over its entire length, including the accessories.

- an identification plate bearing the race number (recto/verso) of the competing car must be fixed to its end.

M16.7 A flow restrictor with the following dimensions must be fitted:

- thickness: 2 mm
- maximum internal diameter: 33 mm must be placed at the exit of the refuelling tank (see Drawing 257-3).

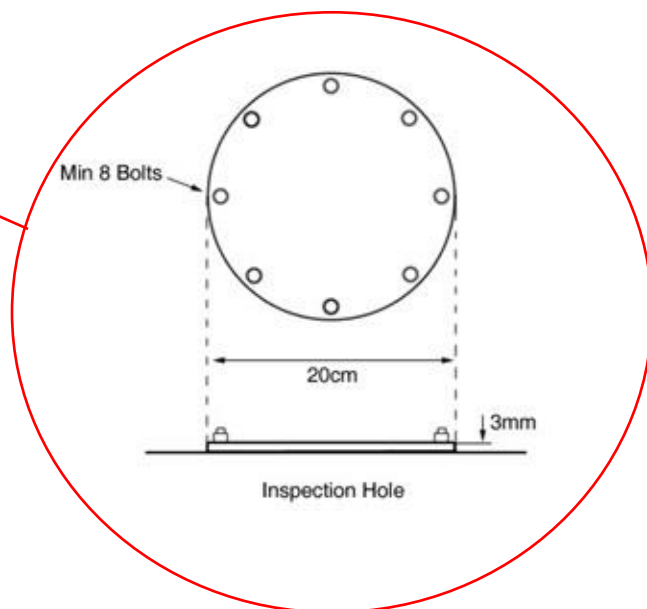
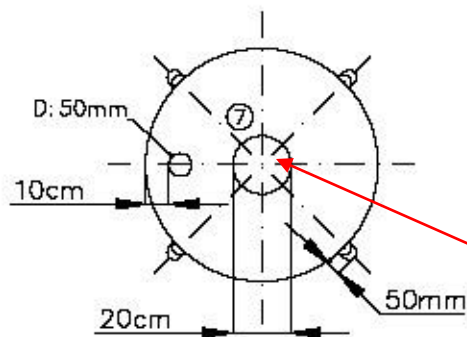
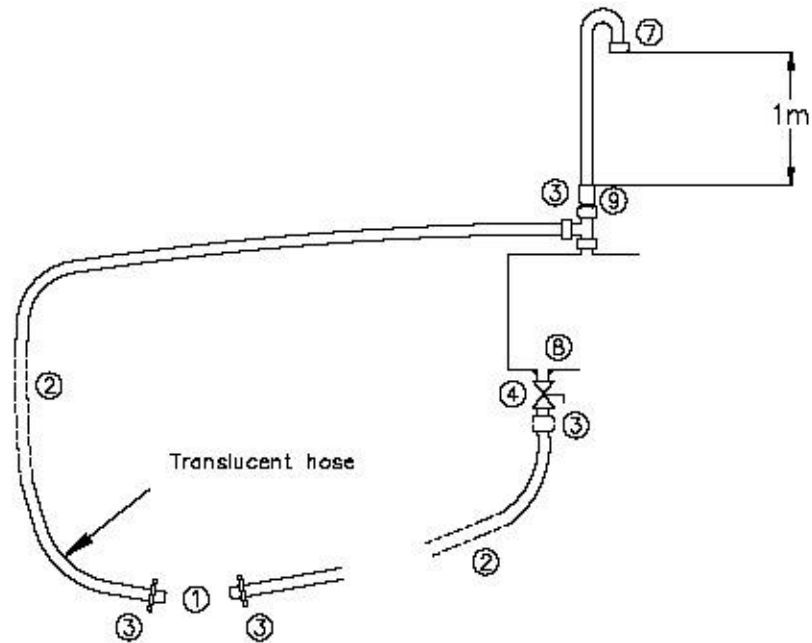
DRAWING 252-7

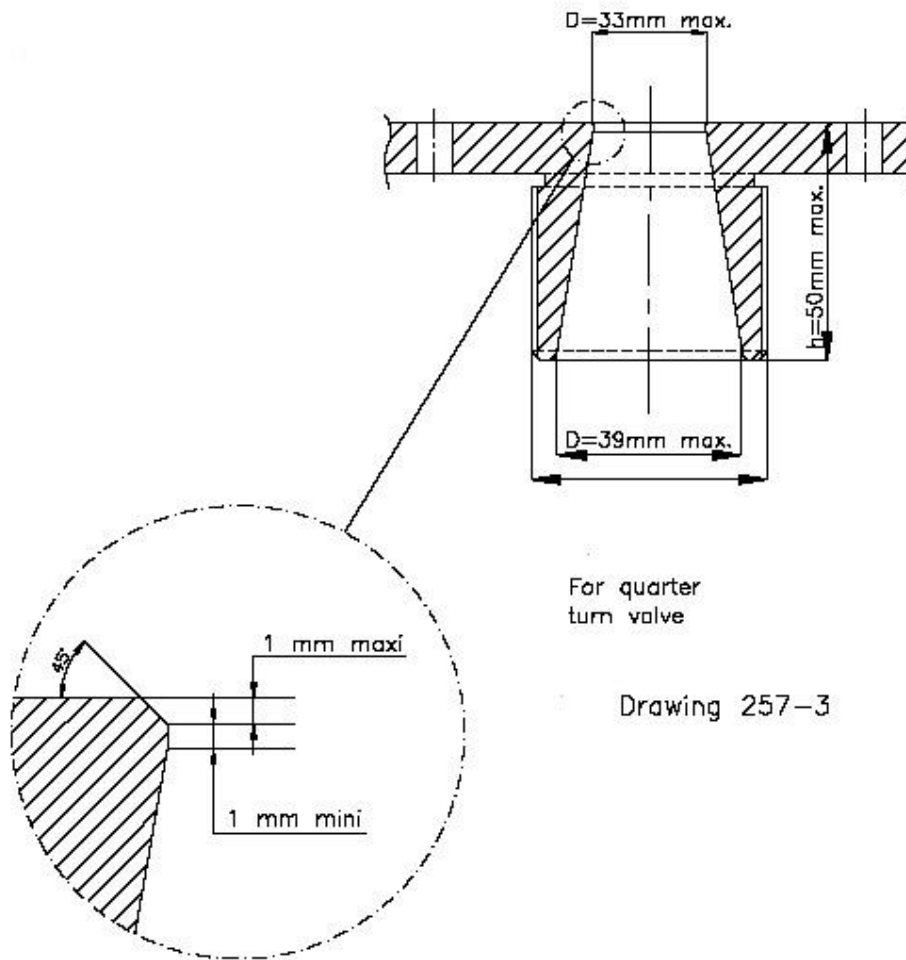


Legends:

- 1 Male Refuelling Valves
- 2 Hose - Internal Diameter 38mm
- 3 Quick Coupling - Internal Diameter 38mm
- 4 Self Closing Valves - Internal Diameter 38mm
- 5 Filler
- 7 Flame Arrestor
- 8 Flow Restrictor (Drawing 257-3)
- 9 Discriminator Valve

Drawing for cars with opposing side filler hole





M16.8 Above the tank there must be an air vent system approved by the FIA – item no 9 on drawing.

M16.9 The refuelling pipe; minimum length 250 cm (flexible part only).

M16.10 Before refuelling commences, the car and all metal parts of the refuelling system, from the coupling to the supply tank and its rack, must be connected electrically to earth by a manual contactor having no other function.

M16.11 A 90° cut-off valve, situated on the outlet of the supply tank and controlling the fuel flow, must be manned at all times during refuelling.

M16.12 A self-closing valve with an internal diameter of 38 mm must be fixed under the supply tank according to Drawing 252-7.

S-PRODUCTION (STOCK)

MODIFICATION VALID FOR S-PRODUCTION CAR

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

1) GENERAL SPECIFICATION

Eligible Cars are those cars of which at least 2,500 identical units must have been produced in 12 consecutive months and which have been available for sale **in Asia**. The model must be for public sale or produced in the year 2006 and after.

For avoidance of doubt, 'standard specification' will always be made with reference to vehicles sold through the applicable time periods. Special edition models are not eligible. Special/ Limited versions are not deemed to constitute a specification reference source for the purposes of these regulations.

Only cars with two-wheel drive (Front Wheel or Rear Wheel Drive) are eligible. Cars with forced induction are not eligible.

Eligible Car 1401cc up to 1600cc

Permitted Vehicles

FIA Article 254	: Group N Cars 1401cc to 1600cc
FIA Article 255	: Group A Cars 1401cc to 1600cc
FIA Article 277	: National Series Production Cars 1401cc to 1600cc

(2,500 units minimum production)

2) SPECIFIC MODIFICATIONS

S1. INTRODUCTION

S1.1 The following Technical Regulations are set out in accordance with the Organiser specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

S1.2 Everything that is not explicitly authorised and anything that is not specified:

- (i) In these Regulations,
 - (ii) In the Manufacturers' Technical manual,
 - (iii) In any official Technical Bulletin that maybe published, is strictly forbidden.
- The technical modifications specified in these Regulations relate to the use of the vehicle as a race car.

S1.3 Competitors will be personally and solely responsible for ensuring that their cars comply with these regulations for each Event/ Round at which they are entered. Queries concerning eligibility should be referred in writing to the Organiser at least 1 Round prior

to an Event/ Round entered, to permit a ruling in advance of any meeting at which it is intended to compete.

- S1.4 All Entrants/Drivers are reminded that it is their responsibility to ensure that their vehicle and equipment complies with the entirety of the Technical Regulations at all times during Official free practice, qualifying session and races and that they have taken account of all the safety requirements of these Regulations and Event in which they are participating
- S1.5 The Organiser reserves the right to issue additional statements clarifying the Regulations from time to time (Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers by email or by formal communication at the Event (e.g. Drivers' briefing, etc.).
- S1.6 Motorsport-type bodysells (as often but not exclusively denoted via blank chassis plates, lack of underseal, lack of wax injection, lack of production bracketry etc.) are prohibited.
- S1.7 It is the intention of The Organisers to equalise the performance of the cars by setting minimum weights. The Organisers reserve the right to amend any of the minimum weights specified at any stage of the season. The minimum weights will be reviewed after each round. If changes are to be made subsequent to this review, 7 days' notice will be given. There is no appeal against the application or addition of ballast or other restrictions.
- S1.8 Examination of Vehicles
- (i) The Organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Malaysia Championship Series to designate any one or more of the competing cars for special eligibility scrutineering.
 - (ii) The Competitor shall immediately place the car under the control of The Organiser/ Scrutineer and be deemed to have permitted all such scrutineering, examination, testing and any relevant procedure/ measure as The Organiser may responsibly require to undertake.
 - (iii) Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by the Scrutineer at the Competitor's expense.
 - (iv) Any stripping of the engine or any required component will be undertaken by the Competitor and / or mechanic / technician nominated by the Competitor.

S2 SAFETY REQUIREMENTS

- S2.1 Kindly refer to Article 3 Safety Requirement Section A of 2019 Technical Regulation.
- S2.2 The presentation of the car is fundamental to the image of the Malaysia Championship Series. Thus cars entered must be of a standard specification appearance and exhibit all items of external trim associated with the appropriate eligible model.

- S2.3 In case of serious accident, an alternative age or model body shell may be used provided:
- (i) no weight or other benefit is derived,
 - (ii) the finished car's appearance corresponds with that of the eligible model. The age of the replacement bodyshell dictates the type of external trim to be fitted in order that the car does not present the image of a hybrid, and
 - (iii) the use of titanium, ceramics, carbon fibre, Kevlar, composites thereof (with the exception of the Drivers' seat) and magnesium is prohibited.
- S2.4 Only parts listed at the time of manufacture of the vehicle may be used. If parts have been superseded since the date of vehicle manufacture the replacement part may be used prior consent from The Organiser. Competitors must provide the detail of parts should he be required to.

3. CHASSIS

- S3.1 No chassis stiffening is permitted except that derived from the fitting of a roll cage. Minimum six mounting feet inside the car are permitted, and a 3mm thick plate welded to the chassis to which the cage should be bolted/ welded. Seam welding, strengthening of mounting points and changes in component material of the bodyshell or panels is prohibited. Bodywork repairs to be conducted in structural areas should involve Competitor dialogue with the Malaysia Championship Series Scrutineer to ensure ongoing bodyshell compliance.
- S3.2 The following modifications are prohibited:
- (i) Unless specifically authorised in these regulations, the lightening of components or panels in any way, whether via removal of metal or otherwise is prohibited. Specifically but not exclusively this includes removal of any unused bracketry welded to the bodyshell or other components: seat rails, seat front cross member, rear seat base frame, roof tin supports, seat belt anchor backplates, rear seat hinge and retaining brackets. Removal of any unused bracketry rear of the main roll over bar is permitted.
 - (ii) Inner wheel arch modification is prohibited and material may not be removed to allow clearance for suspension components, driveshafts and linkages.
 - (iii) Front turret central cone repositioning.
 - (iv) Removal of bonded metal plugs in the floorplan or other areas of the interior and exterior.

S4. BODYWORK and MEASUREMENTS

S4.1 Modifications:

- (i) In general it must be of the standard specification for the vehicle, with no additions or omissions.
Mandatory fitment of laminated windscreen. Seam welding, strengthening of mounting points and changes in component material are prohibited.
- (ii) Interior: Must be of the standard specification for the vehicle. Rear quarter panel trims, boot side panels, tailgate trim panel and weather proofing plastic sheets can be removed. A basic door trim manufactured from plastic or aluminium only must

be fitted to the inside of the Driver's door – this must be to a high standard with no sharp edges and a smooth surface. Windows must be fully operable – either manual lever or electric types allowed.

Driver's seat must be replaced with the competition seat fitted.

Passenger and rear seats must be removed. Headlining and carpets must be removed. The inner sunroof steel sleeve and mechanism may be removed. Dashboard facia must remain standard with the exception of minimal material trimming to accommodate rollcage fitment around the A-pillars, but must otherwise remain as originally fitted. The car must retain the standard de-misting and air conditioning system, which includes an operative interior fan, heater matrix, supplied by water from the car's cooling system. An interior rear view mirror must be fitted.

- (iii) Exterior: As per standard specification for the eligible vehicle as manufactured.
- a. The bonnet must be secured by surface-mounted bonnet pins; the rear hatch must be secured either by surface-mounted bonnet pins and locks can be removed.
 - b. Unless specifically authorised in these regulations, the use, substitution of, and / or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturer's standard specification or to comply with safety requirements.
 - c. All, door rubbing strips, weather strips/channels must be retained.
 - d. Two external rear-view mirrors, one on the left hand side and one on the right hand side must be fitted and be a standard part pertaining to that model.
 - e. Bumper mountings are free provided the bodywork and the shape and position of the bumpers remain unchanged.
 - f. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non- standard gaps at any of their edges. Fitment of tape etc. to close body gaps (e.g. bonnet to wing) is prohibited.
 - g. It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. No additional holes may be cut into the bodywork or spoiler to aid cooling, brake ducting, air intake etc. Apertures may not be enlarged.
 - h. The removal of underseal from vehicle wheel arches, and any areas outside the vehicle wheelbase is prohibited. It is not permitted to add ducting to feed cool air to the intake system, or braking systems.
- (iv) It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car including the exhaust system, be below a horizontal plane passing 70mm above the ground, the car being in normal racing trim with the Driver in the normal seated position.

S5. ENGINE

Must be of the standard type and specification for the exact vehicle and made of the standard material. All components must be used in their production positions, with no additions or omissions unless expressly stated in these regulations. No modifications are permitted. It is the Competitor's responsibility to ensure that no prohibited modifications have been carried out, even if they are using an engine not assembled by them.

S5.1 ENGINE MODIFICATIONS

- (i) Reciprocating parts may not be altered in anyway, this includes lightening or balancing.
- (ii) Replacement valves & valve guides may be fitted but must be production or standard (shape, profile and material).
- (iii) Fitment of oil catch tank, **of minimum capacity 1 litre.**
- (iv) The fitting of higher specification grade con-rod cap bolts.
- (v) Cylinder head - MUST remain to standard specifications. No material may be added to or removed from the cylinder head; inlet and exhaust ports may not be modified in any way and must remain as cast and as per standard specification.
- (vi) The head casting material cannot be ground, smoothed, welded or in any way altered, whether to achieve optimisation of gas flow or otherwise. Any attempt to alter the shape of the ports, valve throats or the valve seats is prohibited.
- (vii) Standard pistons may not be replaced by forged pistons or 'machined-from-billet' pistons. Piston crowns must not be machined from standard in shape or profile.
- (viii) Valve sizes must not be altered from standard specification.
- (ix) Uprated lifters and lightweight spring caps are prohibited.
- (x) Fitment of an oil pump from a different production model is prohibited.
- (xi) Modification of oil pick-up pipe prohibited.
- (xii) Fitment of a nonstandard head gasket whether sourced from other vehicles within the model range or elsewhere is prohibited.
- (xiii) Fuel injectors cannot be substituted for non-standard parts.
- (xiv) The swapping of engine components or any ancillary components between models is prohibited. This is inclusive of any components in the engine bay such as, but not exclusively, pistons and electronics.
- (xv) Standard inlet manifold must be retained and may not be modified by the removal or addition of material.

S5.2 LOCATION

Position and mounting method must be of standard specification. All engine mounts must be of standard design and material rigidity grade. Voids in these standard engine mounts cannot be filled with any material to attempt to stiffen the mounts. No additional engine/transmission supports may be fitted, whether chassis mounted, or otherwise.

S.6 COOLING SYSTEMS

Water radiators must remain of standard specification for the model being raced, in design, size and position. The standard radiator fan and fan cowling must also be retained. No modifications are permitted.

S7. INDUCTION SYSTEMS

The complete induction system must be of the standard specification for the vehicle and be retained in its entirety; Components must be used in their standard positions, with no additions or omissions except for the following:

- (i) Aftermarket air filter can be used to replace the standard part. This must be of the correct specification for the model to which it is fitted.
- (ii) No other modifications are permitted.

S8. EXHAUST SYSTEMS

- (i) Exhaust emission control devices such as air pumps, associated lines, nozzles, canisters, and electrical/mechanical devices may be removed. Any holes remaining after removing such devices shall be completely plugged. If fitted catalytic converter(s) may be removed.
- (ii) Exhaust manifold(s) are unrestricted. Exhaust tubing design is unrestricted, as long as the exhaust exits behind the driver, directed away from the car.

S9. ENGINE MANAGEMENT – Fuelling, Ignition & ValveTiming

Components must be of standard specification for the vehicle and used in their standard positions, with no additions or omissions. **Remapping of ECU is allowed.**

S10. SUSPENSION

The standard specification suspension configuration must be retained and the standard mounting points and position of the suspension components to the bodyshell and related suspension units must be used and remain as standard. All suspension components (uprights, wishbones, hubs, bottom ball joints, suspension top mounts, steering arms, rear beams, anti-roll bars, supports bolted to the bodyshell or subframe) must be standard, unmodified and remain in their standard position, with no omissions, additions, lightening or modifications allowed to the mounting points and be manufactured from the standard material type except where specifically allowed in these regulations. No additions or modifications may be made to the mounting points. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.

- (i) Modifications to the suspension pick up points are prohibited.
- (ii) Modification of the engine subframe or its mounting position prohibited.
- (iii) Spherical joints, rose joints and rod ends are prohibited.
- (iv) Seam welding of front wishbones or engine subframe is prohibited.
- (v) Dampers other than the control items, or control items with identification tags missing are prohibited.
- (vi) Any mechanism for changing the suspension geometry, other than ride height and camber, is prohibited
- (vii) No additional springing medium may be utilised.

- (viii) Rear suspension and stub axles must remain standard; no strengthening or addition / removal of material is permitted.

S11. WHEELBASE /TRACK

Wheelbase and track shall remain as standard for the vehicle and separately, the acceptance of any changes arising solely from adjusting ride height and camber (**Appendix VII4**), within the scope of these regulations.

S12. TRANSMISSIONS

Must be of the standard coded type and specification for the vehicle. The method of clutch actuation must not be altered in anyway.

For clarity, final drive and gear ratios must remain as per standard and it is prohibited to mix and match any components. Gearbox casing codes must correspond with the gear ratios contained within.

Gearbox casings cannot be altered by the addition or removal of material, internally, or externally. No modifications to driveshafts or constant velocity joints are permitted. The gearbox must always include a reverse gear, which can be engaged by the Driver sitting in his/her seat with his/her safety harness fastened.

Aftermarket Limited Slip Differentials are allowed.

S13. ELECTRICS

S13.1 To standard manufacturer's specification for the vehicle which must all be fully functional. Spotlights and bumper mounted side lights may be removed.

S13.2 Electrical and Electronic Systems Modifications

- (i) The rear wiper, motor, mechanism and wiring may be removed. Rear washer, plumbing, bottle, wiring and switch may be removed.
- (ii) Removal of interior light electric components.
- (iii) Addition of auxiliary gauges and switches. The main speedometer binnacle must be standard. Any openings which result from alterations must be covered.
- (iv) The standard wiring loom must be retained
- (v) The vehicle air bags must be disabled and may be removed.
- (vi) All other electrical and electronic systems must remain in their standard positions and be of standard specifications.
- (vii) Substitution of ignition coils with high power ignition coils is prohibited.
- (viii) Fitment of non-standard distributors is prohibited.

S14. BRAKES

- S14.1 Front Brake Disc and calliper open.
Conversion of rear brake & brake pads are free.
Removal of handbrake system is prohibited.

S15. WHEELS & TYRES

Kindly refer to Art. M14 Section C M-Production.

S16. VEHICLE WEIGHT

The principle is to equalise the performance of the cars. The minimum weights must be respected at all times during an Event. This is measured with a maximum of 3 litres of fuel. Ballast must be added inside the car with mounting points using all four fixing bolts. It is the Competitor's responsibility to provide and fit their own ballast if it is required. Minimum Weight (excluding Driver) =

General Model

1500 cc

1020 kilograms

1600 cc

1050 kilograms

Specific Model

Honda GK5 – MT (1.5cc)

1050 kilograms

Swift ZC32s (1.6cc)

1070 kilograms

(Weight may be adjusted if necessary to balance the lap times if needed for competitiveness purposes.)

S17. FUEL TANK / FUEL

- S17.1 Standard fuel tank must be retained and utilised. Additional baffles or foam in the tank are not permitted.

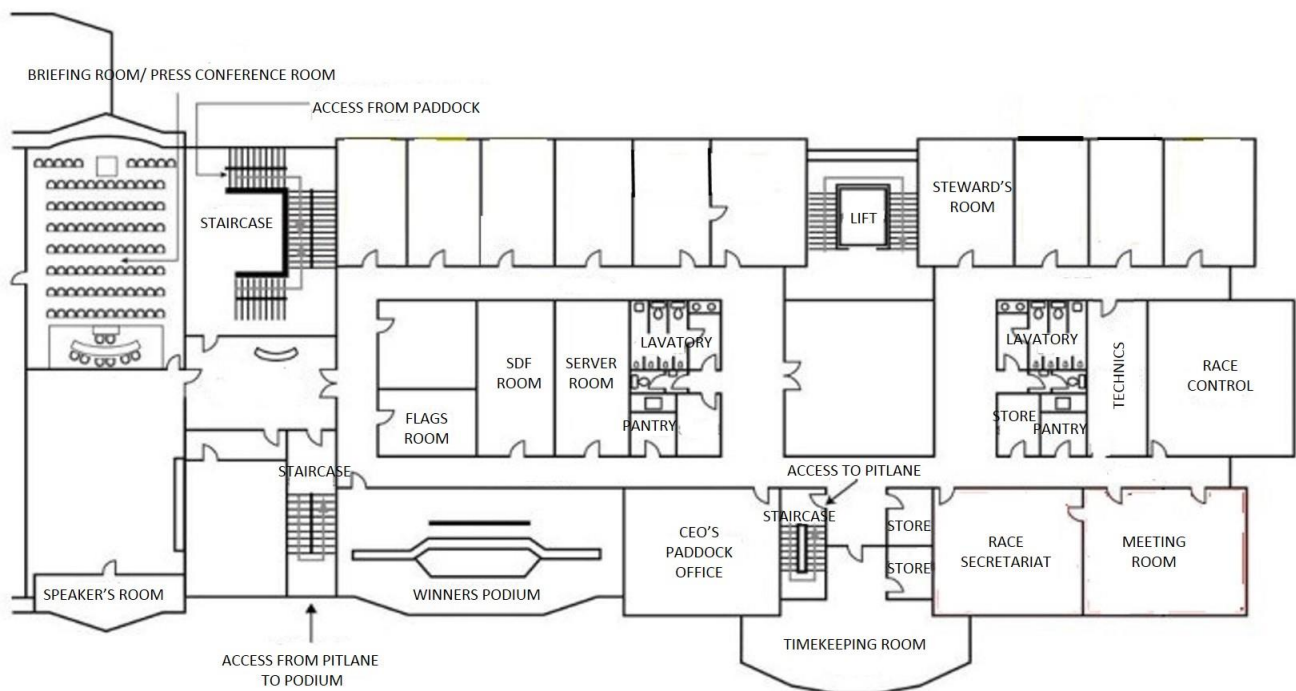
- S17.2 Tank location and fuel pump must be standard

- S17.3 Fuel: RON 97 sold at the Circuit.

SECTION C: APPENDICES

APPENDIX I

PRECISE LOCATION OF OFFICES - First Floor



APPENDIX II

SEPANG 1000KM

21st – 23rd November 2019

SEPANG CIRCUIT

HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE FIA, THE NATIONAL COMPETITION RULES OF THE MAM AND BULLETINS, GENERAL PRESCRIPTIONS, AND ANY ADDITIONAL SUPPLEMENTARY REGULATIONS WHICH MAY BE ISSUED

RACE ENTRY FORM

COMP NO. : _____

ENTRANT			
Entrant's Name:		Entrant's License No:	
Address:			Country of Origin:
Tel. No:		Fax No.	

DRIVER 1			
Driver's Name:		NRIC/ Passport No:	
Address:			Nationality:
Competition License No:		E-mail:	
Tel. No: H/P No:		Fax No:	

DRIVER 2			
Driver's Name:		NRIC/ Passport No:	
Address:			Nationality:
Competition License No:		E-mail:	
Tel. No: H/P No:		Fax No:	

DRIVER 3			
Driver's Name:		NRIC/ Passport No:	
Address:			Nationality:
Competition License No:		E-mail:	
Tel. No: H/P No:		Fax No:	

DRIVER 4			
Driver's Name:		NRIC/ Passport No:	
Address:			Nationality:
Competition License No:		E-mail:	
Tel. No: H/P No:		Fax No:	

VEHICLE			
Make/ Model		CC:	
Competition No:		Class:	

This ENTRY FORM must be completely filled in. The INDEMNITY FORM must be duly completed and signed by the Entrant and Competitor(s).

INDEMNITY DECLARATION

1. I/We have read the Supplementary Regulations issued for this meeting and agree to be bound by them and by the National Competition Rules of the Motorsport Association of Malaysia. In consideration of the acceptance of this entry or of our being permitted to take part in this meeting. I/We agree to save harmless and keep indemnified the Organiser(s), the Promoter(s), Motorsport Association of Malaysia, Circuit Owner(s), Sponsors(s), Donors(s) and their respective officials, servants, representatives and agents, from and against all actions, claims, costs, expenses for any eventualities, death and/or personal injury to myself/ourselves or loss or damage to the property of myself/ourselves and driver(s), passenger(s) or mechanic(s) and ALL members of my/our team (as the case may be) however caused arising out of or in connection with this entry or my/our taking part in this meeting and notwithstanding that the same may have been contributed or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.
2. I/we further agree to keep harmless and keep indemnified the Organiser(s), Promoter(s), Motorsport Association of Malaysia, Circuit Owner(s), agents, from and against all actions, claims, costs, expenses, losses, liability, damage arising from any criminal and/or civil sanctions levied against the Organiser(s), Promoter(s), Motorsport Association of Malaysia, Circuit Owner(s), agents and/or any other related person(s)/body(ies)/company(ies) for any breaches of any statutory laws/by-laws/regulations/rulings and/or negligence act or any other matters not specifically mentioned.
3. I/We declare to the best of my/our belief that the driver(s)/rider(s) possess(s) the standard of competence necessary for an event of this type to which this entry relates and that the vehicle entered suitable and roadworthy and free from encumbrances for the event having regard to the course and the speeds which will be reached.
4. I/We declare that I/we and all other persons in any way connected with this entry recognize and accept that the jurisdiction in all matters arising out of this race meeting is vested in the organisers and the Motorsport Association of Malaysia under the International Sporting Codes of the FIA.

Name of Entrant:	Signature of Entrant:	Date:
Name of Driver 1:	Signature of Driver:	Date:
Name of Driver 2:	Signature of Driver:	Date:
Name of Driver 3:	Signature of Driver:	Date:
Name of Driver 4:	Signature of Driver:	Date:

The above declaration must be signed by parent(s)/legal guardian if the competitor is under the age of 18 as at the date of this entry. Any other person will need a document signed by a Commissioner of Oath confirming approval by parent/legal guardian.

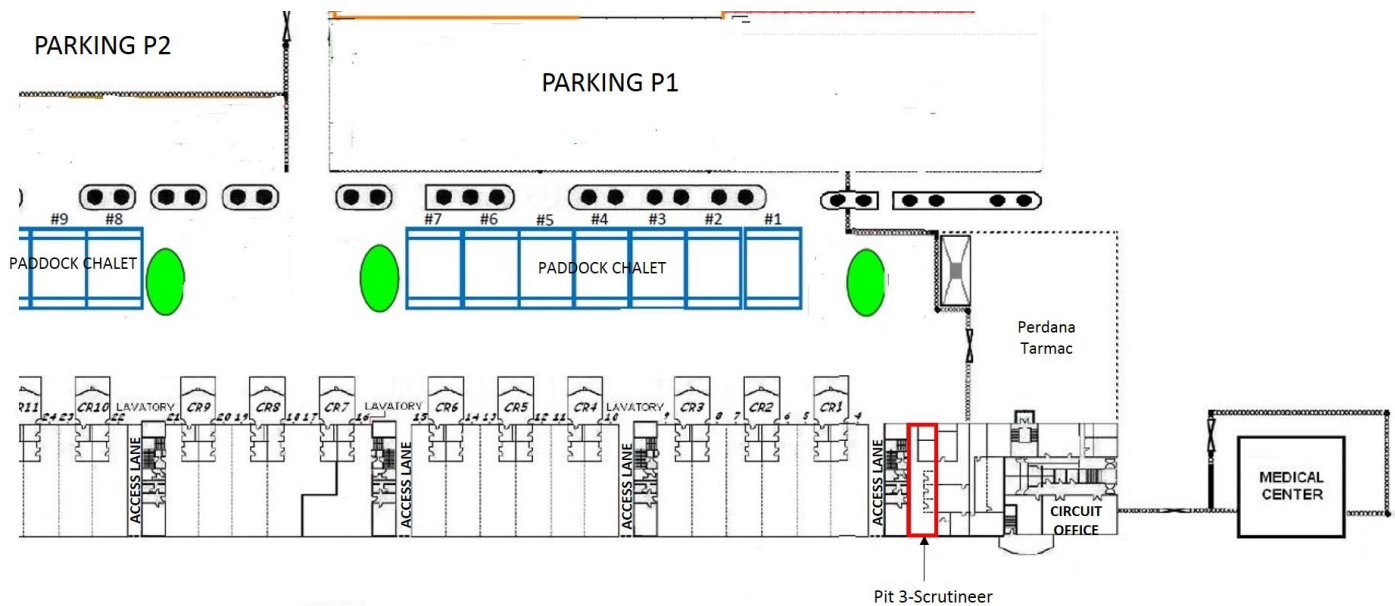
Name of Parent/Legal Guardian:	Signature of Parent/Legal Guardian:
NRIC/Passport No:	Relationship with Minor:
Tel. No:	Fax No:

Foreign competitors are reminded that written permission must be sought from their respective ASNs to participate in this meeting.

S1k reg 3/3

APPENDIX III

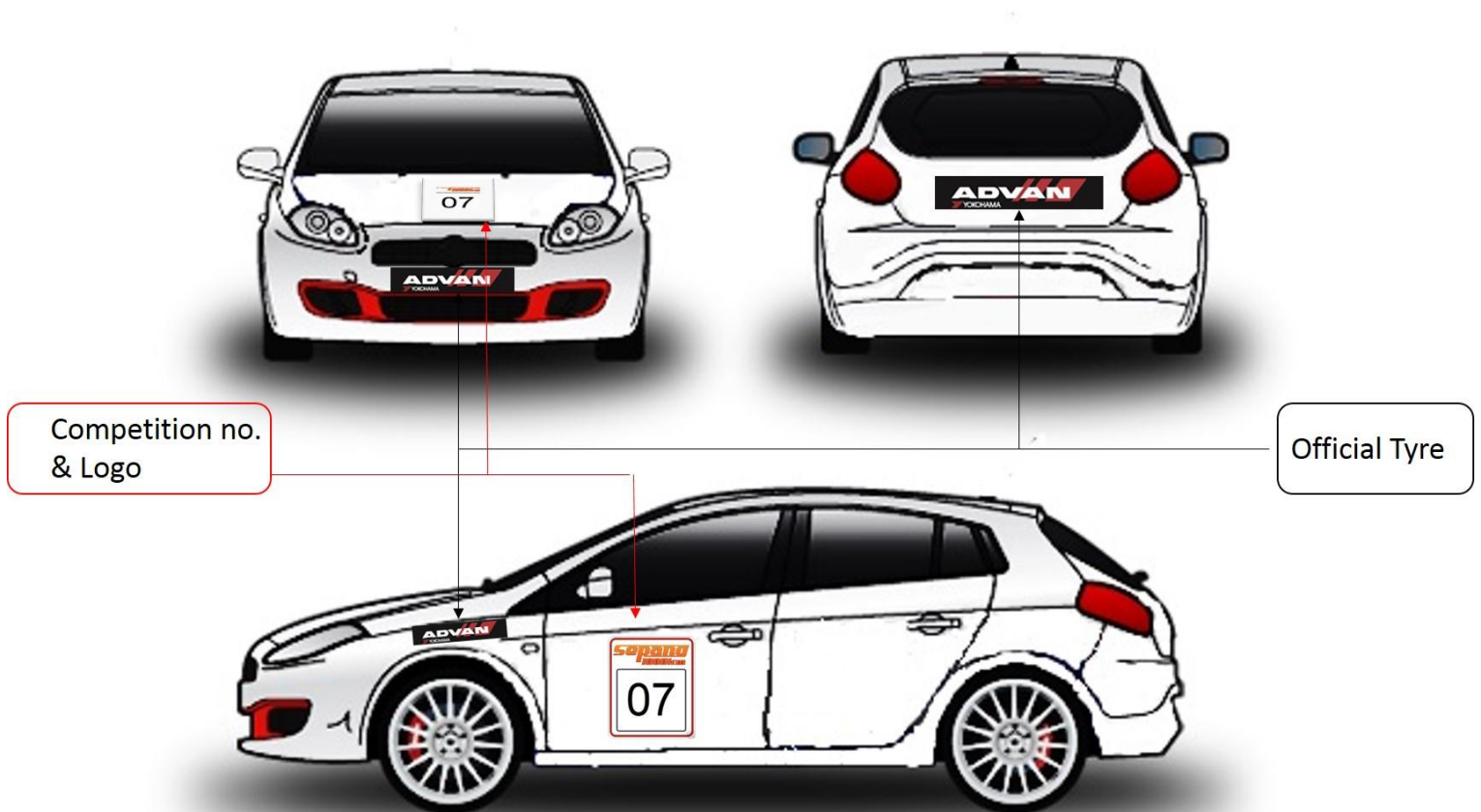
SCRUTINEERING BAY & PARC FERME



APPENDIX IV

Art. 11 & Art. 24 : ADVERTISING

STICKER PLACEMENT



APPENDIX V

TEAM DECLARATION FORM

Competition
No.

TEAM : _____

Photo Driver 1

DRIVER 1 : _____

Photo Driver 2

DRIVER 2 : _____

Photo Driver 3

DRIVER 3 : _____

Photo Driver 4

DRIVER 4 : _____

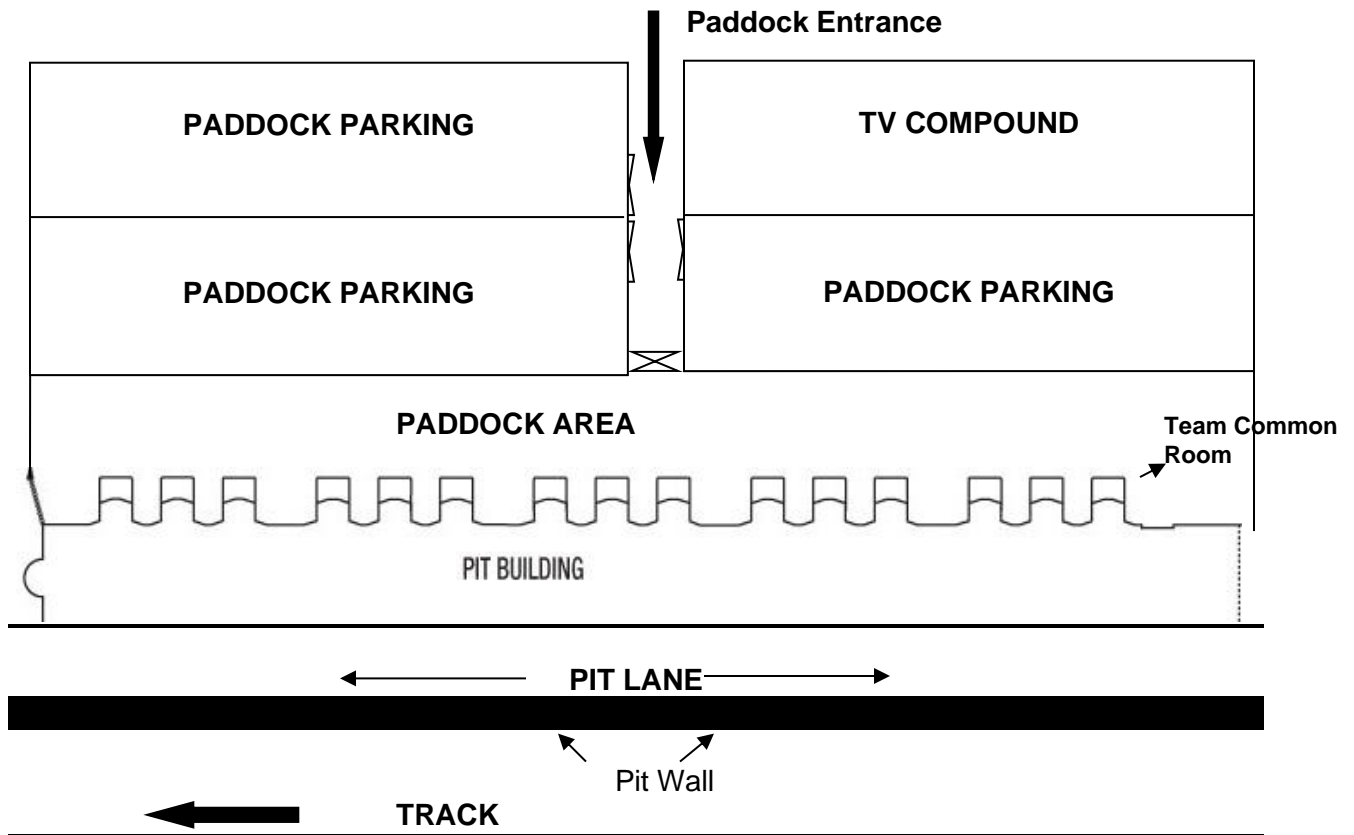
Manager's
Photo

TEAM MANAGER: _____

SIGNATURE: _____

APPENDIX VI

Art. 25 : PITWALL / PITLANE / PITS / PADDOCK AREAS AND PARKING AREAS

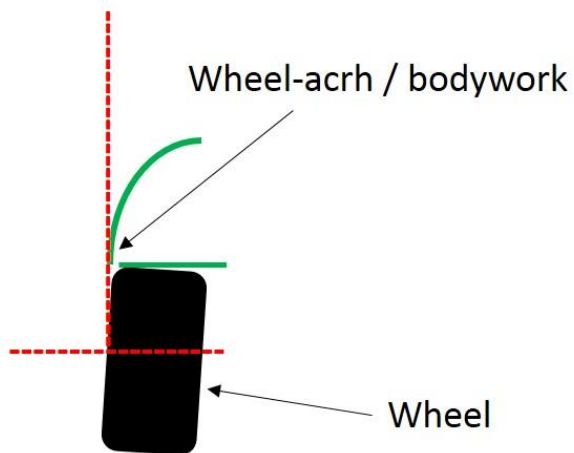


APPENDIX VII

WHEEL VISIBILITY

M-PRODUCTION & S-PRODUCTION

The upper part of the complete wheel (flange + rim + tyre) in straight ahead position and above the wheel's centre must be vertically covered by the bodywork.



APPENDIX VIII

Organiser Fuel Rig



-END-