



# Regulations Malaysian SuperMoto Championship 2023 by MotoMSF

Version 1.0  
18 February 2023

Malaysia Speed Festival



## **SECTION I : SPORTING REGULATIONS**

This document (hereinafter collectively referred to as the “Regulations”) was issued on 18 February 2023. 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 Sukan Motor MSF  
 49, Jalan Peniaga U1/35,  
 Hicom Glenmarie Industrial Park,  
 40150 Shah Alam, Selangor.

**Attention:**

Honorable Secretary  
 Norfadilah Zainal Abidin

**PROMOTER:**

Matrix Motorsports Promotion Sdn Bhd 508407-T  
 49, Jalan Peniaga U1/35,  
 Hicom Glenmarie Industrial Park,  
 40150 Shah Alam, Selangor.  
 Tel : +603 7629 8829  
 Email : general@msfracing.com

Kelab Sukan Motor MSF as the organiser and Matrix Motorsports Promotion Sdn Bhd as the promotor are given permission from MAM to hold the competition.

All participants shall comply with the regulations and technical rules stated in this handbook.

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

#### **2.1 MALAYSIAN SUPERMOTO CHAMPIONSHIP 2023**

<b>ROUND</b>	<b>DATES</b>	<b>VENUE</b>	<b>REMARK (S)</b>
Round 1	12 March 2023	Litar Lumba Rakyat Kuala Selangor	
Round 2	20-21 May 2023	UniMAP Circuit, Perlis	
Exhibition Round	17-18 June 2023	MORAC Circuit, Langkawi	

Round 3	5-6 August 2023	Tangkak Circuit, Johor	
Round 4	2-3 Sept 2023	TBC	
Round 5	5 Nov 2023	Sepang Kart Track	

### 3. DESCRIPTION OF EVENTS

A five (5) round Championship for motorcycles of SuperMoto type.

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 (Invitational) event status. Permit number to be advised later.
- 4.2 This competition is held under the Sporting Code of the FIM and the National Competition Rules of the Motorsports Association of Malaysia (MAM) and any Additional Supplementary Regulations published from time to time.

### 5. ELIGIBLE COMPETITORS

- 5.1 Competitors in Malaysia in possession of a valid license for Road Racing issued by Motorsports Association of Malaysia (MAM).
- 5.2 Riders from other countries must possess a valid license by their local FMM association.
- 5.3 Minimum age for SuperMoto category is 15 years old starts on the riders' minimum age birthday.

### 6. DESCRIPTION OF CATEGORIES

There will be 2 Categories, divided into Classes based on bike modifications, laptimes and / or racing experience.

- 6.1 CATEGORY: **All Stars**  
 - Production Motorbikes up to 450cc single cylinder 4-stroke or up to 300cc single cylinder 2-stroke. Unlimited modifications. Production-based means any motorcycle produced by a manufacturer and readily available for purchase by the consumer.

**i) All Stars Pro**

- riders that fall within the definition of ALL STARS PRO category in *Appendix 1: Rider Gradings*.

**ii) All Stars Legends**

- riders that are above 40 years old in the year of competition (born in December 1983 can participate in events in 2023)



- riders that fall within the definition of ALL STARS LEGENDS category in *Appendix 1: Rider Gradings*.

## 6.2 CATEGORY: **SuperMoto 450**

- Production Motorbikes up to 450cc single cylinder 4-stroke or up to 300cc single cylinder 2-stroke. Unlimited modifications. Production-based means any motorcycle produced by a manufacturer and readily available for purchase by the consumer.

### i) **Advanced** class

- riders that fall within the definition of ADVANCED category in *Appendix 1: Rider Gradings*.

### ii) **Evo** class

- riders that fall within the definition of EVO category in *Appendix 1: Rider Gradings*.

### iii) **Super Rookie** class

- riders that fall within the definition of SUPER ROOKIE category in *Appendix 1: Rider Gradings*.

## 6.3 GRADING

- Refer to *Appendix 1: Rider Gradings*.
- Grading of Riders within the classes will be decided by the MSF Organising team, and based upon lap times at the venue of the event. The cut-off lap times (lap time bracket) is determined statistically, to provide for a balanced field and number of riders within each class. Any changes or updates will be announced via ASR.

## 7. RACE DISTANCE & FORMAT

Race distance & format for each category

SuperMoto All Stars Pro, All Stars Legends, and Advanced: 3 races every event – 1 x Super Rocco race of 5 laps to determine grid starting positions for Race 1; and 2 races of a target time of between 10-minutes to 12-minutes duration

Evo and Super Rookie: 2 races every event – 2 races of a target time of between 8-minutes to 10-minutes duration

## 8. EVENT PROGRAM

Final race event programme will be released per round in ASR latest 2-weeks prior to the event.

### GENERAL PROGRAM

#### **SUNDAY**

0800 hrs - 0900 hrs	Registration
0800 hrs - 0930 hrs	Scrutineering
0800 hrs - 0900 hrs	Track Walk
1000 hrs - 1015 hrs	Rider's Safety Briefing
1025 hrs - 1040 hrs	Free Practice (All Stars - Pro & Legends)
1050 hrs - 1105 hrs	Free Practice (Advanced & Evo)



1115 hrs - 1130 hrs	Free Practice (Super Rookie)
1140 hrs - 1155 hrs	Qualifying (All Stars - Pro & Legends)
1200 hrs - 1215 hrs	Qualifying (Advanced & Evo)
1220 hrs - 1235 hrs	Qualifying (Super Rookie)
1245 hrs - 1300 hrs	Race - Super Rocco 5 laps (All Stars - Pro & Legends)
1300 hrs - 1330 hrs	BREAK
1350 hrs - 1410 hrs	Race 1* (Super Rookie)
1420 hrs - 1450 hrs	Race 1* (Advanced & Evo)
1500 hrs - 1520 hrs	Race 1* (All Stars - Pro & Legends)
1515 hrs - 1535 hrs	Race 2* (Super Rookie)
1545 hrs - 1605 hrs	Race 2* (Advanced & Evo)
1615 hrs - 1550 hrs	Race 2* (All Stars - Pro & Legends)
1630	TRACK CLOSED
1700 hrs - 1730 hrs	MSF Awards Ceremony

\*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.

## 9. ENTRIES

- 9.1 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.
- 9.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 9.3 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.
- 9.4 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.
- 9.5 Please register entries online at : [www.msfracing.com](http://www.msfracing.com)
- 9.6 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 or the organiser reserves the rights to combine all category into one.
- 9.7 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.
- 9.8 A rider shall be deemed to have taken part in the event when he enters the race track in at least one practice session.
- 9.9 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.
- 9.10 Entry fee per round is as follows:



Entry Fee – MAM license holders	: RM 600.00
(Earlybird up to 1 week in advance)	: RM 500.00
Entry Fee – overseas license holders	: RM 750.00
(Earlybird up to 1 week in advance)	: RM 650.00

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))

9.11 The entry fee is not refundable.

## 10. CHAMPIONSHIP POINTS AND CLASSIFICATION

10.1 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 CRF-450.
- + Next race, Ahmad can ride but the motorcycle is spoilt, and chooses to borrow Mutusamy's motorcycle which is an Orange KTM SMR450, 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 Liew to ride his original Blue Honda CRF-450 #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 Liew chooses to borrow Mutusamy's motorcycle, the Orange KTM SMR450, 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 **Race 1** of each category.
- The Championship Points are as follows:

### RACE 1 POINTS

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



14<sup>th</sup>: 10pts  
15<sup>th</sup>: 5pts

- Bonus Points are also awarded in **Race 1**.  
**Fastest Lap: 5 Points** for fastest lap in Race 1.
- Championship Points will be awarded following the completion of **Race 2** of each category.
- The Championship Points are as follows:

#### RACE 2 POINTS

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

- Bonus Points are also awarded in **Race 2**.  
**Fastest Lap: 10 Points** for fastest lap in Race 2.

10.2 There are no points awarded for Super Rocco. Super Rocco is essentially a ‘Super Pole’ race to determine grid starting positions for Race 1.

10.3 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.**

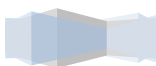
10.4 In the case where a rider participates on different machines, it is the make of the machine with which he obtained the most points that will appear next to his name in the final classification.

## 11. AWARDS

### 11.1 ROUND

i) Prizes will be given up to **5th place for all Categories and Classes based on Race 2 results.**

**Race 1 result will not be awarded with any prizes.**



ii) 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.

## 11.2 OVERALL CHAMPIONSHIP

i) 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.

ii) Overall trophies will be given up to 5th placed for all Categories and Classes.

## 12. SCRUTINEERING

12.1 All motorcycles must comply with Section II - Technical Regulations. Refer to the said regulations for each category. Rider's racing suit, helmet (minimum SNELL / ECE / DOT approved), gloves and boots must be presented during the scrutineering.

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

12.3 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.

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

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

12.6 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.

12.7 **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.

## 13. RIDERS' BRIEFING

13.1 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.

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

## 14. OFFICIALS

14.1 PROVISIONAL RACE OFFICIALS :-





MAM Steward	:	To be advised
Club Steward	:	To be advised
Race Director	:	To be advised
Clerk of the Course	:	To be advised
Secretary of the Meet	:	To be advised

#### 14.2 Race Direction

The Race Director 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;

### 15. METHOD OF RUNNING

#### 15.1 Starting and Grid positions

##### **Super Rookie:**

Starting and grid position for Super Rocco 3 laps pole race will be determined by the fastest laptime during the Qualifying session, with the 2nd fastest bring in second position, and so on.

Starting and grid position for Race 1 will be determined by the finishing position from Super Rocco pole race. Super Rocco is a 'Qualifying race' for Race 1. Final finishing positions will count. No Championship points awarded. Special 'Super Rocco' trophy to the 1st position only.

Starting and grid position for Race 2 will be determined by the finishing position from Race 1. Race 1 therefore is a 'Qualifying heat' for the 'Final heat'. Final finishing positions of Race 2 will count. Trophies and prizes are only awarded to finishers from Race 2 (Final heat).

##### **All Stars, All Stars Legends, Advanced & Evo:**

Starting and grid position for Super Rocco 5 laps pole race will be determined by the fastest laptime during the Qualifying session, with the 2nd fastest bring in second position, and so on.

Starting and grid position for Race 1 will be determined by the finishing position from Super Rocco pole race. Super Rocco is a 'Qualifying race' for Race 1. Final finishing positions will count. No Championship points awarded. Special 'Super Rocco' trophy to the 1st position only.

Starting and grid position for Race 2 will be determined by the finishing position from Race 1. Race 1 therefore is a 'Qualifying heat' for the 'Final heat'. Final finishing positions of Race 2 will count. Trophies and prizes are only awarded to finishers from Race 2 (Final heat).



## 15.2 Practice/Qualifying Session

- i) There will be maximum of **1 x 15 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 restated, 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 constrains.
- 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.

## 15.3 Grid Position

- i) At the end of the practice/qualifying session, the list of the qualified riders will be published.
- ii) 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.
- iii) **The grid position for Race 2 will be based on the finishing position in Race 1.**



iv) 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.

v) Any competitors whose vehicle is unable to or will not be ready to start must inform the Clerk 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.

vi) Access to the grid will open 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 green / green flag waved. However, the pit exit will be opened for only **120 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.

#### 15.5 START PROCEDURE

i) 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.

ii) Approximately 3 minutes before the Start of the Race - Pit lane exit opens for sighting lap.

iii) Approximately 1 minutes before the Start of the Race - Pit lane exit closes.

iv) 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.

v) Refueling or changing fuel tank on the grid is forbidden.

vi) 1 minute 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 will leave 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.



vii) 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 here 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.

viii) 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 *may* follow behind the motorcycles for the whole of the first lap. Any rider who anticipated the start will be penalised 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.

ix) 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.

x) 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.

xi) 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 penalized with one of the following penalties.

- fine
- exclusion

## 16. STOPPING OF RACE OR PRACTICE

16.1 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.

16.2 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.

16.3 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.



## 17. BEHAVIOR DURING PRACTICE AND RACE

17.1 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.

17.2 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

17.3 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 penalized 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.

17.4 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.

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

17.6 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.

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

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

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

17.10 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).

17.11 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.

17.12 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.



17.13 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 speeding in the pitlane 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.

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

17.15 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

## 18. FINISH OF THE RACE AND RACE RESULTS

18.1 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.

18.2 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.

18.3 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.

18.4 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.

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

18.6 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.

18.7 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 penalized and may be excluded from race results.



## 19. INTERRUPTION OF A RACE

- 19.1 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.
- 19.2 During a race all vehicles will proceed slowly to the Grid area in Pitlane to grid for a re-start.
- 19.3 If a race is stopped, an extension in time or session may not be given. No protest will be accepted in this case.

## 20. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

20.1 Case A: Less than 75%.

20.1.2 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.

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

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

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

- i) In the case of situation less than 2 laps completed:
  - 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 less than two-thirds completed:
  - 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.

20.2 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.



## **21. CHECK AREA**

21.1 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.

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

## **22. ORGANISER RIGHTS**

22.1 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.

22.2 Distribute awards at their discretion due to unforeseen circumstances.

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

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

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

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

## **23. PROMOTER'S RIGHTS**

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

## **24. ADVERTISING**

24.1 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.

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

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

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





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

25.1 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.

25.2 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.

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

25.4 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.

25.5 In keeping with the status of MSF, 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.

25.6 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.

25.7 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.

25.8 Team branding/sponsor such as flag, banner, board and other advertising material only allow to use within own pitbox. Failure to comply will result to time penalty or race exclusion.

## 26. PENALTIES

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

26.1	Jump Start	30 sec. time added
26.2	Not observing black flag	Exclusion + RM 100.00 per lap
26.3	Provoking a fight	Exclusion from race + ban of rider and team members from MSF series for up to 12 months
26.4	Retaliating in a fight	Exclusion from race + ban of rider and team members from MSF series for up to 12 months



26.5 Smoking in Pit Area Ejection from pit area + RM 300.00

## 27. PROTESTS

27.1 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.

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

27.3 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

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

## 28. INTERPRETATION OF REGULATIONS

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

28.2 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.

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

28.4 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.

## 29. 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 Malaysian SuperMoto Championship categories.

### **2. MACHINE ACCEPTANCE AND HOMOLOGATION**

2.1. MSF may require that any machine, or any part of a machine, be homologated with MSF for entry approval.

2.2. Approval for entry of any motorcycle is at the discretion of the Organisers and Promoters.

### **3. CATEGORIES**

3.1. **SuperMoto** - - Production Motorbikes up to 450cc single cylinder 4-stroke or up to 300cc single cylinder 2-stroke. Unlimited modifications. Production-based means any motorcycle produced by a manufacturer and readily available for purchase by the consumer..

### **4. MODIFICATIONS**

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

### **5. SAFETY EQUIPMENT/RIDER ATTIRE**

5.1. It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

5.2. Helmets constructed with an outer shell of more than one piece are permitted, provided that, in case of emergency; they can be quickly and easily removed from the rider's head by releasing or cutting the chin strap only. Riders are required to wear proper full-face Helmets or Motocross helmets with goggles. Minimum requirement is SIRIM or DOT or ECE Approved.

5.3. Riders are required to wear proper racing attire: 1-Piece Leather Racing Suit, Racing gloves and Racing or MX boots; bib or jersey may be worn over leather suit; no motocross attire permitted, no motocross gloves permitted.

Highly recommended to wear back protector.

### **6. FUEL**

6.1. Fuel: Pump fuel; racing fuel, AVGAS, and alcohol-based fuels are not permitted.

6.2. Maximum permissible alcohol and oxygenate content of up to 15%.

### **7. ENGINE**

- Head: Modification Free
- Block: Modification Free



- Piston: Free
- Camshaft: Free
- Crankshaft/Con-Rod: Free
- Carburettor /EFI Throttle Body size: Free
- engine cylinder bore and piston size may be over-bored / over-sized, crankshaft and rod may be modified to extend stroke, however the engine block must be the original block.

7.3. Exhaust: maybe replaced. A silencer / muffler that reduces the exhaust noise is required; complete free flow system with no silencer / no muffler is not permitted. The objective of the muffler is to reduce exhaust noise to a tolerable level that is acceptable by the surrounding municipal community. This acceptable level is subjective. The organisers reserve the right to request that a machine's exhaust system be replaced and / or repaired if it is deemed too loud and intolerable.

7.4. Oil drain plug must be lock-wired.

## 8. TRANSMISSION

8.3. Number of gears must remain standard. Gear Ratio: Free

## 9. LIGHTING, FAIRING AND CHASSIS

9.3. Brake light may be removed. Headlight and turning signals may be removed.

9.4. Fairing / cover set is free

9.5. Chassis/Frame must remain standard and unmodified.

9.6. 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.

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

9.8. 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 linage must remain as originally produced by the manufacturer

9.9. Electronically controlled suspension systems may not be used.

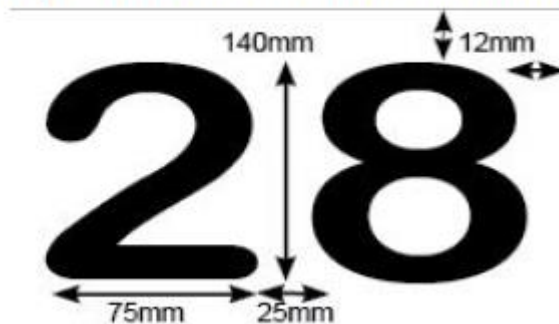
9.10. Braking systems is free. Both Front and Rear brakes must be functional.

## 10. COMPETITION NUMBERS

9.1. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden. Thus, with exception of a red front number plate with white numbers, riders have the free choice of colour for number plates and colours.



### Sample and Dimensions of Number Plate Figures [minimums]



## 11. WHEELS & TIRES

### 11.1 Permitted wheel sizes:

- Front : 16.5 inches and 17 inches only, width free;
- Rear : 17 inches only, width free;

Only the official tyres for MSF SuperMoto may be used. These are:

- |           |  |
|-----------|--|
| Dry Tyres | Front : Metzeler RaceTec SM K1 125/75 R 16.5<br>Metzeler RaceTec SM K1 125/75 R 17.0     |
|           | Rear : Metzeler RaceTec SM K1 165/55 R 17.0  |
| Wet Tyres | Front : Metzeler RaceTec SM RAIN 125/75 R 16.5<br>Metzeler RaceTec SM RAIN 125/75 R 17.0 |
|           | Rear : Metzeler RaceTec SM RAIN 165/55 R 17.0  |

ONLY OFFICIAL TYRES WITH MSF MARKINGS ARE PERMITTED TO BE USED DURING THE RACE EVENT.

### 11.2 Tyres can be purchased from the Organiser. Each participant is only allowed to purchase maximum 1 sets of dry tyres and 1 set of rain tyres per round at special discounted price.

Tyres Sales & Service booth will be available on race day. For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre changing service 60 minutes before pit exit (of the respective category) opens.

## 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. Engine oil cap, radiator cap lock wired.



- iv) Clutch and brake fluid reservoir to be taped or used proper reservoir socks
- v) Foot peg sliders and handle bar end sliders are COMPULSORY to take care of the tracks that we race on.
- 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.
- vi) Double side stand must be removed. Single side stand can remain but must be safely secured with wires, rubber band or cable tie during practice/qualifying, and the races.

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## **APPENDIX A: RIDER GRADING**

### **1. INTRODUCTION**

Malaysian SuperMoto Championship will have MotoMSF Series Rider Grading structure which was introduced in 2022. This MotoMSF Series Rider Grading structure will be as per these Regulations and is irrespective of FMN Rider license grades and categorisations.

There will be 4 grades with localised titles:

- 1.1.** All Stars Pro
- 1.2.** All Stars Legend
- 1.3.** Advanced
- 1.4.** Evo
- 1.5.** Super Rookie

Rider Grading will be implemented in Malaysian SuperMoto Championship in order to create a Rider development and progression path, for the development and future growth of the category in Malaysian motorsports. There will be no exceptions.

### **2. GENERAL PRINCIPLES**

The MotoMSF Rider Grading is the basis for Malaysian SuperMoto Championship and MotoMSF Superbikes Series. Any other MSF series that will be using the MotoMSF Rider Grading will include in their regulations a provision specifying that they will refer to this grading system.

- 2.1. Riders are to request for a Grading before taking part in any MotoMSF series event that requires so. Failure for the Rider to do so can result in disqualification from the results.
- 2.2. Any Rider requesting to be Graded must specify in which series he or she plans to take part.
- 2.3. Riders other than Rookie grade who have not been Graded will not be allowed to take part in any competition which depends on Rider grading. Failure for the Rider to do so can result in disqualification from the results.
- 2.4. If a Rider submits his event Entry Form with the wrong grading, the Rider will be determined as cheating the system and will be disqualified with no chance for review. It is the Rider's responsibility to correctly submit their correct Grading level.

### **3. GRADING REQUESTS**

- 3.1. New requests can be made at any time of the year, minimum 2-weeks prior to an event. Any requests less than 2 weeks before an event will be charge a penalty of RM 100.00.
- 3.2. Riders will be evaluated the first time of each year they register online at MSFracing.com website

### **4. EVALUATION PROCEDURE**

- 4.1. Riders will be evaluated initially on their record of achievements in previous races (age + career record), then on their overall performance and average time during the races.
- 4.2. Continuing grading is determined on the assessment of their average times during the races and also on their standing within the criteria listed.
- 4.3. Riders may submit ONE request for their grading to be re-evaluated after the initial categorising, within 3-days of being informed. This re-evaluation will be determined by the MotoMSF Committee and MSF Club Stewards. A fee of RM 100.00 will be charged.
- 4.4. Riders grading will be checked at the end of every year and adjusted based on their results the through the previous calendar year.



## 5. DEFINITIONS OF THE MSF RIDER GRADING LEVELS

### 5.1. ALL STARS PRO

- 5.1.1. The Rider competed and completed a full season of any major International Series.
- 5.1.2. The Rider competed in any International Series with multiple race wins, podiums and pole positions.
- 5.1.3. The Rider competed in any major overseas series with podium finish.
- 5.1.4. The Rider competed in MSF SuperBike Series in All Stars or GP Master category for a full-season with multiple podium finish (more than 3 times) and / or Champion.
- 5.1.5. The Rider is a 3-times Champion of MSF SuperMoto Advanced category

### 5.2. ALL STARS LEGEND

- 5.2.1. The Rider meets the requirements of All Stars Pro but is aged over 40 years old.
- 5.2.2. The Rider has completed minimum 2 seasons of National-level motorcycle racing and is aged over 40 years old

### 5.3. ADVANCED

- 5.3.1. The Rider has competed in MSBK (Malaysian SuperBike Series) incomplete season with no podium finish.
- 5.3.2. The Rider competed in any National Series with multiple podium finish (more than 3 times) and / or Champion; in a top-level category.
- 5.3.3. The Rider has a record from a previous sanctioned National or Club-level SuperMoto race with laptimes within 103% of the race winner / fastest rider.
- 5.3.4. The Rider is a previous Champion, Runner-Up, or 2nd Runner-Up of MSF SuperMoto Evo category (Top-3)
- 5.3.5. The Rider is previously of MSF SuperMoto Super Rookie or Evo category and has more than one instance of a record of laptimes within 103% of the race winner / fastest rider from the Advanced category.

### 5.4. EVO

- 5.4.1. The Rider completed at least 1 (one) full season of any Club-level or National-level series; this includes 1 (one) full season of MSF SuperBike Series in GP Pro, GP X, or Super Rookie category.
- 5.4.2. The Rider completed at least 1 (one) race of or MSF SuperBike Series or MSF SuperMoto Series with at least 1 (one) Top-3 podium finish.
- 5.4.3. The Rider is a previous Champion, Runner-Up, or 2nd Runner-Up of MSF SuperMoto Super Rookie category (Top-3)

### 5.5. SUPER ROOKIE

- 5.5.1. The Rider competed in MSF SuperBike Series in GP Pro, GP X, or Super Rookie category but *did not* complete the season / one (1) season.
- 5.5.2. The Rider possesses National competition license.

## 6. MSF RIDER GRADING GENERAL RULES

The following apply to all Grades:

- 6.1. Any Rider that has been out of racing for 10 years or more will be categorised one level lower than his qualifications.
- 6.2. Any result older than 15 years doesn't count towards any qualification.
- 6.3. The Rider may be promoted or downgraded during the season, with a review occurring during the middle of the year every year.





- 6.4. A Rider whose performances and achievements, despite not being covered by one of the definitions above, may be categorised accordingly by the organisers.
- 6.5. Any downgrade because of age cannot be upgraded again.
- 6.6. The MSF Committee and MSF Club Stewards are allowed to promote or downgrade any Rider at their discretion as required.

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