



Sporting & Technical Regulations

**Malaysia Speed Festival (MSF)
SuperBikes Series 2018**

Sporting & Technical Regulations
Release 1 March 2018

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MSF Superbikes Series 2018

Regulations

SECTION I : Sporting Regulations

This document (hereinafter collectively referred to as the “Regulations”) was issued on 1st March 2018. Successive editions can be issued for supplementing and/ or amending. The new editions will be called Additional Supplementary Regulations, dated and issued to all relevant Bodies.

1. ORGANISER & PROMOTER

ORGANISER:

Kelab Kart Selangor & Wilayah Persekutuan
No. 14, Jalan Landak 20/13
40000 Shah Alam
Selangor.

PROMOTER:

Matrix Motorsports Promotion Sdn Bhd 508407-T
A-11-7 Block A, Jaya One
Jalan University
46200, Petaling Jaya, Malaysia
Tel : +603 7629 8829
Email : general@ignition.my

2.TITLE OF EVENT AND DATES

2.1 MSF SUPERBIKES SERIES 2018

ROUND	DATES	REMARK (S)
Round 1	8th April	Full Circuit
Round 2	31st August	Full Circuit
Round 3	2nd Dec	Full Circuit

3. DESCRIPTION OF EVENTS

A three (3) round Championship for motorcycles of two (2) main categories, specified hereunder:

Super 1000

Super 400

Please refer to the respective technical regulations of each category for eligible motorcycles. Any new entry must conform to the philosophy of the category and will be subject to the approval of the Organiser / Promoter.

4. STATUS & PERMIT NUMBER

4.1 National status. Permit number to be advised later.

4.2 This competition is held under the International Sporting Code of the FIM and the National Competition Rules of the Automobile Association Malaysia (AAM) and any Additional Supplementary Regulations published from time to time.

5. ELIGIBLE COMPETITORS

5.1 Competitors in possession of a valid license for Road Racing issued by Automobile Association of Malaysia (AAM)

5.2 Foreign riders must hold a valid standard National road racing license from their respective ASN, together with the permission letter / visa from respective ASN

5.3 Minimum age for Super 400 category is 16 years old starts on the riders' minimum age birthday.

Minimum age for Super 1000 category is 18 years old starts on the riders' minimum age birthday.

5.5 **Grading for Classes will be based on Rider choices**, reference as below:

Super 1000

i) Class A

- any riders who have recorded a lap time below 2:19

ii) Class B

- any riders who have recorded a lap time between 2:19 and 2:26

iii) Class C

- any riders who have recorded a lap time 2:26 and above

iv) Ladies Class

- additional sub-category for female riders

Super 400

i) Class A

- any riders who have recorded a lap time below 2:42

ii) Class B

- any riders who have recorded a lap time between 2:42 and 2:52

iii) Class C

- any riders who have recorded a lap time 2:52 and above

iv) Ladies Class

- additional sub-category for female riders

VENUE & RACE DISTANCE

Venue : Sepang International Circuit

Length : 5.543km

Race Distance : 5 Laps

EVENT PROGRAM

General race event programme for SUPER SPRINT format events.

For each event, final confirmed programme will be released in ASR latest 2-weeks prior to the event.

0730 hrs - 0900 hrs	Registration & Scrutineering
0900 hrs - 0930 hrs	Rider Briefing
0940 hrs - 0955 hrs	Track Inspection
1000 hrs - 1030 hrs	Free Practice & Qualifying (Group 1)
1040 hrs - 1110 hrs	Free Practice & Qualifying (Group 2)
1110 hrs - 1300 hrs	Cars Racing
1300 hrs - 1315 hrs	Circuit Cleaning
1315 hrs - 1345 hrs	Qualifying Heat (Super 1000) 5 laps
1345 hrs - 1415 hrs	Qualifying Heat (Super 400) 5 laps
1415 hrs - 1645 hrs	Cars Racing
1645 hrs - 1700 hrs	Circuit Cleaning
1700 hrs - 1730 hrs	Final Heat (Super 1000) 5 laps
1730 hrs - 1800 hrs	Final Heat (Super 400) 5 laps
1800 hrs	PRIZE GIVING

*Note: Race sessions, these times refer to the start of race.

Any changes of the event program will be declared in the Additional Supplementary Regulations of the particular round. The Organiser reserves the rights to revise the starting time, if necessary.

6. ENTRIES

- 6.1 Entries are open upon posting of Regulations and close on Wednesday before each scheduled round or as otherwise stated in the ASR. Acceptance of entry is at the sole discretion of the Organiser who has the right to reject entries with a reason.
- 6.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 6.3 Incorrect or incomplete entries that have paid the entry fees (including rider 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 date on which the Secretary of the Meeting receives the missing or corrected information.
- 6.4 It is a condition of entry that competitors have no right to any claims against the Promoters, Organisers, Sponsors and any one carrying out their duties.
- 6.5 Please submit entries to : www.msfracing.com
- 6.6 Maximum number of entries accepted will be at the sole discretion of the organisers. Organiser reserves the right to refuse an entry. If less than 6 entries received for any category, the Organiser reserves the right to cancel or amalgamated the said category.
- 6.7 The number of motorcycles allowed to start the race is based on the track homologation. Priority will be given to entry for a full Championship Series. However, the organisers reserve the rights to change the composition as it deems fit.
- 6.8 A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.
- 6.9 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.
- 6.10 Entry fee per round is as follows:

Super 1000	: RM 600.00
(Earlybird 1 week in advance	: RM 400.00)
Super 400	: RM 550.00
(Earlybird 1 week in advance	: RM 350.00)

Note: Including 6% GST

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely are regarded null and void.

Payment only can be made by Online Banking or Credit Card through our website.
(www.msfracing.com)

6.11 The entry fee is not refundable.

7. CHAMPIONSHIP POINTS AND CLASSIFICATION

7.1 Championship points will be awarded in to each competing Rider + Motorcycle combination, based on Competition Number, in each Category:

- Championship points are awarded to the Competition Number that belongs to the Rider + Motorcycle combo.

- To maintain Championship Points with a particular combination based on Competition Number, at minimum either the Motorcycle or the Rider must be maintained.

- Example case: Ahmad starts the year with Competition Number 33, riding his Blue Honda CBR-600.
+ Next race, Ahmad can drive but the motorcycle is spoilt, and chooses to borrow Mutusamy's motorcycle which is a White Suzuki GSX-R 600, and run under #33. This is acceptable because the Rider is maintained by the Rider + Motorcycle combo.

+ Next race, Ahmad cannot ride and nominates Ah Kow to ride his original Blue Honda CBR-600 #33. This is acceptable because the Motorcycle is maintained by the Rider + Motorcycle combo.

+ The following race, Ahmad cannot ride and the Motorcycle is spoilt. Ah Kow chooses to borrow Mutusamy's motorcycle, the White Suzuki GSX-R 600, and run under #33. This is NOT ACCEPTABLE because neither the Motorcycle nor the Rider is maintained. This would be a completely different Rider + Motorcycle combo.

- Championship Points will be awarded following the completion of **Qualifying Heats** of each category.
- The Championship Points are as follows:

QUALIFYING HEATS POINTS

1 st :	100pts
2 nd :	85pts
3 rd :	75pts
4 th :	65pts
5 th :	55pts
6 th :	50pts
7 th :	45pts
8 th :	40pts
9 th :	35pts
10 th :	30pts
11 th :	25pts
12 th :	20pts
13 th :	15pts
14 th :	10pts
15 th :	5pts

- Bonus Points are also awarded in the **Qualifying Heats**.
Fastest Lap: 5 Points for fastest lap in the Qualifying Heat.
- Championship Points will be awarded following the completion of **Final Heats** of each category.
- The Championship Points are as follows:

FINAL HEATS POINTS

1 st :	200pts
2 nd :	170pts
3 rd :	150pts
4 th :	130pts
5 th :	110pts
6 th :	100pts
7 th :	90pts
8 th :	80pts
9 th :	70pts
10 th :	60pts
11 th :	50pts
12 th :	40pts
13 th :	30pts
14 th :	20pts
15 th :	10pts

- Bonus Points are also awarded in the **Final Heats**.
Fastest Lap: 10 Points for fastest lap in the Final Heat.

7.2 The total points from each race will be added to determine the overall championship standing. In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc). In the event that there is still in a tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

7.3 In the case where a rider participates on different machines, it is the make of the machine with which he obtained the most points that will appear next to his name in the final classification.

8. AWARDS

8.1 ROUND

- Trophies will be given up to 5th places for each round/class based on Final Heat results.
- The podium ceremony will be held after the completion of each round. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet and gloves.

8.2 OVERALL CHAMPIONSHIP

- At the end of the Championship season, an Award Ceremony will be held to honor all the winners and it is compulsory for all the winners to attend, failing which their overall trophies will be forfeited.
- Overall trophies will be given up to 5th placed for each class.

9. SCRUTINEERING

9.1 All motorcycles must comply with Section II - Technical Regulations. Refer to the said regulations for each category. Rider's racing suit, helmet (Appendix 1), gloves and boots must be presented during the scrutineering.

9.2 All stickers and numbers required by the organisers must be properly placed on the motorcycles prior to the scrutineering (Appendix 2).

9.3 Each rider accepted for the Championship will be allocated a specific starting number which will be valid for the whole Championship. In general, the starting numbers will be based on the results of the team riders in the previous year's Championship or in other similar events.

9.4 All motorcycles will be issued with an "OK" sticker by the Scrutineers once the scrutineering has been successfully completed.

9.5 Throughout the entire duration of the event, the motorcycles must comply with the Technical Regulations in all points.

9.6 Any motorcycles, which, after having passed scrutineering, are damaged, must be represented to the Scrutineers after repair and be approved in order to be allowed to continue.

9.7 Protest time is 30 minutes from posting of provisional results. The Organiser reserves the right to strip any motorcycles after the race at the cost of the Team.

10. RIDERS' BRIEFING

10.1 It is compulsory for all riders to attend the Riders' briefing for the event. The Organiser will confirm the exact time and venue of the briefing.

10.2 The Clerk of the Course reserves the right to organise a special riders' briefing in addition to the compulsory briefing.

11. OFFICIALS

11.1 PROVISIONAL RACE OFFICIALS :-

AAM Stewards	:	To be Advised
Club Steward	:	To be Advised
Clerk of the Course	:	To be Advised
Secretary of the Meet	:	To be Advised

11.2 Race Direction

The Clerk of the Course may give orders in respect of:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations;
- b) the stopping of any motorcycle in accordance with the Code or Sporting Regulations;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- d) the starting procedure;

12. PRACTICE & QUALIFYING

12.1 Practice/Qualifying Session

- i) There will be maximum of 1 x 10 minutes official free practice session plus 1 x 20 minutes official qualifying session held at each race event.
- ii) Riders will commence practice/qualifying from the pit lane when the green light is displayed at the exit of the pit lane.
- iii) The duration of practice/qualifying will commence from the illumination of the green light at pit exit. A visible board or count-down will be shown on the start/finish line to indicate the minutes of practice remaining.
- iv) The end of the practice/ qualifying will be indicated by the waving of the chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he/she passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete almost one additional lap prior to enter the pits.
- v) If practice/qualifying is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice/qualifying is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were displayed. The Clerk of the Course has the right to cancel any remaining time due to program constraints.
- vi) After practice/qualifying has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Clerk of the Course in response to a localized change in conditions.
- vii) In timed practice/qualifying a rider may not use more than one motorcycle even though such motorcycles have been scrutineered in the name of the team.
- viii) All laps of the riders will be timed.
- ix) The qualifying result will be based on the fastest time recorded after 10 minutes in the practice/qualifying session.

- x) In the case where all qualifying sessions have been cancelled, the results will be based on the fastest time recorded by the rider in the first 10 minutes of practice/qualifying session.
- xi) In the event of tie, riders' second and subsequent best times will be taken into account.

13. GRID POSITIONS

13.1 At the end of the practice/qualifying session, the list of the qualified riders will be published.

13.2 The grid position of Qualifying Heat will be drawn up in the order of the fastest time achieved by each competitor. Should two or more competitors set identical times, priority will be given to the one who set the next best lap for heat one and the finishing of the previous heat for the next heat.

13.3 The grid position for Final Heat will be based on the finishing position in Qualifying Heat.

13.4 The Steward of the Meet may authorise competitors who did not qualify (provided he/she has done any free practice/qualifying session to start from the back of the grid on condition that:

- they do not eliminate vehicles that have already qualified.
- they are judged capable of achieving the qualification minimum.
- the competitors satisfy all safety requirements, including knowledge of the circuit.

13.5 Any competitors whose vehicle is unable to or will not be ready to start must inform the Clear of the Course 20 minutes before the pit lane-opening schedule. If one or more vehicles are withdrawn, the grid will be closed up accordingly and reserve entries will be allowed.

13.6 Access to the grid will close 3 minutes before the scheduled race start. Any competitors that have not taken up their grid position by then will start the warm-up session from the pit exit when the pit exit light turns blue. However, the pit exit will be opened for only 30 seconds. Failure to leave the pit exit within the time given will result the competitors to start the race from pit exit.

A competitor may change the vehicle after qualifying session and before the start of Qualifying Heat but will have to start at the back of the grid and the vehicle that has been used during qualifying MUST be impounded at Scrutineering Bay.

14. START PROCEDURE

14.1 Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane.

14.2 Approximately 5 minutes before the Start of the Race - Pit lane exit opens for sighting lap. Count-down boards of 3, 2 and 1 minute are shown at the pit exit.

14.3 Approximately 3 minutes before the Start of the Race - Pit lane exit closes.

14.4 Riders who do not go on the grid may start the race from the pit lane under the instructions of the marshal positioned at the pit lane exit.

14.5 Refueling or changing fuel tank on the grid is forbidden.

14.6 2 minutes before the Start of the Race - Display of 2 Minute Board on the grid.

At this point, all persons except maximum two mechanics per machine, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

Rider must put their helmet on.

14.7 1 minutes before the Start of the Race - Display of 1 Minute Board on the grid.

No person (except essential officials) is allowed to go on the grid at this point.

At this point, all team personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the race from the pit.

14.8 In the interest of safety, should a rider stall his machine, he must raise up his hand and may be assisted to restart only by the marshals. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

An official will stand at the front of the grid holding a red flag.

It is not permitted to attempt to delay the start by any other means.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

14.9 A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

A medical car will follow behind the motorcycles for the whole of the first lap. Any rider who anticipated the start will be penalized as jump start.

Anticipation of the start is defined by the motorcycle rolling/ moving forward when the red lights are on. The Clerk of the Course will decide if a penalty will be imposed.

14.10 If, after the start of the race, a rider stalls his machine, then he/she may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.

14.11 After the riders have passed the exit of the pit lane, the official situated at the exit will display a green light to start any riders still in the pit lane.

14.12 Should there be a problem that might prejudice safety then the Starter will stay on red lights and the board "Start Delayed" and a marshal will wave a yellow flag at each row of the starting grid from signaling platform. The start procedure will be re-commenced at the 1 minute board stage. Any person who, due to his behavior on the grid is responsible for a "start delayed", may be penalised with one of the following penalties.

- fine
- exclusion

15. STOPPING OF RACE OR PRACTICE

15.1 Should it become necessary to stop a race or practice by the Clerk of the Course (CoC), it will be down with the red flag at the start line, all flag posts and the red lights around the track.

15.2 During practice, all vehicles will proceed slowly to the pits. During a race all vehicles will proceed slowly to the pits for a re-start.

15.3 If a race or practice is stopped, an extension in the equivalent to the remaining time in a practice or qualifying session may be given at the discretion of the CoC. No protest will be accepted in this case.

16. BEHAVIOR DURING PRACTICE AND RACE

16.1 Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions.

16.2 Riders must ride in a responsible manner which does not cause Danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule can be penalised with one of the following penalties.

- fine
- exclusion

16.3 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practice will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty. Further penalties (such as fine - disqualification) may also be imposed.

16.4 Any repairs or adjustments along the racetrack must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustment are made. The marshal may then assist him to re-start the machine.

16.5 If the rider intends to retire, then he/she must park his motorcycle in a safe area as indicated by the marshals.

16.6 If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

16.7 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

16.8 Riders may enter the pits during the race. Refueling and changing motorcycle are strictly prohibited.

16.9 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

16.10 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).

16.11 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

16.12 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.

16.13 A speed limit of 25 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit throughout the pit lane. The penalty for breaking the speed limit is a fine or time penalty.

The Clerk of the Course must communicate the offense to the pit of the rider after having received the information from the Official in charge.

16.14 Stopping on the track during practices/qualifying and races is forbidden.

16.15 Any rider who overtakes another rider under yellow flag must give back the position within 1 lap. Failure to do so will merit a:-

During free practice : fine

During qualifying : delete of fastest qualifying time

During race : up to 30-sec time added to total time

17. FINISH OF THE RACE AND RACE RESULTS

17.1 When the leading vehicle has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the

chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit. If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

17.2 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

17.3 The results will be based on total race times and the order in which the riders cross the line and the number of laps completed.

17.4 To be counted as a finisher in the race and be included in the results a rider must: a) Complete 75% of the race distance. b) Cross the finish line on the race track under the machine's power (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.

17.5 A new lap record for a circuit can only be established by a rider during a race.

17.6 Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

17.7 After completion of race, to immediately SLOW DOWN and head directly into the pits. Anyone who crosses the chequered flag Finish line twice will be penalised and may be excluded from race results.

18. INTERRUPTION OF A RACE

18.1 Should it become necessary to stop a race or practice by the Clerk of the Course (COC) with the Race Director's consent, it will be done with the red flag at the start line and all flag posts.

18.2 During a race all vehicles will proceed slowly to the Grid area in Pitlane to grid for a re- start.

18.3 If a race is stopped, an extension in time or session may not be given. No protest will be accepted in this case.

19. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

19.1 Case A: Less than 75%.

19.1.2 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

19.1.2 The results of the first race must be available to teams before the second part of a race can be started.

19.1.3 The start procedure will be identical to a normal start begin with a 3 minute Board up with sighting lap etc.

19.1.4 Conditions for the re-started race will be as follows:

- i) In the case of situation described in 21.2 (less than 2 laps completed) above:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or changed. Refueling is permitted.
 - c. The Clerk of Course will announce the new number of laps for the race.
 - d. The grid positions will be as per the last full completed lap of the race before the red flag was shown.
- ii) In the case of situation described in 21.3 (less than two-thirds completed) above:
 - a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired or changed. Refueling (in pit) is permitted.
 - c. The Clerk of the Course will announce the new number of laps for the race.
 - d. The grid positions will be as per the last full completed lap of the race before the red flag was shown.
 - e. The final result of the race will be based on the results of each rider classified at the chequered flag.

19.2 Case B: More than 75% completed.

- o The race will be deemed to be finished.
- o The results will be based on the last full lap before the red flag was shown.

20. CHECK AREA

20.1 At the end of the race, or the final part of a race that has been interrupted, the Top-3 classified vehicles must be removed to a check area pending inspection by the Technical Stewards / Chief Scrutineer or potential protests. Machines will normally be released from the check area 15 minutes after the finish of the race.

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

21. ORGANISER RIGHTS

21.1 The organisers may abandon, cancel or postpone the competition due to not receiving more than 6 entries in each category or unforeseen circumstances. Should there be less than 6 entries in any one category the race will be amalgamated, with another to form a grid.

21.2 Distribute awards at their discretion due to unforeseen circumstances.

21.3 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.

21.4 Refuse an entry without giving reason unless the competitor has scored points in previous rounds.

21.5 The Clerk of the Course has the right to stop a race or practice immediately due to any unavoidable circumstances.

21.6 The Organiser will arrange for public liability insurance for the event.

22. PROMOTER'S RIGHTS

22.1 All participants are prohibited from using caterers not registered with the Promoter

23. ADVERTISING

23.1 Competitors are obliged to carry the Title Sponsor and co-sponsors advertising at designated spaces on the vehicle. The decision of the organisers is final. All such advertising must be in position before a vehicle can be scrutineered.

23.2 Any advertising carried by a competitor must be declared to the Organiser for approval. The Organiser's decision on this matter is final.

23.3 Competitors are required to create their own competition numbers that must be large and clear.

23.4 Rejection fee with the exception of the title sponsor for not carrying race sponsors advertising during the championship is RM 2,500.00.

24. PITWALL/PITLANE/PITS/PADDOCK AREAS AND PARKING AREAS

24.1 Please refer to the illustration of the pit wall, pit lane, pits, paddock areas and parking area in Appendix 3.

24.2 Pit allocations are to be purchased from the Organiser via the Online Registration System. There is no right to be allocated a specific pit. Each pit will be shared by several teams/motorcycles.

24.3 It is the responsibility of each competitor/ team manager to ensure that team members are fully conversant with pit rules. Any contravention by any team member may entail the exclusion of the rider from the race. To avoid allegations of misconduct, team members are encouraged not to stay into other team's pit unless invited or with specific permission to do so.

24.4 No vehicles may be driven in reverse in the pit lane. Immediate exclusion will / can result from such action.

24.5 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. Person caught will be ejected from these areas.

24.6 In keeping with the status of the MSF Superbikes, teams are encouraged to be properly attired at all times. Minimum acceptable :-

Cotton T-shirt, Jeans, Shoes and shorts. For safety reasons, Singlet, slippers and sandals are not allowed to be worn by pit crew.

24.7 Person under 15 years of age (except competitors) are not permitted in the pit lane and pit wall. However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.

24.8 Large umbrellas may be used along the signaling wall to protect from rain and sun. They must be securely tied to the railing along the pit signaling area.

25. PENALTIES

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

25.1	Jump Start	30 sec. time added
25.2	Not observing black flag	Exclusion + RM 100.00 per lap
25.3	Provoking a fight	Exclusion from race + ban of rider and team members from MSF for up to 12 months
25.4	Retaliating in a fight	Exclusion from race + ban of rider and team members from MSF for up to 12 months
25.5	Smoking in Pit Area	Ejection from pit area + RM 300.00

26. PROTESTS

26.1 Protest may be lodged and handled in accordance with Part X: Article I of the NCR. Protest time limit is 30 minutes after the publication of result. Protest fee is RM 500.00 plus RM 1000.00 deposit for stripping of vehicle if required.

26.2 Appeals may be lodged and handled in accordance with Part XI: Article I of the NCR.

26.3 Notice of appeal must be given within 1 hour upon the publication of the protest finding by the Stewards of the Meeting. This must be accompanied with the appeal fee of RM 2,500.00

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

27. INTERPRETATION OF REGULATIONS

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

27.2 In the case of any dispute, the interpretation of this Sporting & Technical regulations, the Additional Supplementary Regulations is up to the Clerk of the Course.

27.3 For any rules not stated in this regulation, the interpretation of the rules set by AAM and FIM will be applicable.

27.4 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 the cancel the event in case of any extraordinary circumstances should arise, without any obligations for indemnification.

28. TIMING SYSTEM

The Organiser will be responsible for providing the timing system during the event. However, all participants MUST carry their own transponder for the timing. The transponder unit must be compatible to the system used by the Organiser. If for any reason, participant do not possess own transponder, a rental rate of RM 100 and a deposit of RM 100 will be charged for using Organiser's transponder.

SECTION II : TECHNICAL REGULATIONS

Teams may present for Technical Control/ Scrutineering one (1) motorcycle per rider in each class.

Bike/ entry must conform to the philosophy of the category and will be subject to the approval of the Organiser/ Promoter.

1. GENERAL

1.1. This Technical Regulation refers to matters pertaining the MSF Superbikes categories.

2. CATEGORIES

2.1. **Super1000** – Production Motorbikes with minimum capacity of 401cc 4-stroke only.

2.2. **Super400** – Production Motorbikes with maximum capacity of 400cc 2-stroke or 4-stroke only.

3. SUB-CLASSES

3.1. Super1000

3.1.1. Grading for Classes will be based on Rider choices, reference as below:

- i) Class A
 - any riders who have recorded a lap time below 2:19
- ii) Class B
 - any riders who have recorded a lap time between 2:19 and 2:26
- iii) Class C
 - any riders who have recorded a lap time 2:26 and above
- iv) Ladies Class
 - additional sub-category for female riders.

3.2. Super400

3.2.1. Grading for Classes will be based on Rider choices, reference as below:

- i) Class A
 - any riders who have recorded a lap time below 2:42
- ii) Class B
 - any riders who have recorded a lap time between 2:42 and 2:52
- iii) Class C
 - any riders who have recorded a lap time 2:52 and above
- iv) Ladies Class
 - additional sub-category for female riders.

3.3. Grading of Riders within the three categories to be based upon lap times at Sepang Circuit. The cut-off lap times (lap time bracket) will be determined by the Rider upon registration and confirmed during Qualifying session.

3.4. Any Rider that throughout the year consistently dips into the laptime bracket of the next faster laptime bracket, will be promoted to the next sub-category. 'Consistently' here refers to at least 1 fastest lap in the next upper bracket over 3 consecutive races.

3.5. Approval for entry is at the discretion of the Promoters.

4. MODIFICATIONS

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

5. SAFETY EQUIPMENT/RIDER ATTIRE

- 5.1. Riders are required to wear proper full-face Helmets. Minimum requirement is SIRIM Approved. No Bicycle Helmets allowed.
- 5.2. Riders are required to wear proper racing attire: 2-piece or 1-Piece leather racing suit, Racing gloves and Racing boots.

6. FUEL

- 6.1. Fuel: Racing fuel and Avgas is allowed.
- 6.2. Maximum permissible alcohol and oxygenate content of up to 15%.

7. ENGINE

7.1. Super1000

- Head: Modification Free
- Block: Modification Free
- Piston: Free
- Camshaft: Free
- Crankshaft/Con-Rod: Free
- Carburetor /EFI Throttle Body size: Free

7.2. Super400

- Head: Modification Free
- Block: Modification Free
- Piston: Free but must not exceed 400cc
- Camshaft: Free
- Crankshaft/Con-Rod: Free but must not exceed 400cc
- Carburetor /EFI Throttle Body size: Free.

- 7.3. Exhaust: maybe replaced. A silencer / muffler is required; complete free flow system with no silencer / muffler is not permitted
- 7.4. Oil drain plug must be lock-wired.

8. TRANSMISSION

- 8.1. Number of gears must remain standard. Gear Ratio: Free

9. LIGHTING, FAIRING AND CHASSIS

- 9.1. Brake light must be functional. Headlight and turning signals may be removed.
- 9.2. Fairing is free. Fairing may be in
- 9.3. Chassis/Frame must remain standard and unmodified.
- 9.4. Frame must remain as originally produced by the manufacturer for the homologated machined. The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.
- 9.5. Forks structure must remain as originally produced by the manufacturer.
- 9.6. Rear suspension unit and spring may be modified or replaced, but the original attachments

to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced by the manufacturer

9.7. Braking systems is free. Both Front and Rear brakes must be functional.

10. COMPETITION NUMBERS

10.1. An area in front must be made available for the attachment of competition numbers.

10.2. Size for all the front numbers : Minimum height: 140 mm
 Minimum width : 80 mm
 Minimum stroke : 25 mm
 Minimum space between number 10mm.

11. WHEELS & TIRES

11.1. Super1000

11.1.1. Wheel diameter front and rear 17 inches. Width free.

11.1.2. Tyres that are allowed to be used for MSF Superbikes:

Manufacturer / Brand	Model	Type	Compound
Pirelli	Diablo Supercorsa SC V2	Semi Slick	SC
Bridgestone	Battlax R10	Semi Slick	Type 2, 3 or 4
Dunlop	Sportmax GPA-Pro	Semi Slick	
Michelin	Power Cup Ultimate / Evo	Semi Slick	

11.2. Super400

11.2.1. Wheel diameter front and rear 17 inches. Width free

11.2.2. Tyres are Open DOT-approved highway tyres.

This means semi-slicks and street tyres that are approved for street use only.

Full slicks are not permitted.

12. COMPULSORY

The following items MUST BE Altered

- i) Motorcycles must be equipped with a functional original factory ignition kill switch.
- ii) Throttle controls must be self-closing when not held by the hand.
- iii) All drain plug must be wired. External oil filter screws and bolts that enter an oil cavity must be safety wired. Wheel nut, engine oil cap, radiator cap lock wired.
- iv) Clutch and brake fluid reservoir to be taped or used proper reservoir socks

- iv) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permission.
- v) All motorcycles that have headlamps and rear lamps must be covered or tinted with any protective film.