

SEPANG 1000KM 2009
SUPPLEMENTARY REGULATIONS
4th – 6th June 2009

A) SPORTING REGULATIONS

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

1. ORGANISER / PROMOTER

Sepang International Circuit Sdn Bhd
Jalan Pekeliling, 64000 KLIA, Sepang
Selangor, Malaysia
Tel: ++603-8778 2252 Fax: ++603-8783 1020

2. TITLE OF EVENT AND DATE

Sepang 1000KM 2009
4th – 6th June 2009

3. STATUS

3.1 International

3.2 This competition is held under the National Competition Rules of the Automobile 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.

4. PERMIT NUMBER

To be advised

5. ELIGIBLE COMPETITORS

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

5.2 Malaysian drivers must be holder of a competition license for circuit racing issued by Automobile Association of Malaysia (AAM) or Motorsports Automobile of Malaysia (MAM) – Minimum competition licence required : National “C” (Novice)

5.3 Foreign competitors must be holder of International C (minimum) grade licence and obtain a letter of permission from their respective ASNs issuing their licence.

5.4 The organiser reserves the right to reject any entry in accordance with the NCR of the AAM. There is no appeal against their decision.

6. ELIGIBLE CARS

Class 1	FIA Article 254	: Group N Cars 1601cc to1900cc
	FIA Article 255	: Group A Cars 1601 cc to1900cc
	FIA Article 277	: National Series Production Cars 1601cc to 1900cc
Class 2	FIA Article 254	: Group N Cars up to1600cc
	FIA Article 255	: Group A Cars up to1600cc
	FIA Article 277	: National Series Production Cars up to 1600cc

7. VENUE

Sepang F1 Circuit – 5.543km clockwise.

8. EVENT PROGRAMME

THURSDAY, 4th JUNE 2009

0830 hrs – 1200 hrs	Registration and Scrutineering
1215 hrs	Briefing

FREE PRACTICE

1430 hrs – 1530 hrs	All Drivers Class 2
1540 hrs – 1640 hrs	All Drivers Class 1
1650 hrs – 1750 hrs	All Drivers Class 2
1800 hrs – 1900 hrs	All Drivers Class 1

FRIDAY, 5th JUNE 2009

QUALIFYING

1000 hrs – 1030 hrs	Class 2 Driver 1
1045 hrs – 1115 hrs	Class 1 Driver 1
1130 hrs – 1200 hrs	Class 2 Driver 2
1215 hrs – 1245 hrs	Class 1 Driver 2
1400 hrs – 1430 hrs	Class 2 Driver 3
1445 hrs – 1515 hrs	Class 1 Driver 3
1530 hrs – 1600 hrs	Class 2 Driver 3
1615 hrs – 1645 hrs	Class 1 Driver 4

SATURDAY, 6th JUNE 2009

RACE

1100 hrs	Pit Exit Open
1115 hrs	Pit Exit Close
1150 hrs	National Anthem
1152 hrs	5 minute Board
1154 hrs	3 minute Board
1156 hrs	1 minute Board
1157 hrs	Formation lap
1200 hrs	Sepang 1000km Race Start (182 Laps)
2100 hrs	Prize Presentation

9. ENTRIES

- 9.1 Entries open forthwith and close on **25th May 2009**. Acceptance of entry is at the sole discretion of the organisers who have the right to reject entries without giving reasons.
- 9.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates. Drivers biodata and photographs must also be enclosed for insertion in the souvenir programme.
- 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 Automobile Association of Malaysia, Promoter, Organiser, Sponsors and any one carrying out their duties except under Rules 191 – 200 of the National Competition rules of the AAM.
- 9.5 Please submit entries 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 will be accepted up to **5th June 2009**.
- 9.7 Maximum number of entries accepted will be at the sole discretion of the organisers. Organisers reserve the right to refuse an entry.

9.8 Maximum number of starters is 77. Start positions per class are subject to Article 14 Grid Positions. If there are less than 25 starters the race will be cancelled.

9.9 Entry Fees:

	<u>Normal</u>	<u>Late</u>
Class 1	RM2,000	RM3,000
Class 2	RM1,500	RM2,500

Payment must be made by cash, money order or bankers draft. Cheque may be accepted at the discretion of the organisers.

All cheques payable to **Sepang International Circuit Sdn Bhd**. Cheques must be crossed. Payment made on official registration day will have to be either in cash or bank draft.

Any entry if found to have been presented with dishonoured cheque, will be deemed to not have entered the race and will incur late fee payment. The decision of the organisers on this matter is final.

10. AWARDS

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

	1 st	2 nd	3 rd	4 th	5 th	6 th
Class 1	RM30,000	RM20,000	RM10,000	3 x F1 tickets	3 x F1 tickets	3 x F1 tickets
Class 2	RM25,000	RM15,000	RM8,000	3 x F1 tickets	3 x F1 tickets	3 x F1 tickets

Prizes:

10.1 The 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.

11. SCRUTINEERING

11.1 All cars must comply with Section II – Technical Regulations.

11.2 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.

11.3 Engines may be sealed and cars may be impounded by the organisers.

11.4 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.

12. OFFICIALS

AAM Stewards	:	To be Advised
Clerk of the Course	:	Mr. Jeff Amin
Deputy Clerk of the Course	:	Mr. C. Kumarasamy
Secretary of the Meet	:	Ms. Mashithah Hashim

13. METHOD OF START

Cars will be lined up to form 2 x 2 grid.

5 MINUTE BOARD

Everyone, except driver in the car and mechanics clear Grid.

3 MINUTE BOARD

All work on cars stops. Only 2 mechanics per Car remain on grid.

1 MINUTE BOARD

Drivers start engines. Mechanics leave. No push start allowed. Cars must enter pit if pushed, after formation leaves grid.

30 SECOND BOARD

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

FORMATION LAP/START

- VIP will go to starter rostrum to flag off formation lap behind the official car in single file. Cars will form up in pairs on the back straight between turns 14 and 15.
- The official car will enter the pits if the Clerk of the Course is satisfied with the formation, otherwise it will carry on for 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.
- Following cars can only commence racing after they have crossed the start line.
- Anyone overtaking before crossing the start line will be deemed to have jumped the start and will be penalised by a drive through penalty.

14. GRID POSITIONS

14.1 Up to 77 cars will be allowed to start divided as follows: -

Class 1 = 38 cars

Class 2 = 39 cars

Should one class not meet the quota it will be filled by cars from the other Class based on aggregate lap times

The selection of fastest car in each class 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.

14.2 The grid positions will be based on the basis of the fastest aggregate time (of each team) obtaining position 1 and so forth.

14.3 The fastest driver in each team must start the race in the interest of safety

15. MAXIMUM DRIVING TIME

15.1 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.

15.2 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.

15.3 Any breach of the above rules will merit a fine of RM100.00 PER MINUTE AND 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.

15.4 Team Managers must report on driver changes and time car is in the pits to the pit observer in writing.

15.5 Time that a car is in the pits will not be included in the driving time. Time that car is broken down on track will be included.

16. PITLANE SAFETY, PIT STOPS, RE-FUELLING AND REPAIRS

16.1 The outer 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.

- 16.2 If a drive-through penalty cannot be effected when the race is nearing the end, a 30 second penalty will be added to the overall time achieved by the team.
- 16.3 When a pit stop is made, it is compulsory to stop the engine unless engine adjustments are required.
- 16.4 During a pit stop, 6 appointed persons may work on the car at one time, e.g. fill up the tank, change wheel, etc. If the driver takes part in these functions, he will be considered one of the six persons.
- 16.5 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.
- 16.6 The fuel rig supplied by the Organiser **MUST** 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. The Refueller must wear fire resistant suit and balaclava when refuelling the car. One helper in fire resistant racing suit and balaclava must hold a fire extinguisher ready for use during re-fuelling. 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.

No repairs may be carried out when re-fuelling is in progress. The car may be on jacks without wheels when re-fuelling is in progress. This must be carried out before re-fuelling commences. Driver must not be in the car at this time.

- 16.7 Official fuel will be provided by the organisers and must be strictly used for practices, qualifying and race. No other fuel or additives are permitted.

- 16.8 Changing of engine:

All teams are not allowed to change their engines after qualifying. No engine change is permitted during the race. Any team that damages the engine of their car will forfeit the grid position.

- 16.9 Teams may change their tyres as and when required.

- 16.10 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. SAFETY CAR

- 17.1 In the event of incidences 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 event.

- 17.2 All drivers must maintain their position. No overtaking is allowed unless instructed by the observer in the safety car with a green light.

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.

- 17.3 When the track is cleared, the safety car will turn off the flashing lights and return to the pit.
- 17.4 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.

18. FINISH

- 18.1 To be declared as a finisher, a driver must take the chequered flag under the car's own power, and have covered 75% or more of the total laps covered by the winner. 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		

- 18.2 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.

19. ORGANISER'S RIGHTS

- 19.1 The organisers may abandon, cancel or postpone the competition due to not receiving more than 30 entries or unforeseen circumstances.
- 19.2 Cancel any class, which has less than 6 cars or amalgamate them to the next higher class at the discretion of the organisers.
- 19.3 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 19.4 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 19.5 Refuse an entry without giving any reason.
- 19.6 The Clerk of the Course of this meeting has the right to stop the race or any driver immediately due to any unavoidable circumstances or as the case may be.

20. PROMOTER'S RIGHTS

20.1 Competitors are obliged to use tyres supplied by official tyre supplier as declared by the Organiser.

21. ADVERTISING

21.1 Competitors are obliged to carry the main sponsor and co-sponsor stickers (to be announced) at designated spaces on the car (advertisement location diagram to be produced later). The decision of the organisers is final. Stickers must be in position before a car can be scrutineered.

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

21.3 The competition number supplied by the organisers cannot be mutilated. Any branding on them cannot be cut off.

21.4 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 clause 148 of the NCR of the AAM. 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.

21.5 Advertisements on the results shall comply with (21.4) 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.

21.6 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.

22. INSURANCE

The organisers will arrange third party Organiser Insurance coverage for the event.

23. PITS

23.1 The pit allocation will be done by the organisers and the decision is final.

23.2 After the qualifying the Organiser may relocate some teams in accordance with their respective grid order. The Organiser's decision on this matter is final.

- 23.3 It is the responsibility of each competitor to ensure that his pit staff is fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the team from the race. No team member is allowed outside the area defined as pit and paddock. The team of anyone caught doing so will be excluded.
- 23.4 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.
- 23.5 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in the pit or the track areas.
- 23.6 15 passes issued must bear the name and I.C. number of the holder and must be worn in a prominent manner at all times. Only 4 of these will have access to the pit signalling wall.
- 23.7 Only compressed air can be used in the pits.
- 23.8 As this event is televised, drivers and crew must be properly attired. Minimum acceptable: -
Cotton T-shirt, Jeans and Shoes (slippers are not allowed in the pits).
- 23.9 Persons under 16 years of age are not permitted in the pits and pitlane.
Animals are not permitted in the circuit.
- 23.10 No spare car/engine 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.
- 23.11 Pit to driver radio communication is permitted.

24. PENALTIES

- 24.1 Jump Start : Drive through
- 24.2 Bumping car in front : Drive through
- 24.3 Causing other car to retire : Exclusion
- 24.4 Crew outside pit/paddock : Exclusion + RM500.00 Fine
- 24.5 Not carrying out drive-through in 3 Laps : Exclusion
- 24.6 Not observing black flag : Exclusion + RM100.00 per lap
- 24.7 Working on car when refuelling : Drive through + RM500.00
- 24.8 Provoking a fight : Exclusion + RM5000.00
- 24.9 Retaliating in a fight : Exclusion + RM3000.00
- 24.10 Other offences : At Stewards discretion

II **TECHNICAL REGULATIONS**

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

A) **GENERAL**

1. Cars for the Sepang 6-Hours Endurance 2009 are as follows:

Class 1	FIA Article 254	: Group N Cars 1601cc to 1900cc
	FIA Article 255	: Group A Cars 1601cc to 1900cc
	FIA Article 277	: National Series Production Cars 1601cc to 1900cc
Class 2	FIA Article 254	: Group N Cars up to 1600cc
	FIA Article 255	: Group A Cars up to 1600cc
	FIA Article 277	: National Series Production Cars up to 1600cc (200 units minimum production)

NOTE: Cars in Class 2 may not be bored out to enter Class 1

B) **SPECIFIC MODIFICATION (UNDER ARTICLE 277 OF FIA APPENDIX J)**

INTERIOR

- a. The steering wheel is free.
- b. The front seat may be changed for a racing type in order to use 4-point seat belt, minimum. All other seats may be removed.
- c. The air-conditioner and radio may be removed.
- d. All carpets and sound proofing material and interior trim may be removed.
- e. Radio equipment may be fitted.

MINIMUM WEIGHT

- a. The minimum weight of the car with fuel lubricants, coolants and driver must be not less than:

Class 2	= 950 kg
	1100 kg variable timing engine cars.
Class 1	= 1000 kg
	1150 kg variable timing engine cars.

Note: No lightweight body parts of different material to the original to be used (to bring weight down). Ballasts must be secured with 10mm bolts.

LOWER MODEL CARS MAY BE UPGRADED IN THEIR ENTIRETY AND CONFORM TO MODIFICATIONS BELOW

ENGINE

Engine as supplied in the respective model may be modified, provided that the original intake manifold and throttle body or carburetors are used. These may be freely modified internally. Turbo/supercharged and rotary engines will be rated according to FIA coefficients.

The organisers reserve the right to seal any engine they see fit to do so. Any such seal must only be broken by the organisers otherwise the competitor in question will be excluded from the race.

3.1 Cylinder Head

- 3.1.1 May be ported and polished. Compression ratio adjusted for optimum running on commercial unleaded fuel supplied by the organisers.
- 3.1.2 The camshaft and cam timing is free.
- 3.1.3 The cylinder head gasket is free

3.2 Ignition

- 3.2.1 The spark plugs are free
- 3.2.2 The high tension plug wires are free.
- 3.2.3 Modification to advance curve of the distributor is permitted provided the distributor is the original part.
- 3.2.4 Electronic control units (ECU) if fitted, may be freely modified or changed .

3.3 Cooling System

- 3.3.1 The thermostat is free or may be removed. The control system at which the fan cuts in is free. All water bypass hoses on the engine block and cylinder head may be sealed off.
- 3.3.2 Larger radiator is permitted provided it fits in the original location without having to cut the bodywork.
- 3.3.3 Oil coolers may be fitted. Metal braided hoses must be used to avoid bursting in after market oil coolers.

3.4 Induction System

- 3.4.1 The original fuel injection system must be retained but may be modified. Original carburetors may be modified. Air filters may be removed. The air filter box must be original from the intake hose.
- 3.4.2 The inlet manifold may be internally modified.
- 3.4.3 Maximum throttle body butterfly must be 60mm. Cars with throttle bodies larger than 60mm as originally fitted to that model may be used without restriction. The original airbox must be fitted. It must be airtight with the exception of the original orifice.

- 3.4.4 Injection nozzles are free.
- 3.4.5 Fuel pressure regulators are free.
- 3.4.6 Additional fuel containers to avoid fuel starvation at turns are permitted.

3.5 Lubricants

- 3.5.1 Choice of lubricant is free.
- 3.5.2 Replacement oil filters of any brand is permitted.
- 3.5.3 The oil sump may be baffled.

3.6 Exhaust

- 3.6.1 The exhaust system is free provided it does not protrude outside the perimeter of the car.

3.7 Tachometers

Tachometers may be fitted to cars that are not fitted with one as standard.

SUSPENSION

- a. The suspension may be modified provided that the system and mounting point locations are not changed.
- b. No part of the car (with exception of tyres) must touch flat ground when the 2 tyres on the same side of the car are deflated.
- c. MacPherson struts and shock absorbers may vary in size and brand.
- d. Altering the front camber with adjustable top mounts is permitted even though this item is also part of the steering system. Camber and castor settings are free.
- e. Adjustable spring cups are permitted.
- f. Fitting of transversal strut to the top absorber mounting is permitted. This must not alter the mounting points.
- g. Rose joints are permitted.

BRAKING SYSTEM

- a. Braking system is free.
- b. ABS may be disconnected or removed.
- c. Brake hoses and fluids are free. Brake pads and shoes material are free.
- d. Brake dust cover may be altered in shape or removed.
- e. Cooling ducts, from the bumper only or beneath the floor for rear brakes leading
- f. to the brakes only is permitted.

GEAR BOX AND CLUTCH

- a. Limited slip differentials are permitted.
- b. Clutch plate, pressure plate and flywheel are free.
- c. Gear ratios are free provided their numbers are not increased or decreased. No straight cut gears are allowed. No oil coolers allowed. No sequential shift allowed for Class B and C unless originally fitted.

WHEELS & TYRES

- a. Wheel size is regulated to 15 inches in diameter.
- b. Wheel arches lip may be bent inwards to make room for larger tyres.
- c. Hub caps on standard wheels must be removed.
- d. Tyres are free unless advise otherwise by the organiser in the ASR. Any mechanical or chemical modification or heat-treatment such as cutting, applying solvents or other products on either wet-weather or dry-weather tyres is strictly forbidden.

SAFETY EQUIPMENT/BODYWORK

- a. Cars must be fitted with laminated windscreens. Perspex or lexan may be used for other glass areas. Securing rivets may be used. Air induction to the driver's window is permitted.
- b. All cars must be fitted with a cut-off switch to stop all electrical supply to the engine and fuel system.
- c. Cut-off switch must be able to operate from inside and outside, in front of the driver's side of the car must be fitted. The outside switch must be marked by a red spark in a white edged, blue triangle with a base of a least 12cm.
- d. Permitted fire extinguishers and minimum quantity:

DCF (C F3 Br)	4.9 kgs
NAF 83	3.2 kgs
NAF P	3.2 kgs
AFF	2.4 kgs
Powder	2.0 kgs

Note: All non-FIA approved extinguisher systems must carry out the following: -
An aluminium or copper tubing with many holes drilled fitted in the engine compartment. The end of this tube must be connected to the nozzle of the extinguisher fitted to the passenger seat floor. Drivers must discharge the extinguisher by pulling the safety pin and squeezing the trigger as a first defence against engine fire.

- e. The body may be painted in any colour scheme. Rear and side screens must be clear of any advertising or paint.
- f. A roll cage in accordance with Appendix "J" of the FIA is mandatory.
- g. Roll cage mounting points may be welded to the body instead of being bolted. They may be attached to the boot and rear wheel arches. Minimum number of points must be 6. No inferior qua tubing will be accepted.
- h. The transversal cross bar fitted to the roll cage will not be treated as reinforcement to suspension mounting points.

- i. Extra welding to parts of the bodywork is permitted. However, the use of
- j. strengthening plate on body panels and suspension points is prohibited.
- k. All lights must be taped diagonally across with good quality clear cellophane tape at least 1 inch wide.
- l. Safety fuel tanks are permitted.