

SEPANG 1000 KM
2025
SPORTING REGULATION

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SEPANG 1000 KM 2025

PART I. SPORTING REGULATIONS

This document (hereinafter collectively referred to as the "Regulations") has been issued and updated on 08st October 2025. Successive editions can be issued for supplementing and/or amending. The new editions will be called Additional Supplementary Regulations (ASR) or Bulletin(s) or Notification(s), dated and issued to all relevant parties.

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

Notification

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

Art. 1 ORGANISER / PROMOTER

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

Art. 2 TITLE OF EVENT AND DATE

Title : Sepang 1000km
Date : 26th – 30th November 2025

Art. 3 DESCRIPTION OF EVENT

An endurance race of 1000 km (181 laps) or the duration of 9 hours mark has elapsed plus the active leader, whichever comes first, for cars competing in the **Malaysia Touring Sixteen Hundred (MT-1600) Category**, classified as follows:

- 3.1. MTC - Turbo Class**
- 3.2. MT2 - Naturally Aspirated Class**
 - 3.2.1. MT2 (G) – Honda GK**
 - 3.2.2. MT2 (V) – Other Brands**



ACCEPTED

DATE: 27th October 2025

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

Art. 4 STATUS & PERMIT NUMBER

- 4.1 National with Foreign Participation. Permit number to be advised later.
- 4.2 This competition is held under the International Sporting Code of the FIA, including Appendices and under the National Competition Rules of the Motorsports Association of Malaysia, and these Supplementary Regulation, Additional Supplementary Regulations (ASR), Bulletins or Notifications issued from time to time.

Art. 5 ELIGIBILITY OF COMPETITORS

- 5.1 Each entry must comprise a minimum of 2 and maximum of 4 drivers

The eligibilities of competitors are as follows:-

- i) Competitors in possession of a valid competition licence issued by the Motorsports Association of Malaysia (MAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice))
- ii) Drivers from outside Malaysia with a National / International Licence issued by their respective FIA - National Sporting Authority (ASN) must also be in accompanied by a letter or visa stating they are allowed to participate in Sepang 1000km (as per article 2.3.4 and 2.3.7 of the ISC). **Foreign drivers must submit their softcopy licence and letter/visa by November 15, 2025**, for preliminary administrative assessment, ensuring that there are no issues before the official administrative check on 27th November 2025. Failure to do so, the organiser will not be liable if the admission is denied by the Stewards of the Meet.
- iii) 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.
- iv) Any Malaysian team having foreign driver(s) must hold the Motorsports Association of Malaysia (MAM) entrant/team licence.

- 5.2 The organiser reserves the right to reject any entry in accordance with the National Competition Rules (NCR) of the MAM. There is no appeal against their decision.

Art. 6 OFFICIALS

Provisional Race Officials: -

Stewards of the Meeting : TBA – Chairman of the Steward
TBA – MAM Steward



ACCEPTED

DATE: 27th October 2025

Event Steward	:	Mr. Razman Mustafa
Clerk of the Course	:	Mr. Fazli Mukhtar Affandi
Deputy Clerk of the Course	:	Mr. Zulkiflie Zainuddin
Assistant Clerk of the Course	:	Mr. Muhammad Hasbullah
Secretary of the Meet	:	Ms. Rashidah Ozahor
Chief Timekeeper	:	Mr. Haris Shamsee
Chief Medical Officer	:	Dr. Azlin Zainal Abidin
Technical Delegate	:	Mr. Tong Han Wey
Driving Standard Observer	:	Tengku Djan Ley
Chief Scrutineer	:	Mr. Erza Anas
Chief Marshal	:	Mr. Kamal Firdaus
Permanent Starter	:	Mr. Badiuzzaman Bakri

The duties, roles and responsibilities of all named Officials of the event shall be prescribed and defined in the NCR of MAM.

Art. 7 VENUE & RACE DISTANCE

Venue	:	Sepang International Circuit
Length	:	As specified in the Additional Supplementary Regulations.
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.

Minimum time required for a pit stop when refuelling:

- i) MTC – No minimum time
- ii) MT2 (G) & (V) – 3 Minutes MANDATORY

Art. 8 PROVISIONAL EVENT PROGRAMME

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

Wednesday and Thursday

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

Wednesday, 26th November 2025

xxxx hrs – xxxx hrs

Admin Check & Scrutineering

Thursday, 27th November 2025

xxxx hrs – xxxx hrs
 xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs

Admin Check
 Drivers and Team Managers Briefing
 Drivers 1 & 3 Free Practice (xx minutes)
 Driver 2 & 4 Free Practice (xx minutes)
 All Drivers Night Practice (xx minutes)

Friday, 28th November 2025

xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs
 xxxx hrs – xxxx hrs

Driver 1 & 3 Official Practice (xx minutes)
 Driver 2 & 4 Official Practice (xx minutes)
 * MTC & Vios Driver 1 Qualifying (xx minutes)
 * MTC & Vios Driver 2 Qualifying (xx minutes)
 * SP2 (G&V) Driver 1 Qualifying (xx minutes)
 * SP2 (G&V) Driver 2 Qualifying (xx minutes)

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

Saturday 29th November 2025

xxxx hrs – xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs
 xxxx hrs

S1K RACE
Pit Exit Open
Pit Exit Close
10-min Board + National Anthem
5-min Board
3-min Board
1-min Board
Rolling / Race Start (181 Laps)
End of Race (approx.)
Podium Presentation

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

Art. 9 ENTRIES

9.1 Entries will be opened by 2 stages:

- i) MTCC 2025 FULL season entries – 01st October 2025
- ii) Others – 14th October 2025.

Entries will close on **05th November 2025**. 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 15 days after the Entry closing date. Late entry(s) may be accepted at the discretion of the Organiser.

9.2 Competitors are responsible for sending correct and complete **Entry Form** with the correct entry fees prior to the entry closing dates.

- 9.3 Competitors providing incorrect or incomplete entries, even though they have paid the entry fees (including driver to be nominated entries), are to be held in **abeyance** until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information.
- 9.4 It is a condition of entry that competitors have no right to any claims against the Motorsports Association of Malaysia, Promoter, Organiser, Sponsors and/or any one carrying out their duties.
- 9.5 Please submit entries to:
- Secretary of the Meet (SOM).**
SEPANG INTERNATIONAL CIRCUIT SDN BHD,
Jalan Pekeliling, 64000 KLIA, Selangor
E-mail: race.secretariat@sepangcircuit.com
- 9.6 Any acceptance of entry received **after 05th November 2025** will be at the sole discretion of the Organiser. **A late penalty fee may be imposed.**
- 9.7 Maximum number of 90 entries can be accepted at the sole discretion of the organiser. However, the organizer reserves the right to accept additional entries based on track homologation, with the approval of the ASN/Stewards on duty if the entry qualify under Art. 15.2.
- If less than six (6) entries are received for any category, the Organiser reserves the right to cancel or amalgamate the said category with any other categories.
- 9.8 Start positions are subject to Article 15 Grid Positions. Provisional total grid number of starters sorted according by category/ class:

	<u>Available Slot</u>
i) MTC	- 10 nos
ii) MT2 (G)	- 37 nos
iii) MT2 (V)	- 28 nos
iv) Vios Cup	- 15 nos *
	<u>90 nos</u>

Should there is an unoccupied slot for whatever reason, it may be filled from another category or class. Art. 15.2 applies.

- 9.9 Entry fee for each entry for all categories which must be paid by **05th November 2025** is **RM6,000.00 (Ringgit Malaysia: Six Thousand)** c/w as follows:
- i. 1 manager/ coordinator pass
 - ii. 8 crew passes.



ACCEPTED

DATE: 27th October 2025

- iii. 2 guest passes.
- iv. 9 armbands.
- v. 4 parking passes.
- vi. 4 Hospitality wrist tags (2 days)
- vii. Drivers' complimentary gifts.

Late entry may be accepted from **06th November till 12th November 2025** at the discretion of Organiser. The organiser has the right to deny any late entries without providing an explanation. Late entry fee is **RM7,500.00 (Ringgit Malaysia: Seven Thousand Five Hundred only)**

- i) Any entry for which the **entry fees and entry form** have not been received until the entry closing date or for which the entry fees have not been paid completely can be regarded null and void.
- ii) Payment must be made by cash, credit card, money order or banker's draft. Cheque may be accepted at the discretion of the organisers and made payable to **Sepang International Circuit Sdn Bhd**. However, payment made on-site on official registration day must be in cash or credit card.
- 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
Bank Name : Malayan Banking Berhad
Bank Address : Southern Support Amenities
Jalan Pekeliling, 64000 KLIA Selangor, Malaysia
Bank Code : MBBEMYKL

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

- a) Refusal of entry
- b) Withdrawal of the entry before or by 05th November 2025. Reimbursement of the total entry fees paid.
- c) Withdrawal between 06th November 2025 to 12th November 2025. 50% reimbursement of the entry fees paid.
- d) Withdrawal after 12th November 2025. 15% reimbursement of the entry fees paid.
- e) Starts of the Official Admin Check (27th November 2025). No refund.

- 9.10 Only drivers and cars that have passed the administrative checks and scrutineering are authorised to take part in practices, qualifying and race. Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.

9.11 It is the Competitor's obligation, as per Article 16 Entrant's Responsibilities and Article 17 Competitor's Responsibilities (PART V: Common Regulations for Competitors) of the NCR, to:

- i) ensure that all persons and participants concerned by his entry observe all the requirements of the ISC, the NCR, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations and relevant documents of the Competition.
- ii) ensure that all measures and decisions have been taken internally in relation to the safety of the drivers and of the personnel when sporting services are provided.

Art. 10 AWARDS AND PODIUM

10.1 The Trophies and Prize Money are as follows:

Category	1 st	2 nd	3 rd
Overall	Challenge Trophy	-	-
MTC	Winner Trophy + RM22,000.00	Winner Trophy + RM15,000.00	Winner Trophy + RM8,000.00
MT2 (G)	Winner Trophy + RM8,000.00	Winner Trophy + RM6,000.00	Winner Trophy + RM3,000.00
MT2 (V)	Winner Trophy + RM8,000.00	Winner Trophy + RM6,000.00	Winner Trophy + RM3,000.00

The event CHALLENGE TROPHY will be awarded to the overall winning car.

10.2 Results published after the end of the race will remain Provisional until no further protest or appeal received. This classification may be revised following a decision of the stewards should a protest/appeal being lodged whose outcome might modify the classification of the race. However, in the case of a protest/ appeal affecting only part of the classification, such part as is not affected by the protest / appeal may be published definitively and the corresponding prizes distributed.

10.3 ENGINES may be STRIPPED for legality after qualifying or races at the discretion of the organisers. Competitors to provide mechanics and specifications of car.

10.4 The Competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement may result in penalties at the discretion of the Stewards of the Meeting. Trophy(s) will not be awarded to the winner if they are absent for part or all of the podium ceremony, except in a case of force majeure recognised as such by the Stewards of the Meeting.

10.5 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.

Art. 11 SCRUTINEERING

- 11.1 All cars must comply with Section II – Technical Regulations. Refer to the said regulations for each category. The homologation papers must be presented during the Scrutineering together with drivers racing suit, helmet, gloves, shoes and HANS device.
- 11.2 All stickers required as stated by the Organiser must be properly placed on the car prior to the scrutineering. (Refer to Appendix IV).
- 11.3 All cars and helmets will be issued with an “OK” sticker 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 the organiser may impound cars.
- 11.6 Change of engine is allowed and the spare/replacement engines must be eligible, scrutineered and sealed before Official Practice session. Any entry that requires change of engine after qualifying will lose their grid position. They will have to submit their application to the Steward to start at the back of the grid. (Art. 15.2 applies)
- 11.7 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.
- 11.8 The Clerk of the Course reserves the right to impose additional weight penalties to be carried on a car in the interest of balance of performance.

Art. 12 TIME KEEPING

- 12.1 All participants MUST use transponders for timing and GPS. The transponders unit must be compatible to the system used by the Organiser throughout the Competition. All competitors are themselves responsible for obtaining this transponder, at their own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.
- 12.2 Organiser’s transponder is available at a rental cost of RM300 per unit. A deposit of RM300 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 podium ceremony, failing which the deposit will be forfeited.

- 12.3 The transponder and driver ID system must be powered and functional at all times the car is on racetrack or in the pit lane. The transponder and driver ID system must not be tampered with nor transferred to another car unless specifically approved by the Stewards. Failure to obtain, install and maintain the transponder and driver ID system shall result in the car not being scored and may result in other penalties (see Art. 29.9).
- 12.4 Setting driver information is a compulsory. After the admin-checked process Team Manager will need to register Driver ID's and the Timekeeper will provide the 'Key' access.

Art. 13 DRIVERS' BRIEFING

- 13.1 It is **COMPULSORY** for all drivers to attend the Drivers' briefing for the event. The Organiser will confirm the exact time and venue of the briefing thru ASR or bulletin.
- 13.2 The Clerk of the Course reserves the right to organise a special drivers' briefing in addition to the compulsory briefing.
- 13.3 **Late arrival or absence from the drivers' briefing will be reported to the Stewards and may be penalised up to RM1,000.00.**

Art. 14 PRACTICES, QUALIFYING, RACE, DRIVER DECLARATIONS, DRIVING STINTS

PRACTICES

- 14.1 Only cars having successfully passed scrutineering and displaying the appropriate sticker will be allowed to take part in the practice sessions. The drivers must set at least 1 timed lap during the Official Practice sessions.
- 14.2 During all sessions there will be a green and a red light at the pit exit. **Cars may only release from the pits to the Fast Lane when a 2-Minutes board shown at Pit Exit.** Pit Exit will open when the green light is on/ marshal wave the green flag. 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.
- 14.3 **There will be 1 x Free Practice sessions, 1 x Official Practice sessions in the day conditions and 1 x Night practice session (All Drivers).**
- 14.4 Clerk of the Course with the consent of the Steward may interrupt any practice sessions 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 practice period after an interruption of this kind.

- 14.5 Chequered Flag will be shown at the end of the session. Pit Exit will be closed and the marshal will illuminate the Red Light/ wave the Red Flag. No car will be passing through.

QUALIFYING

- 14.6 There will be a maximum of 1 x 30 minutes official Qualifying session for **Driver 1** and a maximum 1 x 30 minutes official Qualifying session for **Driver 2**. Drivers must complete a minimum of 1 lap during qualifying excluding the out lap and in lap. **To qualify for the race, an entry must not exceed total average time of 130% of the leader under dry condition.**
- 14.7 In Qualifying session the Clerk of the Course may interrupt the session as often and for as long as he deems necessary to clear the Track or to allow the recovery of a car. Whenever possible, the time lost by the suspension of a Qualifying Session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. **However, it is not obligatory to resume the session or re-run the session to achieve the time criteria.** The decision of the Stewards in this matter shall be final. No protest can be accepted as to the possible effects of the interrupted/ shortened session on the qualification of any Driver.
- 14.8 During the course of the qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their pit or the paddock areas until such time as the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Ferme, except with the approval of the Stewards.
- 14.9 At the end of each Driver 1 qualifying session, cars will be placed at the **RED blended Lane in 45° position**, between the Fast Lane and the Slow Lane under Parc Ferme situation. It is strictly forbidden to push/ drive their car to go inside the pits, except those which must proceed to scrutineering. **Only one crew** is allowed only to check tyre pressure and tyre temperature for the next qualifying driver. No other checks may be completed.

DRIVER DECLARATION

- 14.10 Drivers must be provisionally designated as Driver 1 and Driver 2 and Driver 3 or Driver 4 (if applicable). The final positions of Driver 1, Driver 2, Driver 3 and Driver 4 as stated in the **Race Entry Form (refer to Appendix V)** must be confirmed by **1230 hrs on FRIDAY, 28th November 2025** or at the time specified thru Bulletin. Failure to do so will result a penalty as in Article 29.9 **Only the declared Driver 1 & Driver 2 are permitted to take part in the qualifying session.**

- 14.11 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 29. 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.

RACE

- 14.12 The number of laps or time duration of the Race must not be changed unless authorized by the Stewards.
- 14.13 During the race, drivers leaving the pit lane may only do so when the pit exit light is green.
- 14.14 Fuelling/ Refuelling is prohibited on the grid.
- 14.15 The car's headlights and rear lights must be illuminated at all times when the track has been declared wet/ when 'Lights On' board or notice is shown or published. The Clerk of the Course may require cars that fail to comply with this article return to the pit lane to fix.
- 14.16 Penalties may be imposed at the discretion of the Stewards for any unsafe rejoin/release during any session of the event.

DRIVING STINTS

- 14.17 Drivers must rest a minimum of two thirds of the driving time before resuming the race. **Each driver may drive up to 90 minutes before compulsory rest. NO extension of time even if there is Safety Car (SC) or Full Course Yellow (FCY) procedure on track at the end of the stint in question.** Breach of this rule 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. If the stop/go penalty cannot be imposed during the race (due to insufficient number of laps remaining), the remainder of time will be added to the total time of the car plus (+) 60 seconds.
- 14.18 **However, the maximum cumulative driving time of any one driver is 330 minutes (5 hours 30 minutes).** The penalty for violating this rule is a **reduction of one lap for every three minutes or part thereof.**
- 14.19 First stint: Starts of Rolling lap – loop to pit lane entry
Following stints: Loop from pit lane exit – loop to pit lane entry
Last stint: Loop from pit lane exit – elapsed time of the race

If the Safety Car has to bring all cars through the pit lane, the time spent driving through the pit lane will be counted as driving time, except for the cars performing a pit stop.

- 14.20 Team Managers must report on driver changes and time car is in the pits to the pit observer in writing.
- 14.21 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.
- 14.22 If a driver does not drive at all during a race, the car will be disqualified, except in cases of force majeure acknowledged as such by the Stewards.

Art.15 GRID POSITIONS

- 15.1 The selection of fastest car will be based on the aggregate time of all drivers that qualified. Every driver must complete a minimum 1 lap during qualifying excluding the out-lap and in-lap. The grid will be divided into separate categories:
- i) Front row(s) – MTC
 - ii) Middle row(s) – MT2 (G)(V)
 - iii) Rear row(s) – Vios Cup
- 15.2 The grid positions will be based on the basis of the fastest average time during qualifying (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 and if:
- i) The grid slot is available.
 - ii) They do not eliminate vehicles that have already qualified.
 - iii) They are judged capable of achieving the qualification minimum time.
 - iv) The competitors satisfy all safety requirements, including knowledge of the circuit.
- 15.3 Starting Driver Nomination for the race:
- Nominated Driver 1 will start the race. Subsequent swaps do not have to adhere to the declared order.

Art. 16 STARTS PROCEDURE

General:

Cars may release from the pits to pit fast-lane and que up when a 2-Minutes board shown at Pit Exit. The Pit Lane will open by signal of a waved green flag and an audible signal, and will

remain open for a period of 10 minutes, whereupon drivers must exit the Pit Lane and may go straight to their specific grid box. Reconnaissance Lap is allowed. Cars may enter the pit if there any mechanical issues and doing repairs. The only boards at Pit Exit will be shown are 5 minutes counting down and 2 minutes (before the Pit Exit closed).

After the Pit Exit closed, a ten (10), five (5), three (3), and one (1) minute and fifteen (15) seconds warning signal accompanies with a signal board will be shown to the Grid.

Any cars removed from the grid (instruction from the Clerk of the Course) and cars failure to pass through pit exit during the time shall be held in the Pit Lane to be started at the rear of the entire grid after the last car has passed the Pit Lane Exit at the start of the Rolling Lap.

10 MINUTE BOARD

National anthem will be played. Once over, guests are required to start leaving the grid.

5 MINUTE BOARD

Everyone clears the Grid, except Driver in the car and 4 crew/ mechanics. All cars must have wheels fitted.

3 MINUTE BOARD

Only 2 mechanics per Car remain on grid. Cars must have their wheels fitted and the car 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.

Any car that is not in its place on the grid after the "3 minutes" signal is shown, may no longer go to the grid box and must take the start from the pit exit. Any unoccupied places on the grid shall remain vacant.

1 MINUTE BOARD

Drivers start engines. Mechanics must leave the grid taking all the equipment with them. No push start allowed. Any drivers unable to start the Formation Lap are required to signal the marshals (put up his arm to warn the starter and the following competitors of the problem) Yellow flag will be waved by grid/row marshal behind pit wall and will follow the Fail to Start Procedure.

15 SECOND BOARD

Engine must be running and ready to start the formation lap. Pace Car will start to move and lead the formation lap. If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned may be penalised for Starts Procedure Infringement by the Steward.

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

FORMATION LAP AND ROLLING START

- i) The Official Start Time shall commence at the start of the Rolling Lap.
- ii) VIP will Flag-Off Rolling Lap behind the Pace Car in single file.
- iii) Overtaking during the rolling lap is only permitted if a car (self-started) is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this instance, drivers may only overtake to re-establish the original starting order, but must return to their original starting position before reaching the Safety Car Line 1. If the driver fails to return to their original starting position before reaching the Safety Car Line 1, then the driver will report to steward. However, should any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the Medical Car had crossed the Safety Car Line 2, and must start the race from the back of the grid. Any driver refusing to comply will result in a penalty as deemed appropriate by the Stewards.
- iv) When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.
- v) All cars will form up in pairs (2x2) on the back straight between turns 14 and 15. **No weaving or unnecessary movement endanger to other car after 2x2 boards shown. Any unnecessary actions or deviations will be reported to the steward for review and possible penalty.**
- vi) 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.
- vii) 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.
- viii) The first two leading cars will maintain the pace up to the start line and will commence racing when the starting signal will be given by means of the RED lights being turns to green under the control of starter.
- ix) 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.
- x) 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 red lights will remain illuminated and the yellow flashing lights will be shown. A message 'EXTRA FORMATION LAP' will be displayed at Start Gantry. All cars must proceed for another lap and leaders is responsible to lead the pace.
- xi) Exit of T15 during the Start procedure of Rolling Lap, all cars must roll/ drive within the grid box or face penalties.
- xii) Any car not starting from the starting grid, A car starting from the pit lane may be allowed by the Clerk of the Course to join the formation lap(s), when the last car on track crosses Safety Car Line 2.
- xiii) At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.

FAIL TO START PROCEDURE

A Driver who is unable to start the Rolling lap must signal it to the marshals. Marshals will be instructed to push any car(s) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals. Once the car is in the pit lane, it may be worked on or If the Driver is then able to join the race, he can only join from the pit exit when the light is green.

SAFETY CAR START PROCEDURE

Under certain circumstances the Race may be started behind the Safety Car. Refer to Art 25.9 In this case, at any time before the “one-minute” board is given, its orange lights will be switched on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green flag is waved, the Safety Car will leave the grid with all cars following in starting order, no more than ten car lengths apart. There will be no Formation Lap and the Race will start when the green lights come on. Overtaking is only allowed after passing the Control Line. **The official start time shall commence at the start of the Safety Car Procedure.**

FLAG START

In the event of a Start light failure, a Flag Start notification will be displayed on the information panel at the starter’s gantry before the 1-minute board is shown at the starter’s podium. The race will be deemed to have started when the Starter lowers the Green Flag from the raised position at the starter’s podium.

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

Art. 17 PITWALL/PITLANE/PITS/PADDOCK AREAS

GENERAL RULES

- 17.1 Please refer to the illustration of the pit wall, pitlane, pits, paddock areas and parking areas in Appendix III.
- 17.2 Pit allocation will be made by the organiser. Decisions are final and the pit allocation will be published, once the final entries have been confirmed. There is no right to be allocated a specific pit. **Each pit will be shared by several teams with a maximum of 3 cars per pit. The competitors must conform to it and respect it. Entry(s) that fails**

to qualify to the main race, is obligated to vacate the pits once the qualifying session concludes.

Teams are responsible to strategies their own pit stop location and at the same time be considerate of other teams during the pit stop. However, any reports of misconduct will be reported to the Stewards.

- 17.3 There is no claim on a special pit wall, paddock areas and parking areas but must be a realistic spot and on the basis of first come first serve. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.
- 17.4 It is the responsibility of each competitor/team manager to ensure that team members are fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the team from the race. To avoid allegations of misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.
- 17.5 Each competitor/ team manager is responsible for every person in his pit, even if they are not part of his team.
- 17.6 No car may be driven in reverse in the pit lane. Heavy penalty including monetary fines or/ and immediate exclusion can be the result from such action. Mechanics are allowed to push their cars backwards to their designated pit.
- 17.7 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM500 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.
- 17.8 Each team will be entitled to **nine (9) passes excluding drivers**. The passes consisting 1 manager/ coordinator, 3 refuelling crew and 5 pit crew. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.
- 17.9 In keeping with the status of the S1k as a premier event, teams are encouraged to be properly attired at all times. Minimum acceptable: -
Cotton T-shirt, Jeans, shoes and shorts. Singlet, slippers and sandals are not allowed to be worn by team crew.
- 17.10 Children under the age of 12 are not allowed in the pits, pit lane or pit wall until the race has ended. An exception is made for glassed hospitality area in pits. However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.

- 17.11 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 RM500 will be imposed on the owner.
- 17.12 **Radio communication to driver on track from the Team Manager/ Coordinator in pit is compulsory for all classes.** However, entrant / entry must apply/ are advice to submit the frequency 2-week before the event to the organiser.
- 17.13 **The use of motorized vehicles, skateboards or similar means of transportation by any parties in the pit area is strictly prohibited.** The organiser has the right to confiscate such vehicles until the end of the event.
- 17.14 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.
- 17.15 **Officials must have free access to the inside of the garage at all times. In case of withdrawal from the Competition, for whatever reason, will have to follow the Organiser's instructions with regard to organisation and vacating the pits.**
Penalty: At the discretion of Stewards.

PITSTOP PROCEDURE

- 17.16 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 "Slow Lane".
- i) The only area in the Pit Lane where any work can be carried out on a Car is the Inner Lane.
 - ii) 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. Equipment is only permitted during Pit Stop on the Slow Lane. This must be immediately removed as soon as Pit Stop work has completed.
 - iii) Cars in the Fast Lane have right of way over Cars in the Slow Lane. A Car may only be released from the Slow 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.
- 17.17 Only the following must be carried out in the pit working lane to avoid inconvenience to other teams due to pit sharing:
- i) Refuelling during the Race. (Refuelling during Official Practice must be carried out inside the pit. Refuelling during a Qualifying session is strictly prohibited.)
 - ii) Driver change.
 - iii) Wheel/tyre change.
 - iv) Cleaning of windscreen, lights and windows.

- v) Replacement of brake pads/discs.
 - vi) Replenish engine oil, coolant and other fluids.
- All other repairs must be done in the pits.

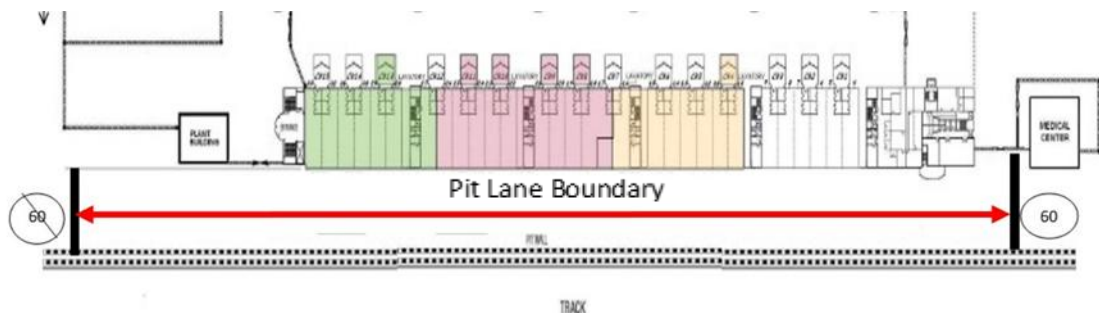
For safety reason it is mandatory to refuel at beginning of pit stop except if the car has entered the pit/ pit lane only for other works (repairs, etc.). The car must remain on its wheels in case it needs to be pushed in an emergency.

Refuelling is strictly controlled by Art. 18, while it is being undertaken no other authorised tasks are permitted.

- 17.18 The Fast Lane is to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all DRIVERS to take all due care. The speed allowed limit is 60km/h. However, **NO slowing below than 50km/h or stopping is allowed in the Fast Lane.** Penalty for these infringements 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 car can be excluded (at Stewards approval) from the race and RM100.00 will be fined for each lap the black flag is ignored.

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.

- 17.19 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.
- 17.20 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 and work on the car. All crew **MUST wear safety clothing/ suit and helmet** when carrying out their duties during pit stop.



- 17.21 Teams may change their tyres as and when required. However, only 2 pneumatic guns are allowed at the pit lane during the change. Compressed air or/ and electric gun (checked & approved by scrutineer) can be used in pit/ pitlane. Air-jack is allowed.
- 17.22 **During a pit stop, one (1) person is permitted only to give the Driver assistance (such as drink bottle, cooling, fasten/tighten the safety harness or any assistance that**

directly to the Driver himself including opening and closing the door(s), regardless of Driver change or not. Maximum of (5) persons with dedicated coloured armband may perform service and repairs. The Driver Assistant is not required to wear gloves.

- 17.23 A car can return inside its pit for any type of intervention. The restrictions regarding equipment and personnel do not apply when the car is in the pit. Nevertheless, refuelling is not authorised in the pit and can only take place in the stopping area. During the red flag, it is forbidden to proceed with the total or partial replacement of the intervention/ repairing work.

Art. 18 REFUELLING PROCEDURE

- 18.1 3-minutes minimum Pit Stop is **MANDATORY** for MT2 category's cars whenever they perform refuelling. Minimum pit stop time is calculated between pit entry loop and pit exit loop (pit lane boundary). **No minimum pit-stop time for the MTC category.**

- 18.2 During re-fuelling only 3 crews are allowed to be near the car. All others must remain behind the **RED 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.

During all the sessions and the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping area, unless the car has entered the pit for repairs, in which case the refuelling can be done at the end of the pit stop, only in the stopping area.

A refueller can intervene only to put fuel into the car and only when:

- The car is resting on its wheels.
- The engine is off.
- The deadman valve attendant is in position and operating the valve.
- The fire extinguisher attendant is equipped with an extinguisher.

- 18.3 Only refueller, deadman controller and crew with extinguisher are allowed to be behind the Yellow Line before the car stops for refuelling.

These crew MUST wear fire resistant suit and helmet with eye protection when carrying out their duties during refuelling.

- 18.4 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.

- 18.5 The fuel rig supplied by the Organiser **MANDATORY** be used (except for the MTC & VIOS). The nozzle and hose **MAY NOT** be modified to fit the fuel tank. Utmost care must be taken during refuelling to ensure that no fuel is spilled, particularly in cases where residual fuel remains in the tank. During refuelling operations, only the

refueller, the person operating or holding the fuel rig, and one (1) crew member equipped with a fire extinguisher are permitted within the refuelling area.

- 18.6 If a car is fitted with 2 filler intakes, refuelling can only be done one at a time. **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 other crews except Refueller must remain behind the **RED line** in the pits when refuelling is carried out.

- 18.7 Only unleaded petrol (max RON-97) available at pump stations in the local market can be used for practice, qualifying and races throughout the event without any additional additives and available in the market nationwide, as this term is generally understood.

- 18.8 Fuel test may be performed randomly during the event.

Fuel Test Procedure (OCTANE METER SHATOX SX-200)

- i) The meter is set to RON2=0.0 ; MON2=0.0 ; AKI=0.0 with ambient temperature in range from minus10 degree Celsius up to plus 45 degree Celsius
- ii) Test is conducted by taking sample from competitor's fuel tank
- iii) The test of the AKI result should be 97 or below

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.

Art. 19 STOPPING OF PRACTICE / QUALIFYING / RACE

- 19.1 Should it become necessary to stop a practice, qualifying and race by the Clerk of the Course or his Deputy, it will be done with the red flag at the start line, all LED Panels and flag posts.

- 19.2 During Practice and Qualifying, all vehicles will proceed safely at reasonable speed into pitlane and stop on the respective pit or pit exit.

- 19.3 During a Race

- i) all vehicles will proceed safely at reasonable speed into pitlane and stop on the Fast Lane.
- ii) All cars are under Parc Fermé Rules.
- iii) All cars are undergoing the Pit Stop Procedure or any repair works in the pit **MUST STOP** at any works.
- iv) Crews 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.

- v) Driver change is not permitted under Red Flag conditions, except for cars undergoing an authorized pit stop procedure. Any unauthorized driver change shall be reported to the Stewards and may be subject to a penalty (Art. 29.27).

Art. 20 RE-STARTING A RACE.

20.1 CASE A: Less than 2 full laps.

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

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

- i) The race shall be deemed in two parts. The first of which will be the penultimate lap the leader crossed the finish line.
- ii) The length of the second part will be two laps less than the scheduled race distance.
- iii) Only vehicles that took part in the first start will be eligible.
- iv) The grid for the re-started race will be arranged in the race order at the end of one lap prior to that during which the signal to stop (red flag) was given.
- v) 10 Minutes Procedure for re-start the race. a ten (10), five (5), three (3), and one (1) minute and fifteen (15) seconds warning signal accompanies with a signal board will be shown to the Pit Exit.
- vi) One (1) mechanic may assist driver to buckle up at the five (5) minute signal. This mechanic may stay to assist in starting the car and return by the one (1) minute signal.
- vii) Any car needing work must move from the column and stop in working area. No change of driver is allowed during this period.
- viii) Work on such cars can only commence after the last car in the column leaves the pit exit.
- ix) The safety car will be positioned in front of the column in fast lane.
- x) The safety car will lead the column for at least 1 lap (counted) and enter the pits.
- xi) Racing will resume in the same manner under Safety Car procedure.

20.3 CASE C: 70% or more of the race distance/duration.

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

Art. 21 LEAVING THE TRACK, REPAIRS AND OUTSIDE ASSISTANCE

- 21.1 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 (Art.29.22).

- 21.2 If a car breaks down on the track and the driver feels that a repair is not possible in these circumstances they may return to the pit and request that the recovery team return the car to the designated area behind the race control building (Recovery Drop Zone), 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.
- 21.3 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.
- 21.4 i) 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.
- ii) Competitors will have no right to lodge protests if the car has been damaged as a result of the failure of any of the mandatory devices mentioned in (i).

Art. 22 CHANGING OF ENGINE

- 22.1 Change of engine is allowed during the race. Spare/Replacement Engines must be **pre-registered and scrutineered before the Qualifying of Driver 1** and must be same spec as qualifying engine. **Spare engine(s) may be sealed by the Scrutineer.** Engines may be registered under the team's name.
- 22.2 Any entry that requires change of engine after qualifying will lose their grid position. They will have to submit their application to the Steward to start at the back of the grid. Team Manger required to notify Technical Delegate for any engine changes and change of the registered engine is allowed through the event duration.

Art. 23 FINISH OF THE RACE

- 23.1 Chequered Flag will indicate the end of race/session signal and will be given at the Starter's Podium as soon as the leader has covered the full number of laps or the duration of 9 hours mark has elapsed plus the active leader, whichever comes first.
- 23.2 To be declared as a finisher, a driver must take the chequered flag under the car's own power and if they have covered at least 75% of the distance (rounded up to the nearest

whole number of laps) covered by the winner. Cross the finish line on the race track when the chequered flag is shown, except in a case of force majeure at the Stewards' discretion. It is prohibited to stop on the race track pending the showing of the chequered flag.

The result order will be based on the number of laps completed by the respective teams as follow: -

Highest number of laps	-	1st
2nd highest number of laps	-	2nd
3rd highest number of laps	-	3rd
and so forth		

- 23.3 Any classified vehicle that cannot reach the 'parc ferme' under its own power will be placed under the exclusive control of the marshals who will take it to the 'parc ferme'.
- 23.4 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.
- 23.5 Should the end-of-race signal be delayed for any reason; the race will be deemed to have finished when it should have finished.
- 23.6 Once the race is finished, drivers must take the chequered flag on the track to be considered as finisher. The leader will be shown the chequered flag when he crosses the finish line at the end of the lap during which the number of laps or total time is exceeded (refer image below).



Art. 24 PARC FERME

- 24.1 i) The Parc Ferme at the end of the **qualifying** will be at Perdana Tarmac.
- ii) The Parc Ferme at the end of the **race** will be:
- a) In front of Pit 3 : top three (3) finisher of every category
 - b) Track Main Straight : others.

All participants must follow the **special instructions** from Technical Delegate/ Scrutineer 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 under Parc Ferme without permission of the Technical Delegate / Clerk of the Course.

- 24.2 A car that does not go immediately and directly to the Parc Fermé may be excluded from the classifications by the Panel of Stewards.
- 24.3 A person from each team must be present at the entrance to the Parc Fermé to be informed of any measures to be taken in case of scrutineering.
- 24.4 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.

Art. 25 SAFETY CAR

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

Overtaking may be permitted under the following circumstances:

- i) if a car is signalled to do so from the Safety Car (green lights illuminated)
- ii) if any Car slows significantly with an obvious problem (blue flag will be given);
- iii) under the provisions of Article 25.9 (Safety Car Start);
- iv) **any car entering the pits may pass another car or the Safety Car after it has crossed Safety Car Line 1;**
- v) **any car leaving the pits may be overtaken by another car on the track before it crosses Safety Car Line 2;**

- vi) when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed Safety Car Line 1;
 - vii) any car stopping in its designated pit area whilst the Safety Car is using the pit lane may be overtaken;
 - viii) should any car reported slowing down during Safety Car period, whether it is deliberate, having mechanical issues or driving at a speed of less than 70km/h, will be then overtaken. That particular driver will be investigated by the Stewards for any penalties.
- 25.4 Anyone found to have overtaken any competitor in front will receive a drive-thru penalty, only after the Safety Car has been withdrawn from the track. If the driver does not pit within 3 laps, the black flag will be shown for exclusion of the team from the race.
- 25.5 Drivers may pit during Safety Car procedure and re-enter the track under green pit exit light. All pit-in laps will be counted in the overall results. If the leader enters the pit while in formation, all cars behind the Safety Car must maintain and follow the formation and no new leader is sought.
- 25.6 When the track is cleared, the safety car will turn off the flashing lights at Intermediate 3 and return to the pit.
- 25.7 When the safety car returns to the pit, racing and overtaking will resume after crossing the Control Line (Start/Finish). The lead car to maintain the pace up to this point. Anyone overtaking before the line will incur a drive-through penalty.
- 25.8 Pit Exit Closure. A red light (or flag) indicates the pit exit is closed especially when the Safety Car is released from the pit exit or when the SC formation at the Mainstraight. Cars may enter the pits while the Safety Car is on course to perform pitstop but must not exit the pit lane until the pit exit light / flag turns to green. They must fall into line at the rear of the main field after it has passed the pit exit.
- Should any Pass-Around is initiated, it will be announced by Race Control thru the Timing Page. Disabled Cars unable to maintain the speed of the Safety Car or pack up as directed must move aside and permit able Cars to overtake.
- 25.9 No penalties (including drive-through, stop-and-go, or pit stop penalties) may be served while the Safety Car is deployed. The Safety Car period shall be considered over when the driver subject to the penalty passes the green flag at the Control Line on the track

Art. 26 FULL COURSE YELLOW

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

- 26.1 The instruction of the “Full Course Yellow” (FCY) will be presented through the Flag Marshal at every respective official Flag Post around the circuit.
- 26.2 When the FCY boards and Yellow flags are presented at every flag post, all cars must slow down and start reduce the speed to 80 km/h. Overtaking is forbidden from the moment of the FCY boards and yellow flags are displayed. Approximately in 15 seconds, FCY Light Panel (LED) will be illuminated. **At this point, all cars must be at a constant speed range between 75km/h to 80 km/h.**
- 26.3 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.
- 26.4 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.
- 26.5 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 need the extension time to resolve the problem, the Safety Car may be deployed.
- 26.6 The Safety Car may 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.
- 26.7 As soon as the Safety Car is in front of the overall leader, all Flag Marshals will exchange the FCY boards to SC Board. This is the indication that all cars now proceed at above 80 km/h and at a reasonable speed and safe pace until reaching the line of cars behind Safety Car.
- 26.8 **No penalties (including drive-through, stop-and-go, or pit stop penalties) may be served while the Full Course Yellow (FCY) procedure is in effect. The FCY procedure shall be considered over when the green flag is shown at the track.**

Art. 27 PROTESTS & APPEALS

- 27.1 Protests, if any, must be lodged in accordance with the stipulations of the PART X (Protests) of the NCR. Under strict respect of the protest time of 30 minutes, all protest must be lodged in writing attention to the **Clerk of the Course** and **handed**

over to the Secretary of the Meet or if not possible to the Assistant Secretary of the Meet along with the protest fee of:

Protest Fee	-	RM2,000.00
(+) if Stripping of any component	-	(+) RM6,000.00

- 27.2 Protest time is 30 minutes from posting of provisional results. The Organiser reserves the right to strip any car after the race at the cost of the Team/ entry.
- 27.3 A collective protest(s) and/or any protests against decisions of the timekeepers and/or the judges of fact, are not permitted.
- 27.4 Each Competitor/Driver must remain available and easily contactable at an Event until any Protest and/or Appeal period relating to the Championship has elapsed, failing which, any judicial action against or relating to that Competitor and/or Driver may be heard in their absence.
- 27.5 Incomplete protest will not be entertained.
- 27.6 A successful protest shall merit a refund of the protest fee.
- 27.7 Appeals must be according to PART XI (Appeals) of the NCR.
- 27.8 Drive-thru and Stop & Go penalties are not subject to protest & appeal.

Art. 28 GENERAL CODE OF DRIVING CONDUCT

- 28.1 The Clerk of the Course may bring before the Driving Standard Observer and Stewards any unsporting behaviour on the part of an entrant, entry, guest or participant that is deemed contrary to the spirit of sport and fair play, even if the person concerned demands the literal application of the present regulations.
- 28.2 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.
- 28.3 Overtaking, according to the circumstances, may be carried out either on the right or on the left. Driver of the faster Car is responsible for safe and sporting overtaking of the driver of the slower Car. The driver of the slower car is not permitted to make manoeuvres liable to hinder, deliberately crowd a car beyond the edge of the track or make abnormal changes of direction; stay on your racing line. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized.

Where two cars are reasonably alongside each other, each must permit the other racing room. A car traveling alone may use the full width of the racetrack. Overtaking may be either right or left depending on prevailing conditions.

- 28.4 More than one change of direction to defend a position is prohibited. A driver moving back towards the racing line, having earlier defended their position off-line, must leave at least 1 car width between their own car and the edge of the track on the approach to the corner.

Any Driver who, in the sole opinion of the Clerk of the Course, moves in reaction, altering their line based on the actions of pursuing competitors, may be warned or reported to the Steward.

- 28.5 Any driver obstructing or endangering other participants during any sessions 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.

Any Driver who, in the sole opinion of the Clerk of the Course, is responsible for an incident where a car spins, or goes off-track, or suffers a flat tire or other mechanical difficulty resulting from the incident and requiring it to pit directly for repairs, or an incident of contact resulting in a change of position, will be investigated further by DSO and may be warned or penalized by the Steward.

- 28.6 During qualifying, any driver on a slow-down lap must make his best endeavours to not obstruct other drivers. As soon as a car is caught by another car which is about to lap it, the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. A driver who appears to ignore the blue flags will be reported to the Stewards.

- 28.7 Causing a collision, repetition of mistakes or the appearance of a lack of control over the vehicle (such as leaving the Track) will be considered to be a breach of the Code of Driving Conduct.

The following driving standards will apply:

- i) Careless Driving: Departing from the standard of a competent Driver.
- ii) Reckless Driving: Any unintentional action by a Driver which creates a serious risk to others.
- iii) Dangerous Driving: Any intentional action by a Driver which creates serious risk to others.

- 28.8 Should a driver be obliged to stop his car on the circuit any reason, the car must be removed from the track with the utmost caution as quickly as possible by taking the shortest way. Instructions given by the officials must be followed. Drivers leaving the

track must re-join the race in a safe manner. Taking a short cut will result in a drive-thru penalty and the Steward (s) can enhance the penalty if deemed necessary.

- 28.9 Track Limits must be respecting all time during all session. Track limits will be monitored around the track with particular focus at Turn 4, 6, 8, 11, 12 and 14 using the judges of fact and special camera linked with timing system. Track limit decisions are not appealable. A car is judged to have left the track if all four wheels are behind the line that defines the track edges. **At the start of the race, all four wheels must be within the track border until you have crossed the SC Line 2.**
- 28.10 Technical Problems on track. If car have a mechanical problem during the session on track, driver must pull off immediately to the safe location to avoid any potential risks and dangerous to other competitors. Driver must leave the car and move to behind the track barrier. **The marshalling LED Panels will display Black/Orange Disc with the car number.**
- 28.11 If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. Please make 1-2 brake-tests / zig-zags your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.
- 28.12 **Any competitor who, in the sole opinion of the Clerk of the Course and DSO, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized by the Stewards and such decision is conclusive.**
- 28.13 **Climbing on the debris fence on the pit wall during the race is illegal and dangerous. Team Manager is responsible to the behaviour of the team members.**
- 28.14 Appendix L, Chapter (IV) of the FIA International Sporting Code will also be applied.

Art. 29 PENALTIES

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

No	Infringement	Practice	Qualifying	Race
29.1	Cross the Demarcation Line at Pit Exit	RM100 every infringement	RM200 every infringement	Drive-thru penalty for every infringement
29.2	Unsafe release or Unsafe rejoin	RM100 every infringement	RM200 every infringement	Drive-thru penalty for every infringement

29.3	Speeding in pit lane	RM100 every infringement	RM200 every infringement	Drive-thru penalty for every infringement
29.4	Stopping / driving slow below 50kmh at the Fastlane.	RM500 every infringement	Remove best time (+) RM500	Drive-thru penalty for every infringement
29.5	Overtaking under yellow flag	RM200 every infringement	RM400 + Remove time of that lap (every infringement)	Drive-thru penalty for every infringement
29.6	Not observing chequered flag	RM100/lap	RM200/lap	RM300/lap
29.7	Be at the pit exit or pit fast-lane before 2 minutes board is shown.	RM200 every infringement	Remove best time	Drive-thru penalty for every infringement
29.8	Failure to abide by red flag/light at pit exit	RM200 every infringement	Remove best time	Drive-thru penalty for every infringement
29.9	Fail to declare driving order within the stipulated time.	n/a	Remove best time + RM400	n/a
29.10	False start or Failure to be within grid box during rolling starts	n/a		30 sec. time added
29.11	Failure to stop minimum 3-min pitstop when refuelling (compulsory for the MT2 category).	n/a		Stop & Go Penalty of the remaining time shortage
29.12	Failure to carry out Stop & Go Penalty after 5 laps from the Official Announcement (Pit Stop infringement)	n/a		60 sec. time added (+) the remaining time shortage
29.13	Not respecting pit stop rules	At Stewards discretion		Drive-thru penalty for every infringement
29.14	Fire extinguisher not properly manned	n/a		Drive-thru penalty for every infringement
29.15	Cutoff/Deadman valve not properly manned	n/a		Drive-thru penalty for every infringement
29.16	Refueling while car on-jack	n/a		Drive-thru penalty for every infringement

29.17	Bumping car in front (avoidable situation)	At Stewards discretion		60 sec. time added
29.18	Causing other car(s) to retire	At Stewards discretion		Exclusion (at the Steward approval)
29.19	Not carrying out penalty (DT / SG) in 3 Laps	n/a		Remove 1 lap for every infringement
29.20	Using an undeclared spare engine	RM1,000.00	Disqualification (+) RM2,000.00	i) Before Race Start = Start at the back of the grid (+) 2x Drive- thru (+) RM3,000.00 ii) Race = Exclusion (at the Steward approval)
29.21	Using unmarked tyre by HK Motorsport	RM400 for each tyre	Removed best time	Exclusion (at Steward approval)
29.22	Taking short cut	RM500.00 per short-cut	RM500 (+) Remove time of that lap	2 x Drive thru for every infringement
29.23	Off-track limit (TL) (max. 1830 hrs)	i) Warning (1 x) ii) Unsporting flag (3 x) iii) RM300 every infringement	Remove time of that lap	i) Warning (3 x) ii) Unsporting flag (5 x) iii) Drive-thru (7 x) (reset to '0' after served every Drive-thru)
29.24	Not observing black flag	At Stewards discretion		Exclusion (+) RM200.00 per lap
29.25	Exceeded driving stint.	n/a		i) Race Duration - Stop & Go penalty equal to the length of the time exceeded ii) After Race - Added to the total time plus (+) 60 seconds.
29.26	Exceed the maximum cumulative driving time of any one driver	n/a		Reduction of one lap for every three minutes or part thereof.
29.27	Driver Change during Red Flag condition	n/a		Drive-thru penalty for every infringement
29.28	Provoking a fight at Pit/ Paddock/ Track by any of Competitor/Team member /Representative	Exclusion from race (+) Banned of Team and team members from SIC for 12 months + RM7,000.00		

29.29	Retaliating in a fight	Exclusion + RM5,000.00
29.30	Illegal parking in Pit or at Paddock area	RM1,000.00 (+) towed
29.31	Failure to send car for Safety Check accordingly during Scrutineering process	RM1,000.00
29.32	Other offences	At Stewards discretion. Discretion must conform to the essential principle of law. (Art 30.6)

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

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

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times, except approval by the Stewards. It is not permitted for the driver to enter the pit lane to take their drive through penalty during a Safety Car and FCY Procedure. The Race Starter will be the Judge of Fact. If the drive-thru penalty cannot be served owing to time or lap availability, a 60-second time addition to total time will be enforced.

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

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

Art. 30. POWERS OF THE STEWARDS

- 30.1 The competence of the Stewards is as defined by the NCR.
- 30.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Clerk of the Course, whether a driver or drivers involved in an incident should be penalised.
- 30.3 If an incident is under investigation by the Stewards, a message informing all teams as to which car or cars are involved shall be displayed on the official messaging system.
- 30.4 Provided that such a message is displayed no later than twenty minutes after the race has finished or notified in any other way, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

- 30.5 Decisions from the Stewards are given to the Competitors in writing. Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.
- 30.6 The following penalties below (not in following order) may be further imposed by the Stewards:
- i) Monetary
 - ii) Cancellation of qualifying or race laps
 - iii) Disallowance of lap times in any session
 - iv) Time Penalty
 - v) Drive Through Penalty
 - vi) FLap Penalty
 - vii) Drop of grid position
 - viii) Drop of positions in the classification
 - ix) Warnings
 - x) Exclusion

Art. 31 INTERPRETATION OF REGULATIONS

- 31.1 Only the Clerk of the Course can give binding information about the event, or in his absence, his deputy.
- 31.2 In the case of any dispute, the interpretation of this Sporting regulation, the Additional Supplementary Regulations is up to the Clerk of the Course or his Deputy.
- 31.3 The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstances should arise, without any obligations for indemnification. Furthermore, the organiser holds liability only in that case where exclusion from liability is not mentioned in the regulations or entry form.

Art. 32 TYRES

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

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

HK Motorsport (M) Sdn. Bhd. has been appointed as the only tyre supplier for the 2025 Sepang 1000 km with Hankook is the sole nominated tyre for the Event. Only tyres supplied and fitted by HK Motorsport to the approved compounds (as approved for use) can be used at any Meeting.

HK Motorsport (M) Sdn. Bhd. will mark all tyre purchases. Effectively from Official Practice and only HK Motorsport (M) Sdn. Bhd. marked tyres are permitted to be used throughout the event. Failure to use marked tyres is deemed an infringement and will result a penalty.

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

- i) **MTC - Turbo Class - 225/45R17 Z221**
- ii) **MT2 - Naturally Aspirated Class - 195/50R15 RS4**

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

Art. 33 ADVERTISING

- 33.1 Competitors are obliged to carry the main sponsor and co-sponsor stickers (to be announced) at designated spaces on the car (advertisement location diagram is as per Appendix IV). The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.
- 33.2 Any other advertising carried by a competitor must be declared to the organisers for approval. The organisers' decision on this matter is final.
- 33.3 The competition number supplied by the organisers cannot be mutilated. Any branding on them cannot be cut off. Tobacco advertising is strictly prohibited.
- 33.4 All forms of advertising prior to or after the race by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under pain of an advertisement of at least the same size and frequency in accordance with Part V: Article 11 of the NCR of the MAM. Approval for such advertising shall only be released at the earliest 24 hours after time of submission. The organisers shall not be held responsible for any delay in the approval of any advertisement.
- 33.5 Advertisements on the results shall comply with (24.4) above and carry the title of the event at a prominent place of the advertisement. The size of the title shall not be less than 1/10 of the size of the advertisement.
- 33.6 REJECTION FEE for not carrying sponsors decals is as follows:
 - MAIN SPONSOR: RM3,000.00
 - CO-SPONSOR : RM1,500.00 per co-sponsor

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

Art. 34 COMPETITION NUMBER

- 34.1 Competition numbers between 4-999 will be allocated on request using a first-come first-served basis, taking into account the order in which the registration forms and entry fees are received using the entrant's choice of number, until 15th November 2025. The competition numbers must be displayed at one each on the front left and front right doors and visible by the officials.
- 34.2 Entries of MTC and MT2 that participated in the 2025 MTCC are given priority in using the same number on their cars in the Sepang 1000km event. This is followed by TP and TP2 participants selecting their preferred available number.
- 34.3 Sepang 1000km Windscreen sticker will be provided and is compulsory. No change in the shape or size of the stickers is permitted. Any change will be reported to the Stewards of the Meeting for further action. Two clear areas along with the Sepang 1000km logo for the display of competition numbers must be reserved one each on the front and rear windscreen
- 34.4 Change of competition numbers is not allowed throughout the event.

Art. 35 ORGANISER'S RIGHTS

- 35.1 The organisers may abandon, cancel or postpone the meeting or any part thereof. In this event, the competitor or entrant has no right to claim against the Organiser or Promoter in respect of any loss or expense he/she may thereby incur.
- 35.2 Cancel any class, which has less than 6 cars or amalgamate them to the next higher class at the discretion of the organisers.
- 35.3 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 35.4 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 35.5 Refuse an entry without giving any reason.
- 35.6 The Clerk of the Course of the meeting has the right to stop the race or any driver immediately due to any unavoidable circumstances or as the case may be.
- 35.7 The Organiser reserves the right for competition number 1, 2 and 3.

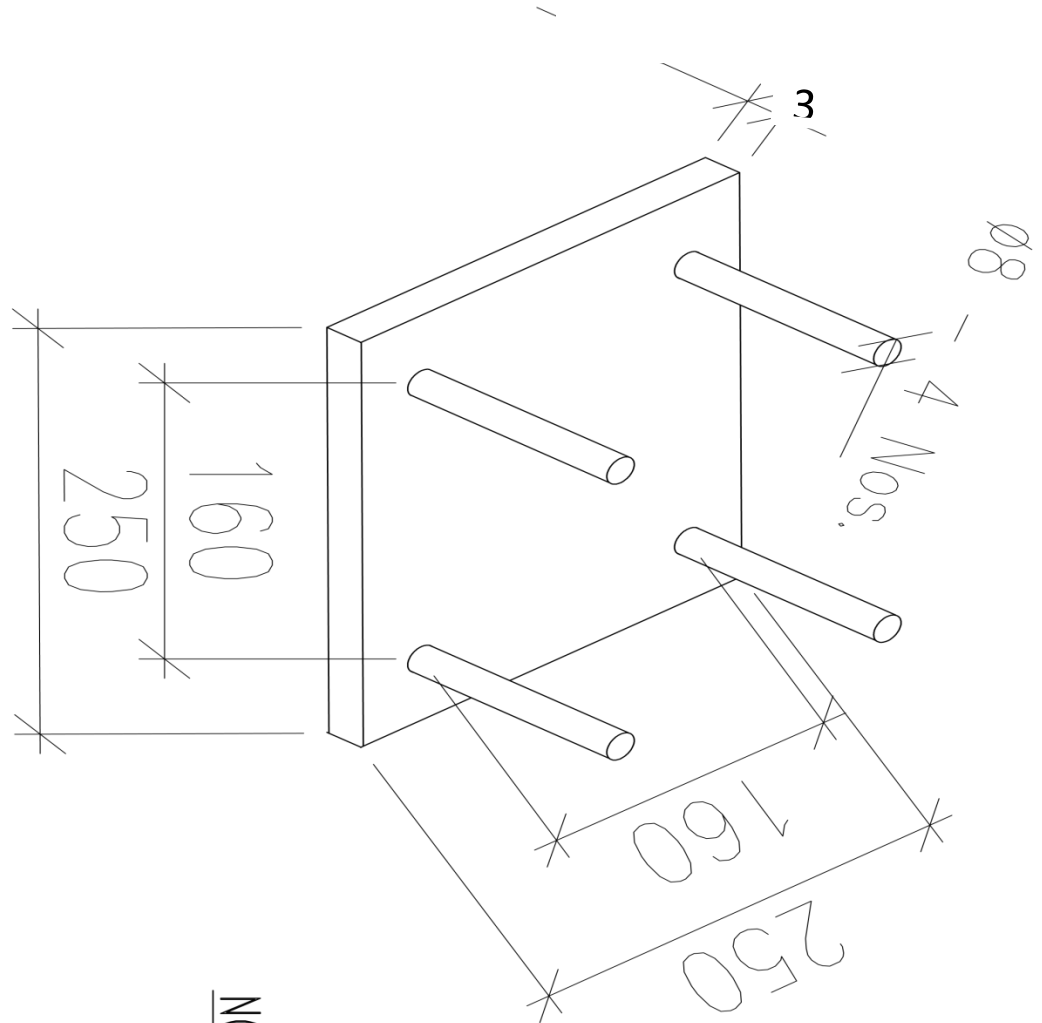
Art. 36 PROMOTER'S RIGHTS

- 36.1 All participants are prohibited from using caterers not registered with the Promoter/Organiser.
- 36.2 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.
- 36.3 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 20 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.



ACCEPTED
DATE: 27th October 2025

APPENDIX I



NOTE :

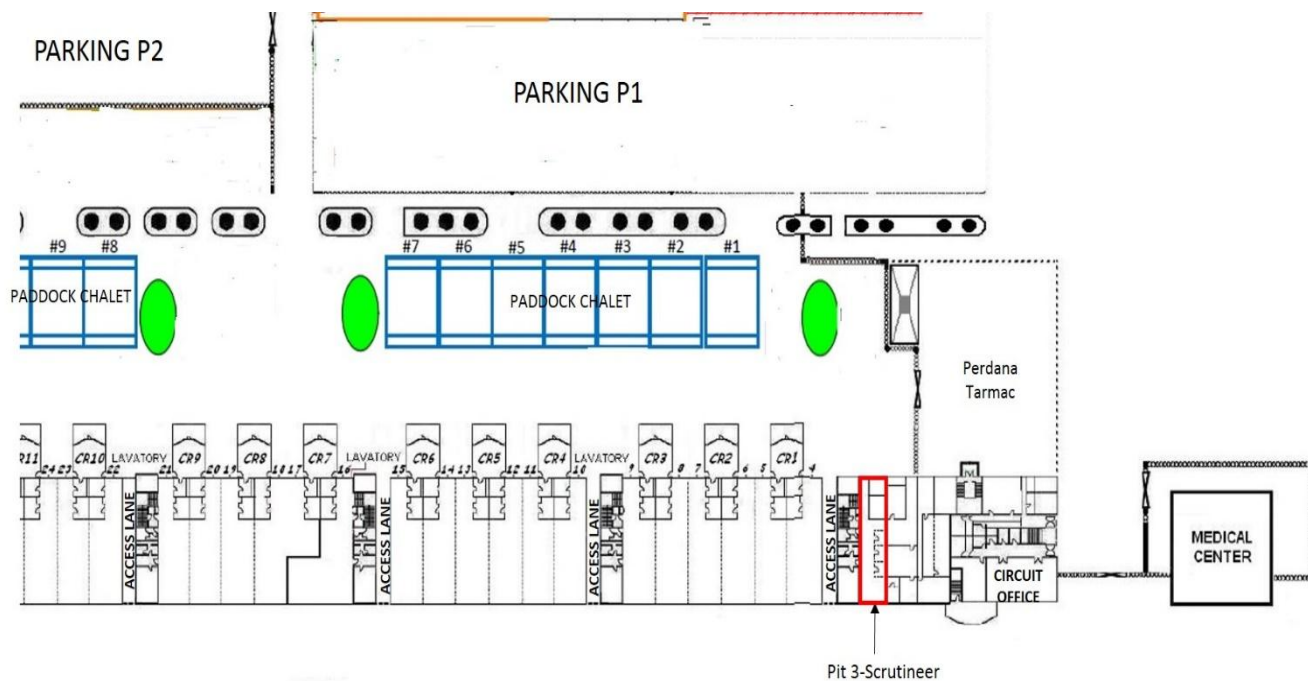
- 1- Physical Dimension
250mm(W) X 250mm(L)
With Tolerances ± 5 mm
- 2- Physical Thickness
16mm(Thk) With Tolerances
 ± 2 mm

APPENDIX II

ADVERTISING



SCRUTINEERING BAY (Pit 3)

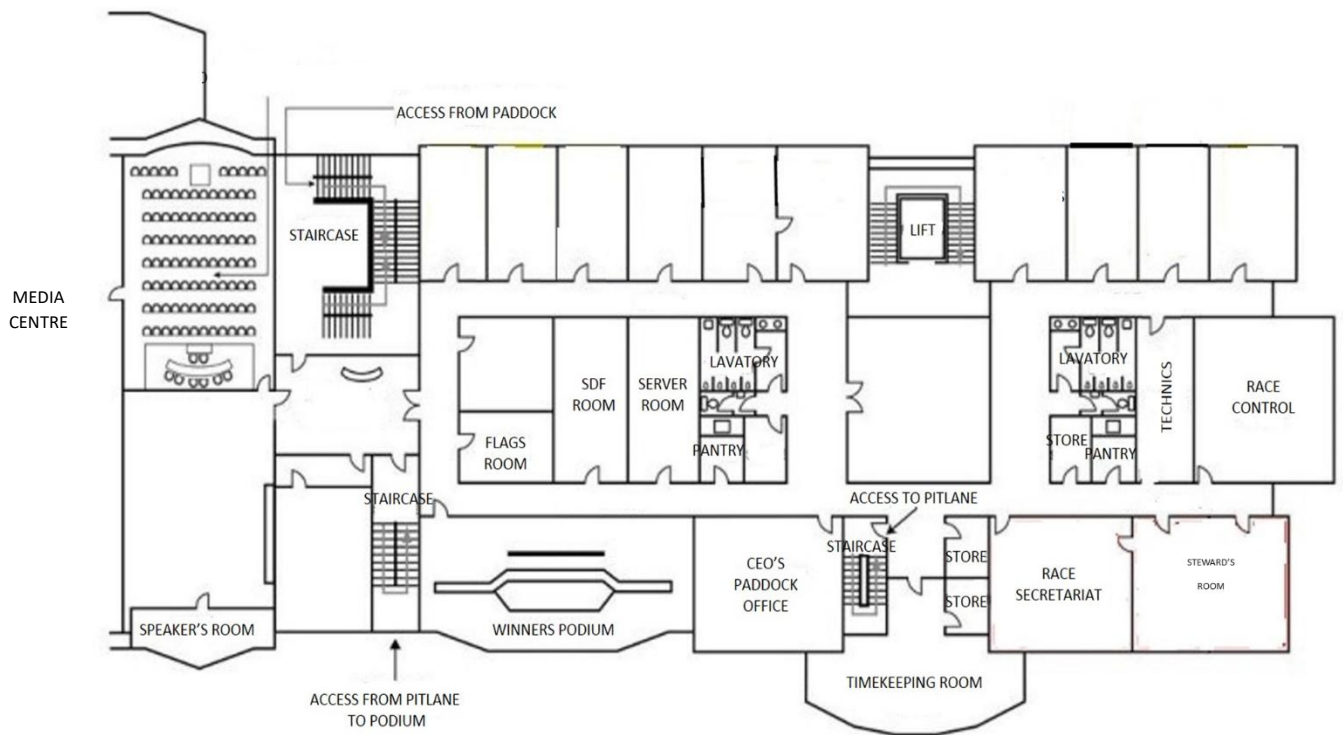


ACCEPTED
DATE: 27th October 2025

APPENDIX IV

PRECISE LOCATION OF OFFICES

- First Floor



ACCEPTED

DATE: 27th October 2025

RACE ENTRY FORM

SEPANG 1000KM 27th – 30th November 2025 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

CATEGORY:
COMPETITION NO:

ENTRANT			
Entrant's Name:		Team Manager Photo	
Address:			
Entrant's License No:			
Tel. No:		Email:	

DRIVER 1			
Driver's Name:		Photo Driver 1	
Address:			
Competition License No:			
Tel. No:		Nationality:	

DRIVER 2			
Driver's Name:		Photo Driver 2	
Address:			
Competition License No:			
Tel. No:		Nationality:	

DRIVER 3				
Driver's Name:			Photo Driver 3	
Address:				
Competition License No:				
Tel. No:			Nationality:	
DRIVER 4				
Driver's Name:			Photo Driver 4	
Address:				
Competition License No:				
Tel. No:			Nationality:	

VEHICLE					
Make :		Model		Year :	
Bore & Stroke :		No. of Cylinder(s)		Capacity :	cc
Chasis No.:				Remark :	

DECLARATION BY APPLICANT

I/We declare that the vehicle detailed on this entry form shall be presented at all times in every respect complying with the Safety and Eligibility requirements detailed in the Sporting & Technical Regulation, Appendices and Bulletins. The vehicle will be made available for scrutineering checks as requested by the appointed Scrutineer or Technical Delegate. I/We aware that where any breach of the Regulations is found during a Scrutineering Check, I/we will be subject to penalties under the Regulations.

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 Motorsports Association of Malaysia (MAM). 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), Motorsports Association of Malaysia (MAM), 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), Motorsports Association of Malaysia (MAM), 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), Motorsports Association of Malaysia (MAM), 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 Motorsports Association of Malaysia (MAM) 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:

DECLARATION MUST BE SIGNED BY PARENT(S)/LEGAL GUARDIAN IF THE COMPETITOR IS UNDER 18 YEARS OF AGE

I _____ am the ☐ parent / ☐ guardian (*tick applicable*) of the above-named ('Minor') who is under 18 of age. I have read this document and understand its contents, including the exclusion of statutory guarantees, warning, assumption of risk, release and indemnity, and have explained the contents to the Minor. I consent to the Minor attending or participating in the event at his or her own risk

1. Signature of Parent/Legal Guardian:	NRIC/Passport No:
Phone No:	Date:
2. Signature of Parent/Legal Guardian:	NRIC/Passport No:
Phone No:	Date:

ORGANISER'S USE ONLY		
Competition No.:	Date Received :	Amount Receive RM as entry fees Normal Entry RM6,000.00 ☐ Late Entry RM7,500.00 ☐