



# **Sporting & Technical Regulations**

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

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Sporting & Technical Regulations (Draft)

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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 2nd January 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.

#### Art. 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](mailto:general@ignition.my)

#### Art. 2. TITLE OF EVENT AND DATES

##### 2.1 MSF SUPERBIKES SERIES 2018

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

### Art. 3. DESCRIPTION OF EVENTS

A three (3) round Championship for motorcycles of various categories, specified hereunder:

Race 1000  
Super Street 1000  
Race 600  
Super Street 600  
Super Naked Open  
Super Naked 650

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.

### Art. 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.

### Art. 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 above 250cc category is 16 year-old starts on the riders' minimum age birthday.
- 5.5 **Grading for Class A, B and C will be based on Rider choices**, reference as below:

Race Bike 1000

- i) Class A
  - any riders who have recorded a lap time below 2:25
- ii) Class B
  - any riders who have recorded a lap time above 2:25

Super Street 1000

- i) Class A

- any riders who have recorded a lap time below 2:30

ii) Class B

- any riders who have recorded a lap time above 2:30

Race Bike 600

i) Class A

- any riders who have recorded a lap time below 2:25

ii) Class B

- any riders who have recorded a lap time above 2:25

Super Street 600

i) Class A

- any riders who have recorded a lap time below 2:30

ii) Class B

- any riders who have recorded a lap time below 2:30

iii) Class C

- any lady riders

Super Naked Open

i) Class A

- any riders who have recorded a lap time below 2:38

ii) Class B

- any riders who have recorded a lap time above 2:38

Super Naked 650

i) Class A

- any riders who have recorded a lap time below 2:45

ii) Class B

- any riders who have recorded a lap time below 2:45

RACE GROUPING

Group 1 – Race 1000, Super Street 1000

Group 2 – Race 600, Super Street 600, Super Naked Open, Super Naked 650

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	Race 1 (Group 1) 5 laps
1345 hrs - 1415 hrs	Race 1 (Group 2) 5 laps
1415 hrs - 1645 hrs	Cars Racing
1645 hrs - 1700 hrs	Circuit Cleaning
1700 hrs - 1730 hrs	Race 2 (Group 1) 5 laps
1730 hrs - 1800 hrs	Race 2 (Group 2) 5 laps
1800 hrs	<b>PRIZE GIVING</b>

\*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.

## **Art. 8. ENTRIES**

8.1 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.

8.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.

8.3 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.

8.4 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.

8.5 Please submit entries to : [www.msfracing.com](http://www.msfracing.com)

8.6 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.

8.7 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.

8.8 A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.

8.9 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

8.10 Entry fee per round is a follows:

Race Bike / Super Street / Super Naked : RM 650.00  
(Earlybird 1 week in advance : RM 450.00)

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](http://www.msfracing.com))

8.11 The entry fee is not refundable.

## Art. 9. CHAMPIONSHIP POINTS AND CLASSIFICATION

9.1 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**

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

- 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**

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

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

9.2 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.

9.3 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.

## Art. 10. AWARDS

### 10.1 ROUND

- Trophies will be given up to 5th places for each round/class
- 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.

### 10.2 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.

## Art. 11. SCRUTINEERING

11.1 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.

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

11.3 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.

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

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

11.6 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.

11.7 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.

#### Art. 12. RIDERS' BRIEFING

12.1 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.

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

#### Art. 13. OFFICIALS

##### 13.1 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

##### 13.2 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;

#### Art. 14. PRACTICE & QUALIFYING

##### 14.1 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.

#### 14.2 Qualification for the Race

- i) To qualify for the race, a rider must achieve a time at least equal to 109% of the time recorded by the fastest rider of his class in at least one practice/ qualifying session; (refer to Art. 15.4)
- ii) However exceptions to above rule (i) may be made at the discretion of the Stewards of the Meet.

## Art. 15. GRID POSITIONS

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

15.2 The grid position of race 1 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.

15.3 The grid position for race 2 will be based on the finishing position in race 1.

15.4 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.

15.5 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.

15.6 Access to the grid will close 5 minutes before the scheduled warm-up lap. 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 race 1 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.

## Art. 16. START PROCEDURE

16.1 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.

16.2 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.

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

16.4 Riders who do not go on the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit. Riders starting the warm up lap from the pit lane must start the race from the back of the grid or wherever been instructed by the marshal.

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

16.6 3 minutes before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

16.7 2 minutes before the Start of the Warm Up Lap - 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.

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

16.8 One (1) Minute before the Start of Warm Up Lap - Display 1 Minute Board on the grid. At this point, all team personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the ride to push start the machine and will then vacate the grid.

16.9 30 Seconds Before the Start of the Warm Up Lap - Display of 30 Second Board on 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 warm up lap from the pit and will start the race from the back of the grid.

16.10 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.

The riders will make one lap, at unrestricted speed, followed by a safety car. As soon as the riders have passed the pit lane exit, the pit lane exit Light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit. On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

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

Any rider who arrives back at the grid after the arrival of the medical car at the grid, must stop beside the medical car (driver's side) and start the race from there or any position as directed by a marshal.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.

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

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his

motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, an official at the rear of the grid will wave a green flag.

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.

16.11 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 required to carry out the ride through penalty.

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 and must arrange for the team to be notified of such penalty before the end of the fourth lap.

16.12 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.

16.13 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.

16.14 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, the riders will complete an additional warm up and the race distance will be reduced by one lap. Any person who, due to his behavior on the grid is responsible for a "start delayed", may be penalized with one of the following penalties.

- fine
- ride through
- exclusion
- withdrawal of Championship points.

#### Art. 17. RIDE-THROUGH PROCEDURE

17.1 During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then rejoin the race.

17.2 The rider must respect the speed limit (60km/hr) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated, in case of a second infraction of this speed limit, the black flag will be shown to the rider.

17.3 In the event of a restarted race, the above regulation will also apply.

17.4 In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride-through after the start of the second part of the race.

17.5 In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag. After notification has been made to the team, a yellow board (100cm Horizontal x 80cm vertical) displaying the rider's number (black color) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

17.6 Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organization has been unable to carry out the Ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 40 seconds.

#### Art. 18. STOPPING OF RACE OR PRACTICE

18.1 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.

18.2 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.

18.3 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.

#### Art. 19. BEHAVIOR DURING PRACTICE AND RACE

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

19.2 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 penalized with one of the following penalties.

- fine
- ride through
- exclusion
- withdrawal of Championship points.

19.3 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 practices or warm up will be penalized by the cancellation of the lap time concerned and during the race, by a ride through. Further penalties (such as fine - disqualification - withdrawal of Championship points) may also be imposed.

19.4 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.

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

19.6 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.

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

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

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

19.10 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).

19.11 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.

19.12 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.

19.13 A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed. Any rider found to have exceeded the limit during the practice will be subject to a fine at a rate to be determined by the Stewards of the Meeting. Any rider who exceeds the pit lane speed limit during qualifying will be subject to the removal of this fastest lap. Any rider who exceeds the pit lane speed limit during a race will be penalized with a ride through.

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.

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

19.15 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 : 40-sec time added to total time

## Art. 20. FINISH OF THE RACE AND RACE RESULTS

20.1 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 drivers. When the chequered flag is shown to the leading driver, no other driver will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading driver, 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 driver(s) closely precedes the leader during the final lap before the finish line, the official will show to the driver(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 driver(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

20.2 In case of a photo-finish between two, or more, drivers, 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 drivers concerned will be ranked in the order of the best lap time made during the race.

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

20.4 To be counted as a finisher in the race and be included in the results a driver 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 driver must be in contact with his machine.

20.5 A new lap record for a circuit can only be established by a driver during a race.

20.6 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.

20.7 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.

## Art. 21. INTERRUPTION OF A RACE

21.1 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.

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

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

## Art. 22. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

22.1 Case A: Less than 75%.

22.1.2 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.

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

22.1.3 The start procedure will be identical to a normal start begin with a 3 minute Board up with sighting Laps, warm up lap etc.

22.1.4 Conditions for the re-started race will be as follow:

- 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 for the original race.
- ii) In the case of situation described in 21.3 (2 laps or more and 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 position will be based on the finishing order of the first race.
  - e. The final result of the race will be based on the results of each rider classified in the two races added together. Riders who have completed an identical number of laps will be placed according to the combined time for the two races.

22.2 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.

Art. 23. CHECK AREA

23.1 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.

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

#### Art. 24. ORGANISER RIGHTS

24.1 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.

24.2 Distribute awards at their discretion due to unforeseen circumstances.

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

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

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

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

#### Art. 25. PROMOTER'S RIGHTS

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

#### Art. 26. ADVERTISING

26.1 Competitors are obliged to carry the Title Sponsor, Category 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.

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

26.3 Only Competition numbers supplied by the organisers to be used for the duration of the event and must not be mutilated. Any branding on them must not be cut-off.

26.4 All form of media or public advertising by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under paint of an advertisement of a least the same size frequency in accordance with Part V: Article 11 of the NCR of the AAM.

The organisers shall not be held responsible for any delay in approving such advertising.

26.5 Rejection fee with the exception of the title sponsor for not carrying race sponsors advertising during the championship is as follows :

Category Sponsor	-	RM 1000.00
Co-Sponsor	-	RM 500.00

This does not apply to the competition numbers.

#### Art. 27. PITWALL/PITLANE/PITS/PADDOCK AREAS AND PARKING AREAS

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

27.2 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/motorcycles.

27.3 There is no claim on a special pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.

27.4 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.

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

27.6 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM 300 will be imposed on anyone caught breaking these rules. Person caught will be ejected from these areas.

27.7 Each team will be entitled to three (3) passes. These passes must be worn in a prominent manner at all times.

27.8 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.

27.9 Person under 15 years of age (except competitors) are not permitted in the pit lane and pit wall. Children under the age of 12 are not allowed in the pits, pit lane or pit wall 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.

27.10 No spare motorcycles (unless scrutineered) 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 cost and an additional penalty of RM 100 will be imposed on the owner.

27.11 The use of motorised vehicles, skateboards or similar means of transportation by any parties at pit lane area are strictly prohibited. The Organiser has the right to confiscate such vehicles until the end of the event. Only non-motorized vehicles are allowed at the paddock area.

27.12 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.

#### Art. 28. 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.

28.1	Jump Start	40 sec. time added
28.2	Not carrying out ride-through in 3 laps	Exclusion
28.3	Not observing black flag	Exclusion + RM 100.00 per lap
28.4	Provoking a fight	Exclusion from race + ban of rider and team members from SIC for 12 months + RM 5000.00
28.5	Retaliating in a fight	Exclusion + RM 3000.00 + Rider & team ban from SIC for 12 months
28.6	Smoking & drinking alcohol in Pit Area	Ejection from pit area + RM 300.00
28.7	Illegal parking at Paddock area	RM 100.00
28.8	Other offenses	At Stewards discretion Stewards may enhance above penalty

#### Art. 29. PROTESTS

29.1 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.

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

29.3 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

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

#### Art. 30. INTERPRETATION OF REGULATIONS

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

30.2 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.

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

30.4 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.

#### Art. 31. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

31.1 Instructions may be given by the Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and given to each team representative.

31.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

31.3 Any communications from the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Clerk of the Course/Stewards of the Meeting must also be made in writing.

#### Art. 32. 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 posses own transponder, a rental rate of RM 100 and a deposit of RM 100 will be charged for using Organiser's transponder.

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## **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.

Supercharged / Turbo engine is not allowed.

Art. 1. RACE 1000 / 600

### **A. Race 1000**

Superbikes sold to the public worldwide.

Classes are:-

- Above 600cc - 1000cc 4 strokes 3 and 4 cylinder or
- Above 850cc - 1200cc 4 strokes 2 cylinder

### **Race 600**

Classes are:-

- Over 400 - 600cc      4 strokes      4 cylinders
- Over 500 - 675cc      4 strokes      3 cylinders
- Over 600 - 750cc      4 strokes      2 cylinders

Bikes must be in original showroom condition in every detail. Only changes allowed in "Specific Modifications" will be allowed. Everything that is not authorized and prescribed in these rules is strictly forbidden and may merit exclusion.

### **B. SPECIFIC MODIFICATIONS**

#### **1. Fairing & Bodywork**

- 1.1 Fairing, bodywork and mudguards **MUST** be replaced with exact duplicates of the original parts. The material may be changed.
- 1.2 The lower fairing must incorporate an opening of 25mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.
- 1.3 A duplicate of transparent material of any color may replace windscreen.
- 1.4 The original combination of instrument and fairing brackets may be replaced. The instruments may be removed.

1.5 The frame may be modified to accept racing seat.

1.6 All stand must be removed.

## 2. Lighting

2.1 All lighting must be removed.

2.2 Indicators must be removed.

## 3. Engine & Gearbox

3.1 The engine may be modified.

3.2 The crankcase / gearbox casing, ignition, clutch and generator covers may be protected by additional means, i.e. covers made of stainless steel or carbon kevlar composites.

3.3 Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

3.4 Clutch friction drive discs may be changed. Their number can be altered.

3.5 Clutch springs may be changed.

3.6 Any type of spark plug is allowed.

3.7 The electric starter must be operational at all times.

3.8 The engine and gearbox drain plugs must be wire locked. Quick shift system may be added.

## 4. Exhaust

4.1 The exhaust system is free.

4.2 Wrapping of the exhaust is not allowed.

## 5. Fuel

5.1 Ethanol, methanol, and fuel containing active oxygenates is not permitted.

## 6. Suspension

- 6.1 Front fork shims, hydraulic pistons, oil passages, springs and spacers may be modified or changed. The front forks may be changed.
- 6.2 Any type and quantity of fork oil is allowed.
- 6.3 The height and position of the front fork in relations to the fork crown is free. Fork braces are free.
- 6.4 Steering damper is free
- 6.5 Rear shock absorber and spring unit is free provided they fit on to the original mounting points.

## 7. Brakes & Tires

- 7.1 Front and rear brake pads are free.
- 7.2 Hydraulic brake lines are free.
- 7.3 Brake fluid is free.
- 7.4 Master pump, calipers & disc are free.
- 7.5 Only Tires listed below are allow to use in the event.
- 7.6 All tyres must be marked before the riders are allowed to participate in any session. It is the onus of riders ensure the tires are marked.

Please refer to article 7.7 for the tyre model chart that are allowed to use.

7.7 Tyre that allow to use in the race :-

Manufacturer / Brand	Model	Type	Compound
Pirelli	Diablo Superbike	Full Slick	SC 1 or SC 2
	Diablo Supercorsa SC V2	Semi Slick	SC 1 or SC 2
	Diablo Rain	Rain / Wet	SC 1 or SC 2
Bridgestone	Battlax V02	Full Slick	V01 or V02
	Battlax R10	Semi Slick	Type 2, 3 or 4
	Battlax W01	Rain / Wet	
Dunlop	KR448 / KR449	Full Slick	
	Sportmax GPA-Pro	Semi Slick	
Michelin	Power Slick Ultimate / Evo	Full Slick	
	Power Cup Ultimate / Evo	Semi Slick	
	Power Rain	Rain / Wet	
Metzeler	RaceTec RR Slick	Full Slick	

Race 1000

Race 600

8. Handlebars and Controls.

8.1 Handlebars may be changed provided they are of the same dimensions of the original.

8.2 The kill switch must be operational.

8.3 The throttle twist grip must be of self- closing type.

8.4 Lighting and horn switches may be removed.

9. Footrest & Controls

9.1 Footrests and controls may be relocated. Brackets must be mounted on the original mounting points on the frame.

9.2 Gearshift linkage may be changed to accommodate new location of footrests.

9.3 Rear footrest must be removed.

10. Radiator

10.1 Radiator cap is free

10.2 Radiator are free.

11. Competition Numbers

11.1 An area 1 in front and 1 on each side of the rear seat cowl must be made available for the attachment of competition numbers.

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

size for all the side numbers : Minimum height: 120 mm  
Minimum width : 70 mm  
Minimum stroke : 20 mm  
Minimum space between number 10mm

12. Minimum Weight

There is no restriction on minimum weight. Lighter materials may be used for parts of the motorcycles.

Art. 2. **SUPER STREET 1000 / 600**

A. General

1. Motorcycles sold to the public worldwide and must be homologated by the original manufacturer only.

**Super Street 1000**

Displacement capacities

- 4 cylinders - 601cc up to 1000cc
- 3 cylinders - 751cc up to 1000cc
- 2 cylinders - 851cc up to 1200cc

**Super Street 600**

Displacement capacities

- 4 cylinders - Over 400 - 600cc 4 strokes
- 3 cylinders - Over 500 - 675cc 4 strokes
- 2 cylinders - Over 600 - 750cc 4 strokes

Bikes must be in original showroom condition in every details. Only changes allowed in "Specific Modifications" will be allowed. Everything that is not authorized and prescribed in these rules is strictly forbidden and may merit exclusion.

2. Minimum Weight

**Super Street 1000**

At any time of the event, the weight of the whole machine (including the tank and its contents) cannot be lower than 170kg

**Super Street 600**

At any time of the event, the weight of the whole machine (including the tank and its contents) cannot be lower than 161kg

### 3. Competition Numbers

3.1 An area 1 in front and 1 on each side of the rear seat cowl must be made available for the attachment of competition numbers.

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

size for all the side numbers : Minimum height: 120 mm  
Minimum width : 70 mm  
Minimum stroke : 20 mm  
Minimum space between number 10mm

### 4. Carburetion Instruments

Carburetion instruments must remain as homologated.

### 5. Fuel

5.1 Ethanol, methanol, and fuel containing active oxygenates is not permitted.

## B. SPECIFIC MODIFICATION

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

### 1. Frame Body and Rear Sub Frame

1.1 Frame must remain as originally produced by the manufacturer for the homologated machine. 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.

1.2 Holes may be drilled on the frame only to fix approved components (i.e. fairing brakes, steering damper mount).

1.3 Nothing can be added by welding or removed by machining from the frame body.

- 1.4 All motorcycles must display manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.
- 1.5 Engine mounting brackets or plated must remain as originally produced by the manufacturer for the homologated machine.
- 1.6 Front sub frame / fairing mount may be changed or altered.
- 1.7 Rear sub frame may be changed or altered, but the type of material must remain as homologated machine or material of a higher specific weight.
2. Front & Rear Forks
  - 2.1 Forks structure must remain as originally produced by the manufacturer.
  - 2.2 Mechanical fork: Original internal parts of the forks may be modified or changed. After market damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipers) may be changed. Additional treatments are allowed.
  - 2.3 Electronic forks: No aftermarket or prototype electronically-controlled suspension parts may be used. Electronic suspension maybe used if such suspension is already present on the production model of the homologated motorcycle and it must remain completely standard with the exception of shims and springs. The original suspension system must work safely in the event of an electronic failure. The electronic front suspension maybe replaced with mechanical system from a similar homologated model from the same manufacturer.
  - 2.4 Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.
  - 2.5 The fork caps may be modified or changed to add spring preload/ compression adjusters.
  - 2.6 Dust seal can be modified, changed or removed providing the fork remains totally oil-sealed.
  - 2.7 The upper and lower fork clamps must remain as originally produced by the manufacturer on the homologated motorcycles.
  - 2.8 Every part of the rear fork must remain as originally produced by the manufacturer.
  - 2.9 Rear swing arm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike inserts then the orientation / position of the original insert may be changed but the insert cannot be replaced or modified.

2.10 Rear wheel stand positioning brackets may be added to the rear form by welding or by bolts. Brackets must have rounded edges viewed from all sides.

### 3. Rear Suspension Unit

Rear suspension unit 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. Rear suspension unit spring may be changed.

### 4. Wheels & Tyres

4.1 Wheels must remain as originally produced by the manufacturer.

4.2 Modifications of the wheel-axles or any fixing and mounting points for front brakes caliper are not allowed. Spaces can be modified. Modifications to the wheels to keep spacers in place are permitted.

4.3 Wheel diameter and rim width must remain as originally homologated.

4.4 Tyre that are allowed to be use in the race :-

Manufacturer / Brand	Model	Type	Compound
Pirelli	Diablo Superbike	Full Slick	SC 1 or SC 2
	Diablo Supercorsa SC V2	Semi Slick	SC 1 or SC 2
	Diablo Rain	Rain / Wet	SC 1 or SC 2
Bridgestone	Battlax V02	Full Slick	V01 or V02
	Battlax R10	Semi Slick	Type 2, 3 or 4
	Battlax W01	Rain / Wet	
Dunlop	KR448 / KR449	Full Slick	
	Sportmax GPA-Pro	Semi Slick	
Michelin	Power Slick Ultimate / Evo	Full Slick	
	Power Cup Ultimate / Evo	Semi Slick	
	Power Rain	Rain / Wet	

Metzeler	RaceTec RR Slick	Full Slick	

## 5. Brakes

5.1 Brake disc may be replaced with aftermarket discs as long as its complies with the requirements.

(i) Brake discs and carrier must retain the same material as homologated

(ii) The outside and the inner diameters must not be larger than the homologated

(iii) The thickness of the brake disc may be increased but the disc must fit into the homologated brake caliper without modification. Numbers of floaters is free.

5.2 The front and rear brake caliper must remain as originally produced.

5.3 The front and rear master cylinder must remain as originally produced by the manufacturer. Front and rear brake fluid reservoir can be changed.

5.4 Front and rear hydraulic brakes lines may be changed.

5.5 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.

5.6 Front and rear brake pads may be changed. Brake pad locking pins may be modified.

5.9 Additional air scoops or ducts are not allowed.

## 6. Foot Rest/Foot Controls

6.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. The two original points of fixture must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

6.2 Foot rest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

## 7. Handle Bars and Hand Controls

7.1 Handle bars may be replaced.

7.2 Handle bars and hand controls may be replaced or relocated.

7.3 Throttle assembly and associated cables may be modified or replaced.

- 7.4 Clutch and brake lever may be exchanged. An adjuster to the brake lever is allowed.
- 7.5 Switches can be changed but electric starter switch and engine stop switch must be located on the handle bars.
  
- 8. Fairing / Body Work
  - 8.1 Fairing and body work may be replaced but must appear to be as originally produced by the manufacturer with **headlight and tail light** attached on. Material is Open.
  - 8.2 The lower fairing must incorporate an opening of 25mm diameter in the front lower . This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.
  - 8.3 Is highly recommend to use **Long Lower Fairing (Belly Pan)** in replacement with standard short lower fairing (Belly Pan) as safety pre-cautions.
  - 8.4 Windscreen may be replaced with a duplicate of transparent material.
  - 8.5 Rear mudguards fixed on the swing arm can be modified or changed but the original profile must be respected.
  - 8.6 Rear passenger seat can be replaced or covered by any seat cowl.
  
- 9. Fuel Tank
  - 9.1 Fuel tank filler caps may be altered or replaced.
  - 9.2 Fuel tank valve petcock must remain as originally produced by the manufacturer.
  
- 10. Wiring Harness
  - 10.1 The wiring loom may be replaced by the kit wire harness loom as supplied for the ECU kit model, produced or approved by the manufacturer.
  - 10.2 The wiring loom and ignition lock may be relocated or replaced.
  - 10.3 Cutting the wiring harness is not allowed.
  
- 11. Radiator
  - 11.1 Radiator cap is free
  - 11.2 Radiator are free.

12. Airbox

12.1 The air box must remain as originally produced. No additional holes are allowed.

12.2 The air filter element may be modified or replaced.

13. Fuel Injection System

13.1 No modifications are allowed. Central Unit (ECU) may be relocated.

13.2 No modifications of fuel pump or pressure regulator are allowed.

14. Cylinder Head

14.1 The cylinder head gasket may be changed.

15. Transmission / Gearbox

15.1 An external quick-shifter for up-shift and down-shift on the gear selector may be added.

15.2 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified.

16. Ignition/Engine Control System (ECU)

The engine control unit (ECU) must remain stock standard.

17. Exhaust System

17.1 Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

18. The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

i) Any type of lubrication, brake or suspension fluid may be used.

ii) Any type of spark plug.

iii) Any inner tube or inflation valves may be used

iv) Wheel balance weights may be discarded, changed or added to.

- v) Gaskets and gasket materials (with exception of cylinder base gasket)
- vi) Painted external surface finishes and decals

19. The following items MAY BE Removed

- i) Chain guard as long as it is not incorporated in the rear fender
- ii) Bolt on accessories on a rear sub frame
- iii) Side stands

20. The following items MUST BE Removed

- i) Rear view mirrors
- ii) License plate bracket
- iii) Tool Box
- iv) Helmet hooks and luggage carrier hooks
- v) Passenger foot rests
- vi) Passenger grab rails
- vii) Safety bars, centre stands must be removed.
- viii) **Turn Indicators must be removed.** but profile and frontal appearance, must be retained. The openings must be covered by a suitable material.

21. 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 weird.
- 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 must fitted with original factory produced **Headlamp and Rear Lamp**. Headlamp and rear Lamp can be covered or tinted with any protective film. All lighting must be functional.

**Any motorcycle that do not have original factory headlamp or tail lamp will be force into Race Bike category.**

22. Additional Equipment

Telemetry is allowed but there MUST not be any data transmitting live to or from the motorcycle during practice, qualifying or race session.

### Art. 3. SUPER NAKED OPEN / 650

#### A. General

1. Motorcycles sold to the public worldwide and must be homologated by the original manufacturer only.

##### **Super Naked Open**

Displacement capacities

4 cylinders -	650cc above	4 strokes
3 cylinders -		4 strokes
2 cylinders -		4 strokes

##### **Super Naked 650**

Displacement capacities

4 cylinders -	Over 400 - 650cc	4 strokes
3 cylinders -	Over	4 strokes
2 cylinders -	Over	4 strokes

Bikes must be in original showroom condition in every details. Only changes allowed in "Specific Modifications" will be allowed. Everything that is not authorized and prescribed in these rules is strictly forbidden and may merit exclusion.

2. Minimum Weight

##### **Super Naked Open**

At any time of the event, the weight of the whole machine (including the tank and its contents) cannot be lower than ?

##### **Super Naked 250**

At any time of the event, the weight of the whole machine (including the tank and its contents) cannot be lower than ?

3. Competition Numbers

- 11.1 An area 1 in front and 1 on each side of the rear seat cowl must be made available for the attachment of competition numbers.

size for all the front numbers : Minimum height: 140 mm  
Minimum width : 80 mm

Minimum stroke : 25 mm  
Minimum space between number 10mm

size for all the side numbers : Minimum height: 120 mm  
Minimum width : 70 mm  
Minimum stroke : 20 mm  
Minimum space between number 10mm

**For all naked bike, front numbers can be stick on head lamp. Rear numbers can be stick on rear seat cover.**

#### 4. Fuel

4.1 Ethanol, methanol, and fuel containing active oxygenates is not permitted.

### B. SPECIFIC MODIFICATION

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

#### 1. Frame Body and Rear Sub Frame

1.1 Frame must remain as originally produced by the manufacturer for the homologated machine. 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.

1.2 Nothing can be added by welding or removed by machining from the frame body.

1.3 All motorcycles must display manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.

1.4 Engine mounting brackets or plated must remain as originally produced by the manufacturer for the homologated machine.

#### 2. Front & Rear Forks

2.1 Forks structure must remain as originally produced by the manufacturer.

2.2 Mechanical fork: Original internal parts of the forks may be modified or changed. After market damper kits or valves may be installed.

2.3 Electronic forks: No aftermarket or prototype electronically-controlled suspension parts may be used. Electronic suspension maybe used if such suspension is already present on the production model of the homologated

motorcycle and it must remain completely standard with the exception of shims and springs. The original suspension system must work safely in the event of an electronic failure. The electronic front suspension may be replaced with mechanical system from a similar homologated model from the same manufacturer.

- 2.4 Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.
- 2.5 The fork caps may be modified or changed to add spring preload/compression adjusters.
- 2.6 Dust seal can be modified, changed or removed providing the fork remains totally oil-sealed.
- 2.7 The upper and lower fork clamps must remain as originally produced by the manufacturer on the homologated motorcycles.
- 2.8 Every part of the rear fork must remain as originally produced by the manufacturer.
- 2.9 Rear swing arm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike inserts then the orientation / position of the original insert may be changed but the insert cannot be replaced or modified.
- 2.10 Rear wheel stand positioning brackets may be added to the rear form by welding or by bolts. Brackets must have rounded edges viewed from all sides.

### 3. Rear Suspension Unit

Rear suspension unit 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. Rear suspension unit spring may be changed.

### 4. Wheels & Tyres

- 4.1 Wheels must remain as originally produced by the manufacturer.
- 4.2 Modifications of the wheel-axles or any fixing and mounting points for front brakes caliper are not allowed. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.
- 4.3 Wheel diameter and rim width must remain as originally homologated.

4.4 Tyre that allow to use in the race :-

Manufacturer / Brand	Model	Type	Compound
Pirelli	Diablo Superbike	Full Slick	SC 1 or SC 2
	Diablo Supercorsa SC V2	Semi Slick	SC 1 or SC 2
	Diablo Rain	Rain / Wet	SC 1 or SC 2
Bridgestone	Battlax V02	Full Slick	V01 or V02
	Battlax R10	Semi Slick	Type 2, 3 or 4
	Battlax W01	Rain / Wet	
Dunlop	KR448 / KR449	Full Slick	
	Sportmax GPA-Pro	Semi Slick	
Michelin	Power Slick Ultimate / Evo	Full Slick	
	Power Cup Ultimate / Evo	Semi Slick	
	Power Rain	Rain / Wet	
Metzeler	RaceTec RR Slick	Full Slick	

5. Brakes

5.1 Brake disc may be replaced with aftermarket discs as long as its comply with the requirement.

(i) Brake discs and carrier must retain the same material as homologated

(ii) The outside and the inner diameters must not be larger than the homologated

(iii) The thickness of the brake disc may be increased but the disc must fit into the homologated brake caliper without modification. Numbers of floaters is free.

5.2 The front and rear brake caliper must remain as originally produced.

- 5.3 The front and rear master cylinder must remain as originally produced by the manufacturer. Front and rear brake fluid reservoir can be changed.
- 5.4 Front and rear hydraulic brakes lines may be changed.
- 5.5 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.
- 5.6 Front and rear brake pads may be changed. Brake pad locking pins may be modified.
- 5.9 Additional air scoops or ducts are not allowed.
  
- 6. Foot Rest/Foot Controls
  - 6.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. The two original points of fixture must remain as original. Foot controls linkage may be modified. The original mounting points must remain.
  - 6.2 Foot rest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
  
- 7. Handle Bars and Hand Controls
  - 7.1 Handle bars may be replaced.
  - 7.2 Handle bars and hand controls may be replaced or relocated.
  - 7.3 Throttle assembly and associated cables may be modified or replaced.
  - 7.4 Clutch and brake lever may be exchanged. An adjuster to the brake lever is allowed.
  
- 8. Fairing / Body Work
  - 8.1 Fairing and body work may be replaced but must appear to be as originally produced by the manufacturer with **headlight and tail light** attached on. Material is Open.
  - 8.2 The lower fairing must incorporate an opening of 25mm diameter in the front lower . This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.
  - 8.3 Is highly recommend to use **Long Lower Fairing (Belly Pan)** in replacement with standard short lower fairing (Belly Pan) as safety pre-cautions.
  - 8.4 Windscreen may be installed or replaced with a duplicate of transparent material.

8.5 Rear mudguards fixed on the swing arm can be modified or changed but the original profile must be respected.

8.6 Rear passenger seat can be replaced or covered by any seat cowl.

## 9. Fuel Tank

9.1 Fuel tank filler caps may be altered or replaced.

9.2 Fuel tank valve petcock must remain as originally produced by the manufacturer.

## 10. Wiring Harness

10.1 The wiring loom may be replaced by the kit wire harness loom as supplied for the ECU kit model, produced or approved by the manufacturer.

10.2 The wiring loom and ignition lock may be relocated or replaced.

10.3 Cutting the wiring harness is not allowed.

## 11. Radiator

11.1 Radiator cap is free

11.2 Radiator must be originally standard produced by manufacturer.

## 12. Airbox

12.1 The air box must remain as originally produced. No additional holes are allowed.

12.2 The air filter element may be modified or replaced.

## 13. Fuel Injection System

13.1 No modifications are allowed.

13.2 No modifications of fuel pump or pressure regulator are allowed.

## 14. Cylinder Head

14.1 The cylinder head gasket may be changed.

15. Transmission / Gearbox

15.1 An external quick-shifter for up-shift and down-shift on the gear selector may be added.

15.2 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified.

16. Ignition/Engine Control System (ECU)

The engine control unit (ECU) cannot be replaced.

17. Exhaust System

17.1 Exhaust pipes and silencers may be modified or changed. Catalytic converters may be removed.

18. The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

- i) Any type of lubrication, brake or suspension fluid may be used.
- ii) Any type of spark plug.
- iii) Any inner tube or inflation valves may be used
- iv) Wheel balance weights may be discarded, changed or added to.
- v) Gaskets and gasket materials (with exception of cylinder base gasket)
- vi) Painted external surface finishes and decals

9. The following items MAY BE Removed

- i) Chain guard as long as it is not incorporated in the rear fender
- ii) Bolt on accessories on a rear sub frame
- iii) Side stands

20. The following items MUST BE Removed

- i) Rear view mirrors
- ii) License plate bracket

- iii) Tool Box
- iv) Helmet hooks and luggage carrier hooks
- v) Passenger foot rests
- vi) Passenger grab rails
- vii) Safety bars, centre stands must be removed.
- viii) **Turn Indicators must be removed.** but profile and frontal appearance, must be retained. The openings must be covered by a suitable material.

21. 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 weired.
- 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 must fitted with original factory produced **Headlamp and Rear Lamp**. Headlamp and rear Lamp can be covered or tinted with any protective film. All lighting must be functional.

22. Additional Equipment

Telemetry is allowed but there MUST not be any data transmitting live to or from the motorcycle during practice, qualifying or race session.