



Sporting & Technical Regulations

SEASON 6

**Malaysia Speed Festival (MSF)
SuperBikes Series 2024**

Sporting & Technical Regulations

Release 29th Feb 2024

SECTION I : SPORTING REGULATIONS

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

1. PREAMBLE

These Regulations apply to the Malaysia Speed Festival (MSF) Superbikes Series 2024.

Malaysia Speed Festival (MSF) Series is a competition inscribe with the Motorsports Association of Malaysia (MAM) and organised by Kelab Sukan Motor MSF (KSM-MSF), and promoted by Matrix Motorsports Promotion Sdn Bhd.

They are held under and in accordance to the National Competition Rules (NCR) of MAM, these Supplementary Regulations, the relevant Technical Regulations and their annexures, and any Additional Supplementary Regulations published from time to time.

Entrants, Drivers and Team Managers shall comprehend the contents stated in these Regulations and strictly comply with all the Sporting and Technical Regulations prescribed.

2. STEWARDS

The decisions of the Stewards will be final and binding on the Entrants, Drivers and Team Managers (participants) subject to Appeal as laid out in the NCR of MAM.

3. ORGANISER & PROMOTER

ORGANISER:

Kelab Sukan Motor MSF Malaysia
49, Jalan Peniaga U1/35,
Hicom Glemmarie Industrial Park,
40150 Shah Alam,
Selangor, Malaysia
Tel : +603 7629 8829
Attention:
Honorable Secretary
Norfadilah Zainal Abidin

PROMOTER:

Matrix Motorsports Promotion Sdn Bhd 508407-T
K3-3A-02, Tower 3
UOA Business Park, Glenmarie,
40150 Shah Alam,
Selangor, Malaysia
Tel : +603 7629 8829
Email : general@msfracing.com

4. STATUS

This is a “National Meeting Open to Foreign Participation” competition inscribed with MAM.

5. PERMIT

The Organising Permit shall be issued by MAM for each round respectively.

6. GENERAL UNDERTAKING

- 6.1 All Riders, team members and officials participating must observe all the provisions of this regulations.
- 6.2 It is the Riders’ responsibilities to ensure that all persons concerned with his/her entry observe all the requirements of the regulations mentioned in this regulation. The person having charge of an entered motorcycle during any part of an event is responsible jointly and severally with the Rider for ensuring that all the requirements are observed.
- 6.3 Riders must ensure that their motorcycles comply with the conditions of eligibility and safety as outlined and provided in this regulations throughout the event.
- 6.4 The presentation of a motorcycle for pre-event safety scrutineering will be deemed an implicit statement of conformity with the regulations concerned.
- 6.5 All persons concerned in any way with an entered motorcycle or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate accreditation approved and issued by the Organiser at all times.

7. OFFICIALS

The Series will consist of:

- Two National Stewards
- The Series Steward
- The Clerk of the Course
- Deputy Clerk of the Course
- Assistant Clerk of the Course
- Chief Scrutineer
- Secretary of the Meet
- Judges of Fact
- Series Coordinator

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

8. COMPETITION SCHEDULE

- a) Round 1 - 3 March 2024 : [Sepang Full Circuit; SUPER SPRINT 5 laps x 2]
- b) Round 2 - 21 July 2024 : [Sepang North Circuit; SPRINT 20 laps x 1]
- c) Round 3 - 1 September 2024 : [Sepang Full Circuit; MERDEKA ENDURO 12 laps x 1]
- d) Round 4 - 6 October 2024 : [Sepang Full Circuit; SPRINT 10 laps x 1]
- e) Round 5 - 10 November 2024 : [Sepang Full Circuit; SPRINT 10 laps x 1]

9. QUALIFICATIONS AND CONDITIONS AS A RIDER

- 9.1 Every Entrant is required to register his participation and team with the organisers with a completed event entry form either via the online on the website or physical entry form.
- 9.2 The Entrant Name will be assumed as the Team Manager that will be the representative to coordinate with the organisers. Additionally, an Entrant may nominate a Team Manager as a representative for this responsibility with the qualification that the Entrant/Team Manager obtains an MAM Entrant License. ‘
- 9.3 The Entrant is required to take responsibility and ensure that the team’s Rider(s) and team members are in compliance with all the rules and regulations.
- 9.4 Every Entrant/Rider has the responsibility to ensure that any advertisement on the entered motorcycle is in compliance with all the relevant laws and not religious or political in nature.

10. ELIGIBLE RIDER

- 10.1 Riders in possession of a valid license for Road Racing issued by Motorsports Association of Malaysia (MAM).
- 10.2 Foreign Riders having a valid racing license from their respective FMNR along with a Release document or No Objection Certificate can take part in this competition and are entitled to race awards and they shall be eligible for points or Series awards.
- 10.3 Minimum age for motorcycle between **(401cc-600cc) category is 16 years old** and **(600cc above) is 18 years old** starts on the Riders’ minimum age birthday.

Where a competitor is under the age of 18, the Entry for an event must be countersigned by a Parent, Legal Guardian or their authorised representatives as Guarantor. Such Guarantor will be considered as being the “Minor’s” Entrant, and as such will be subjected to these Rules. The Guarantor must attend the event with the Minor, and sign on as his Entrant. Riders under 18 years old are required to submit letter of permission from his/her parent (legal guardian) to the organiser before start of the race.

- 10.4 **Grading for Classes will be based on Rider’s choices**, reference as below:

i) All Stars

- any Riders who have recorded a lap time **2:17 below (Full Track) or 1:08 below (North Track)**

ii) GP Master

- any Riders who have recorded a lap time **2:17 to 2:20 (Full Track) or 1:08 to 1:10 (North Track)**

iii) GP Pro

- any Riders who have recorded a lap time **above 2:20 to 2:24 (Full Track) or 1:10 to 1:12 (North Track)**

iv) GP X

- any Riders who have recorded a lap time **above 2:24 to 2:29 (Full Track) or 1:12 to 1:14 (North Track)**

v) **Super Rookie**

- any Riders who have recorded a lap time **above 2:29 (Full Track) or above 1:14 (North Track)**

vi) **SuperSport**

- Motorcycles between **400cc and 650cc - 4 cylinders**
Motorcycles between **600cc and 800cc - 3 cylinders**
Motorcycles between **800cc and 955cc - 2 cylinders**

***Riders classified in All Stars category are ineligible to compete in this class.**

11. VENUE & RACE DISTANCE

Venue : Sepang International Circuit

Length : 5.543km

Each round will be run with either one of the following formats (refer to Art. 5.1 Event and Dates for the race format)

11.1 **SUPER SPRINT (5 laps full track or 10 laps half track)**

There will be 2 heats of the same : 5 laps of Sepang Circuit per heat for full track or 10 laps of Sepang Circuit per heat for half track.

11.2 **SPRINT (10 laps full track or 20 laps half track)**

There will be ONLY 1 heat of the same : 10 laps of Sepang Circuit for full track or 20 laps of Sepang Circuit for half track.

11.3 **ENDURO (12 laps)**

There will be ONLY 1 heat of the same : 12 laps of Sepang Circuit for full track.

12. ENTRIES

- 12.1 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.
- 12.2 Riders are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 12.3 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.
- 12.4 It is a condition of entry that Riders have no right to any claims against the Promoters, Organisers, Sponsors and those carrying out their officially designated duties throughout the competition.

- 12.5 Please submit entries to : www.sbk.msfracing.com / www.msfracing.com
- 12.6 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 classes, the Organiser reserves the right to cancel or amalgamated the said class, subject to the approval of the Stewards.
- If less than 6 entries per class, the organiser reserves the rights to cancel or amalgamated the said class or the organiser reserves the rights to combine all classes into one.
- 12.7 The number of motorcycles allowed to start the race is based on the track homologation. Priority will be given to entry for a full Series Series. However, the organisers reserve the rights to change the composition as it deems fit, subject to the approval of the Stewards.
- 12.8 A Rider shall be deemed to have taken part in the event when he or she enters the race track in at least, one practice session.
- 12.9 A Rider shall be deemed to have started a race when he or she participates in, at least, the first lap of the race.
- 12.10 Entry fee per round is as follows:
- | | |
|--------------------------------------|--------------------|
| Entry Fee - MAM license holders | : RM 800.00 |
| (Early bird up to 1 week in advance) | : RM 700.00 |
| Entry Fee - Foreign license holders | : RM 950.00 |
| (Early bird up to 1 week in advance) | : RM 850.00 |

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)

- 12.11 The entry fee is not refundable.

13. SERIES POINTS AND CLASSIFICATION

- 13.1 Series points will be awarded in to each competing Rider + Motorcycle combination, based on Competition Number, in each Class:
- Series points are awarded to the Competition Number that belongs to the Rider + Motorcycle combo.
 - To maintain Series 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 ride 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.

- Series Points will be awarded following the completion of **Heat 1** of each category.
- The Series Points are as follows:

All Categories :

HEAT 1 POINTS

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

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

HEAT 2 POINTS

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

- Bonus Points are also awarded in the **Heat 2**.
Fastest Lap: 10 Points for fastest lap in the Heat 2.
- Sprint and Enduro **Fastest Lap : 10 points for fastest lap in the any Heat.**
- **Sprint Round points are a total of both Heat 1 and Heat 2 points.**
1st is 300 points, 2nd is 255 points, 3rd is 225 points , and so on.
- **Enduro Round points is double of Heat 2 points.**
1st is 400 points, 2nd is 340 points, 3rd is 300 points , and so on.

Fastest lap bonus point will only award to lap time clocked within category bracket choose by Riders. In the case where the fastest lap clock below category bracket, the next fastest lap Rider will awarded with the fastest lap bonus points.

- 13.2 The total points from each race will be added to determine the overall series 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 Series at which the highest place was achieved will be taken into account with precedence going to the latest result.
- 13.3 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.

14. AWARDS

14.1 ROUND

Prizes will be given up to :-

All Stars	: Top 3
GP Master	: Top 3
GP Pro	: Top 5
GP X	: Top 5
Super Rookie	: Top 5
SuperSport	: Top 5

Heat 1 result will not be awarded with any prizes.

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.**

14.2 OVERALL SERIES

At the end of the Series season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their overall trophies will be forfeited.

Prizes will be given up to :-

All Stars	: Top 3
GP Master	: Top 3
GP Pro	: Top 5
GP X	: Top 5
Super Rookie	: Top 5
SuperSport	: Top 5

Overall Series ONLY award to Riders that participate more than 75% of total round in 2024.

Riders that failed to participate more than 75% round, Series point will be forfeited and next nearest Rider will move up to the Series standing.

15. SCRUTINEERING

- 15.1 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.
- 15.2 All stickers and numbers required by the organiser must be properly placed on the motorcycles prior to the scrutineering (Appendix 2).
- 15.3 Each Rider accepted for the Series will be allocated a specific starting number which will be valid for the whole Series. In general, the starting numbers will be based on the results of the team Riders in the previous year's Series or in other similar events.
- 15.4 All motorcycles will be issued with an "OK" sticker by the Scrutineers once the scrutineering has been successfully completed.
- 15.5 Throughout the entire duration of the event, the motorcycles must comply with the Technical Regulations in all points.
- 15.6 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.
- 15.7 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.

- 15.8 **All Entrants / Riders are to fill-in and complete the Scrutineering Card for 2024. The responsibilities is on the Entrant / Riders to ensure that the motorcycle compiles to the safety requirements as well as technical regulations.**

The Scrutineering Card is to presented to the Scrutineers before each Round in order to collect the Timing Transponders.

The scrutineers have the rights to randomly check any motorcycle at any point during the meet to ensure compliance.

Any motorcycle that does not comply will not be permitted to participate in the racing meet.

- 15.9 Scrutineering will end strictly according to published schedule. Late comers will result in motorcycles not being checked and approved, and therefore possibly not permitted to participant in the event.

16. RIDERS' BRIEFING

- 16.1 It is mandatory for all Riders to attend the Riders' briefing scheduled for the event. The Organiser will confirm the exact time and venue of the briefing.
- 16.2 The Clerk of the Course reserves the right to organise a special Riders' briefing in addition to the compulsory briefing.
- 16.3 Riders who do not attend this Riders' Briefing will be penalised up to RM 300.00 and reported to the Stewards for further action. Should the Rider be allowed to participate, the Rider must attend a separate briefing with the Clerk of the Course.
- 16.4 Riders reporting late (beyond the specified time) for the Riders' Briefing shall present himself/herself to the Stewards and shall be penalised RM 300.00 and/or may result in exclusion from the event and/or other disciplinary action deemed necessary. Should the Rider be allowed to participate, the Rider must attend a separate briefing with the Clerk of the Course.
- 16.5 All such penalties specified above are payable immediately. Riders with unpaid penalties will not be allowed to proceed with the practice sessions.

17. RACE DISTANCE AND RACE FORMAT

Each round will be run with either one of the following formats (to be confirmed via Additional Supplementary Regulations).

- 17.1 **Super Sprint**
 Combined Free Practice & Qualifying - 30 mins
 Consists of 2 heats per round - Heat 1 and Heat 2
 Race Distance : **Full Track** - 5 laps x 2 heats
Half Track - 10 laps x 2 heats

17.2 Sprint

Combined Free Practice & Qualifying - 30 mins

Consist of ONLY 1 heat per round - Final Heat

Race Distance : **Full Track** - 10 laps x 1 heat

Half Track - 20 laps x 1 heat

17.3 Enduro

Combined Free Practice & Qualifying - 30 mins

Consist of ONLY 1 heat per round - Final Heat

Race Distance : Full Track - 12 laps x 1 heat

17.4 Practice/Qualifying Session

- i) There will be a **Combined of 1 x 30 minutes** session for official free practice and qualifying held at each round.
- 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/qualifying 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 must enter the pits in the same lap.
- 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 localise change in conditions.
- vii) In any 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 within the Practice/Qualifying session (30 minutes).**
- x) In the event of tie, Riders' second and subsequent best times will be taken into account.
- xi) During the Qualifying session, the following regulations govern any Rider that records a lap time that is below their group's allocated time bracket:**

- **Discard any and all lap times that are up to a maximum of 1 second below the time bracket, and the first fastest lap that is legally within the time bracket will be used**
- **If their lap time is more than 1 second below the time bracket, the Rider will be moved up to the next faster time bracket group**
- **If all the recorded lap times fall below the time bracket, even if less than 1 second, the Rider will be moved up to the next faster time bracket group**
- **All Riders are responsible to ensure their participate classes is correctly selected and shown in the timing system, organiser/promoter will not entertain any appeal after official free practice/qualifying session. The Rider will have to starts the race under the category through out the race.**

17.5 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 Heat 1 will be drawn up in the order of the fastest time achieved by each Rider. Should two or more Riders set identical times, priority will be given to the one who set the next best lap for heat 1 and the finishing of the previous heat for the next heat.
 - iii) The grid position for Heat 2 will be based on the finishing position in Heat 1.
 - iv) The Stewards of the Meet may authorise Riders 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 motorcycle that have already qualified.
 - they are judged capable of achieving the qualification minimum.
 - the Riders satisfy all safety requirements, including knowledge of the circuit.
 - their participation is not in conflict with the relevant provisions of the NCR of MAM.
 - v) Any Riders whose motorcycle 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 motorcycles are withdrawn, the grid will be closed up accordingly and reserve entries will be allowed.
 - vi) Access to the grid will close 3 minutes before the scheduled race start. Any Riders that have not taken up their grid position by then will start the race from the pit exit when the pit exit light turns blue. However, the pit exit will be opened for only **180 seconds**. Failure to leave the pit exit within the time given will result the Riders to start the race from pit exit.
- A Rider may change the motorcycle after qualifying session and before the start of Heat 1 but will have to start at the back of the grid and the vehicle that has been used during free practice/qualifying **MUST** be impounded at Scrutineering Bay.

17.6 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 5 minutes before the Start of the Race - Pit lane exit opens for sighting lap. Countdown boards of 3, 2 and 1 minute are shown at the pit exit.
- iii) Approximately 3 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) Refuelling or changing fuel tank on the grid is forbidden.
- vi) 2 minutes before the Start of the Race - Display of 2 Minutes 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.

- vii) 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 personnel except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the Rider to push start the machine and will then vacate the grid.

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

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

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

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

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

- ix) 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 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.

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 signalling platform. The start procedure will be re-commenced at the 1 minute board stage. Any person who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties.

- fine
- exclusion

18. STOPPING OF RACE OR PRACTICE/QUALIFYING

- 18.1 Should it become necessary to stop a race or practice/qualifying 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/qualifying, all motorcycles will proceed slowly to the pits. During a race all motorcycles will proceed slowly to the pits for a re-start.
- 18.3 If a race or practice/qualifying is stopped, an extension in the equivalent to the remaining time in a practice/qualifying session may be given at the discretion of the CoC. No protest will be accepted in this case.

19. BEHAVIOUR DURING PRACTICE/QUALIFYING 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 penalised according to the relevant provisions.
- 19.2 Riders must ride in a responsible manner which does not cause Danger to other Riders 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
- 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 practice/qualifying will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty. Further penalties (such as fine - disqualification) may also be imposed.
- 19.4 If the Rider intends to retire, then he/she must park his motorcycle in a safe area as indicated by the marshals.
- 19.5 If the Rider encounters a problem with the machine which will result in his retirement from the practice/qualifying 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.

- 19.6 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 19.7 Riders may enter the pits during the race. Refuelling and changing motorcycle are strictly prohibited.
- 19.8 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 19.9 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).
- 19.10 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.
- 19.11 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.
- 19.12 A speed limit of **35 km/h** will be enforced in the pit lane at all times during the event. Riders must respect the speed limit throughout the pit lane. The penalty for breaking the speed limit is a fine or time penalty.
- The Clerk of the Course must communicate the offence to the pit of the Rider after having received the information from the Official in charge.
- 19.13 Stopping on the track during practices/qualifying and races is forbidden.
- 19.14 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/qualifying : fine and delete of fastest lap time
 During race : up to 30-sec time added to total time

20. FINISH OF THE RACE AND RACE RESULTS

- 20.1 When the leading motorcycle 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. 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.
- 20.2 In case of a photo-finish between two, or more, Riders, the decision shall be taken in favour of the Rider 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.

- 20.3 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.
- 20.4 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.
- 20.5 Both for practice/qualifying and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.
- 20.6 After completion of race, to immediately SLOW DOWN and head directly into the pits. Anyone who crosses the chequered flag Finish line twice or above will be penalised and may be excluded from race results.

21. INTERRUPTION OF A RACE

- 21.1 Should it become necessary to stop a race or practice/qualifying 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 motorcycles 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.

22. RACE RESTART

- 22.1 Case A: Less than 75% (Super Sprint < 4 laps, Sprint < 8 laps, Enduro < 9 laps)
- 22.2 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.
- 22.3 The results of the first race must be available to teams before the second part of a race can be started.
- 22.4 The start procedure will be identical to a normal start begin with a 3 minute Board up with sighting lap etc.
- 22.5 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. Refuelling 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 restart.
 - b. Motorcycles may be repaired. Refuelling (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.

22.6. Case B: More than 75% completed (Super Sprint > 4 laps, Sprint > 8 laps, Enduro > 9 laps)

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

23. PARC FERME AREA

- 23.1 At the end of the race, or the final part of a race that has been interrupted, the Top-5 classified motorcycle must be removed to the Parc Ferme pending inspection by the Technical Stewards / Chief Scrutineers or potential protests. Machines will normally be released from the check area 15 minutes after the finish of the race.
- 23.2 Any motorcycle that is meant to go through Parc Ferme and does not do so, will be disqualified with no protest permitted.

24. ORGANISERS AND PROMOTERS RIGHT

- 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 motorcycle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 24.4 Refuse an entry without giving reason unless the Rider has scored points in previous rounds.
- 24.5 The Clerk of the Course has the right to stop a race or practice/qualifying immediately due to any unavoidable circumstances.
- 24.6 The Organiser will arrange for public liability insurance for the event.
- 24.7 **In the event that any member of a team or team manager fails to show cooperation towards the organizer and resorts to improper means with the intention of diminishing the**

name of the organization and the people in it, either online or offline, the organizer reserves the right to exclude the team and their bike from the current race and reject their entry for any future races.

25. PROMOTER'S RIGHTS

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

26. ADVERTISING

- 26.1 **Riders are obligated to carry the Title Sponsor and co-sponsors advertising at designated spaces on the motorcycle. The decision of the Organisers is final. All such advertising must be in position before a motorcycle can be scrutineered.**
- 26.2 Any advertising carried by a Rider must be declared to the Organiser for approval. The Organiser's decision on this matter is final.
- 26.3 Riders are required to create their own competition numbers that must be large and clear. Refer to Section II. Art.10
- 26.5 **Rejection fee with the exception of the title sponsor for not carrying race sponsors advertising during the Series is RM 2,500.00.**

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

- 27.1 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.
- 27.2 It is the responsibility of each Rider/ 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.
- 27.3 No vehicles may be driven in reverse in the pit lane. Immediate exclusion will / can result from such action.
- 27.4 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.
- 27.5 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.

- 27.6 Person under 15 years of age (except Riders) 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.
- 27.7 Large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely tied to the railing along the pit signalling area.
- 27.8 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 fine, time penalty or race exclusion.

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.

- | | | |
|------|--------------------------|---|
| 29.1 | Jump Start | 30 second (Full Track) or 15 second (Half Track) time added |
| 29.2 | Not observing black flag | Exclusion + RM 100.00 per lap |
| 29.3 | Provoking a fight | Exclusion from race + ban of Rider and team members from MSF series for up to 12 months |
| 29.4 | Retaliating in a fight | Exclusion from race + ban of Rider and team members from MSF series for up to 12 months |
| 29.5 | Smoking in Pit Area | Ejection from pit area + RM 300.00 |

29. PROTESTS AND APPEAL

- 29.1 Protest may be lodged and handled in accordance with Part X: PROTEST of the NCR. Protest time limit is 30 minutes after the publication of result. Protest fee is RM 500.00 plus RM 5000.00 Stripping Fees for stripping of vehicle if required.
- 29.2 Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.
- 29.3 Appeals may be lodged in accordance with Part XI: APPEAL I of the NCR.
- 29.4 Notice of appeal must be lodged with Stewards within 30 minutes of their decision being verbally announced. This must be accompanied with the stipulated appeal fee of RM 6000.00

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 final 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 MAM 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 to cancel the event in case of any extraordinary circumstances arise, without any obligations for indemnification.

31. 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.

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

1. GENERAL

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

2. CATEGORIES

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

3. SUB-CATEGORIES

3.1.All Classes

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

i) All Stars

- any Riders who have recorded a lap time **2:17 below (Full Track) or 1:08 below (North Track)**

ii) GP Master

- any Riders who have recorded a lap time **2:17 to 2:20 (Full Track) or 1:08 to 1:10 (North Track)**

iii) GP Pro

- any Riders who have recorded a lap time **above 2:20 to 2:24 (Full Track) or 1:10 to 1:12 (North Track)**

iv) GP X

- any Riders who have recorded a lap time **above 2:24 to 2:29 (Full Track) or 1:12 to 1:14 (North Track)**

v) Super Rookie

- any Riders who have recorded a lap time **above 2:29 (Full Track) or above 1:14 (North Track)**

vi) SuperSport

- Motorcycles between **400cc and 650cc - 4 cylinders**
Motorcycles between **600cc and 800cc - 3 cylinders**
Motorcycles between **800cc and 955cc - 2 cylinders**

***Riders classified in All Stars category are ineligible to compete in this class.**

3.1.2 Time Bracket Bonus NEW!!!

- **ONLY** for specific category (GP Master, GP Pro, GP X, Super Rookie)

- All rules including time penalty will remain the same. Only time bracket move according to round.

i) All Stars - 2:17 Below (No Bonus)

ii) GP MASTER

GP Master				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
2:17- 2:20	1:08 - 1:10	2:16- 2:20 (1s Bonus)		

iii) GP PRO

GP PRO				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
2:20 - 2:24	1:10 - 1:12	2:19- 2:24 (1s Bonus)		

iv) GP X

GP X				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
2:24 - 2:29	1:12 to 1:14	2:23- 2:29 (1s Bonus)		2:22- 2:29 (2s Bonus)

v) Super Rookie

Super Rookie				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
Above 2:29	Above 1:14	Above 2:28 (1s Bonus)		above 2:27 (2s Bonus)

vii) SuperSport - No Bonus

Caption

3.2. Grading of Riders within categories to be based upon lap times at Sepang Circuit. The cut-off lap times (lap time bracket) will be determined by the Rider upon registration.

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

3.4. Time Penalty System

3.5.1. All Classes

Any Rider that throughout the ROUND dips into the lap time bracket of the next faster lap time bracket, **EACH SECOND** exceeded will be penalised with **6 seconds**.

Any Rider clocked **1 lap below time bracket** with not more than **1 second**, the lap will not be penalised. If the Rider clocked more than **1 second lower** even only a lap, EACH second exceeded will be penalised **with 6 seconds**.

Example :-

Rider A Super Rookie (above 2:29)

Scenario # 1

Lap 1 - 2: 34	✓	
Lap 2 - 2: 31	✓	
Lap 3 - 2: 28	⚠	1 lap below bracket 1 second below bracket
Lap 4 - 2: 31	✓	
Lap 5 - 2: 31	✓	

Scenario # 2

Lap 1 - 2: 34	✓	
Lap 2 - 2: 27	⚠	2 seconds below bracket ✗ 2 seconds x 6s = 12 seconds
Lap 3 - 2: 31	✓	
Lap 4 - 2: 25	⚠	
Lap 5 - 2: 31	✓	4 second below bracket ✗ 4 seconds x 6s = 24 second

2:27 + 12 seconds = 2:39

2:25 + 24 seconds = 2:49

3.5. Riders MUST meet the minimum timing bracket in each class in-order to start the race. Failure to meet this requirements will moved into following class or disqualified if the following class grid is full. No appeal will be entertained.

4. MODIFICATIONS

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

5. SAFETY EQUIPMENT/RIDER ATTIRE

5.1. Riders are required to wear proper full-face Helmets. Minimum requirement is SIRIM or DOT or ECE Approved. No Bicycle Helmets allowed.

5.2. Riders are required to wear proper racing attire: 1-Piece Leather Racing Suit, Racing gloves and Racing boots.

5.3. Sparky knee/elbow slider is prohibited. Riders using sparky knee/elbow slider will be exclude from the race.

6. FUEL

6.1. Fuel: Racing fuel and Avgas is allowed.

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

7. ENGINE

7.1. ALL CLASSES EXCEPT SUPERSPORT

- Head: No restrictions to modifications
- Block: No restrictions to modifications
- Piston: No restrictions to modifications
- Camshaft: No restrictions to modifications
- Crankshaft/Con-Rod: No restrictions to modifications
- Carburetor /EFI Throttle Body size: No restrictions to modifications

7.1.2. **SUPERSPORT**

Motorcycles between 400cc and 650cc - 4 cylinders

Motorcycles between 600cc and 800cc - 3 cylinders

Motorcycles between 800cc and 955cc - 2 cylinders

7.2. Exhaust: maybe replaced. A silencer / muffler is required; complete free flow system with no silencer / 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.

7.2. Oil drain plug must be lock-wired.

8. TRANSMISSION

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

9. LIGHTING, FAIRING AND CHASSIS

9.1. Brake light **may be removed**. Headlight and turning signals may be removed.

9.2. Fairing is free.

9.3. Chassis/Frame must remain standard and unmodified.

9.4. 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.

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

9.6. Rear suspension unit and spring may be modified or replaced, but the original attachments to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced by the manufacturer

9.7. Electronically controlled suspension systems may not be used.

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

10. COMPETITION NUMBERS

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

10.1.1. Size for all the front numbers :

Minimum height: 110 mm

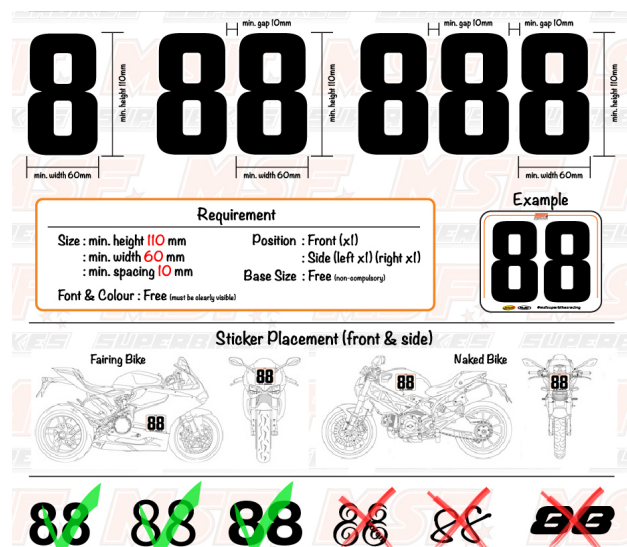
Minimum width : 60 mm

Minimum stroke : 25 mm

Minimum space between number: 10mm

10.2. There must be a clear colour distinction between colour of the background and the colour of the number. Reflecting numbers are forbidden. Thus, with exception of a red front base with white numbers, Riders have the free choice of colour for base colour.

10.3. The font type for competition numbers is open, but it must ensure reasonable visibility and cannot be too fancy, hindering number recognition. The scrutineering team reserves the right to reject or request a redo if the competition number is not clear or hard to read.



11. WHEELS & TIRES

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

11.2. **Full slick tires ONLY permitted for (Group 1) Allstars, GP Master, GP Pro as additional option.**

11.3. Only the Official tires for MSF Superbikes may be used. These are :

Group 1 : All Stars, GP Master, GP Pro :

Dry Option 1	Front	: Pirelli Diablo Superbike (Full Slick) SC1 125/70 R17
	Rear	: Pirelli Diablo Superbike (Full Slick) SC1 200/65 R17

Dry Option 2	Front	: Pirelli Diablo SuperCorsa V4 SC1 120/70 R17
	Rear	: Pirelli Diablo SuperCorsa V4 SC1 180/60 R17 OR Pirelli Diablo SuperCorsa V4 SC1 200/60 R17

Wet Option	Front	: Pirelli Diablo Rain 120/70 R17
	Rear	: Pirelli Diablo Rain 200/60 R17

Semi Dry/Wet	Front	: Pirelli Diablo SuperCorsa V4 SC1 120/70 R17
	Rear	: Pirelli Diablo SuperCorsa V4 SC1 180/60 R17 OR Pirelli Diablo SuperCorsa V4 SC1 200/60 R17

For 600cc motorcycle in Group 1, the **ONLY** dry option available for rear is either **Diablo Superbike (Full Slick) 200/60 R17 OR Diablo SuperCorsa V4 SC1 180/60 R17**

Group 2 : GP X , Super Rookie :

ONLY 1 Tire Option available for all conditions.

Front	: Pirelli Diablo SuperCorsa V4 SC1 120/70 R17
Rear	: Pirelli Diablo SuperCorsa V4 SC1 180/60 R17 OR Pirelli Diablo SuperCorsa V4 SC1 200/60 R17

Group 3 : SuperSport :

Dry Option	Front	: Pirelli Diablo SuperCorsa V4 SC1 120/70 R17
	Rear	: Pirelli Diablo SuperCorsa V4 SC1 180/60 R17

Wet Option	Front	: Pirelli Diablo Rain 120/70 R17
	Rear	: Pirelli Diablo Rain 200/60 R17

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

11.4. **Tires without Official MSF Superbikes marker won't be allow to start in any meet.**

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
- iv) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box. 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.
- vii) All additional on-board device such as lap timer and video recorder (Gopro) must secure with proper bracket.

Organiser will not be responsible for the recovery of motorcycle parts, onboard devices (video recorder/lap timer etc) left on track during/ after race.

APPENDIX A: SOCIAL MEDIA POLICY

B.1 Purpose.

Malaysia Speed Festival [MSF] recognises the significant benefits of Social Media and its widespread use in motor sport.

However, when used incorrectly, Social Media can cause damage and create risk for those who use it. MSF has a legitimate interest to make sure that Social Media is used responsibly in motor sport.

This MSF Social Media Policy (Policy) aims to regulate how Social Media is used in relation to MSF and MSF Events, as well as stating the potential consequences if Social Media is not used correctly.

B.2 Application.

This Policy applies to:

- (a) MSF contractors, agents and employees both full-time and part-time; and
- (b) individuals who take part in and participate in MSF, (collectively referred to in this Policy as You) when using Social Media in relation to MSF or an MSF Event.

Social Media in this Policy means any type of electronic public forum that enables people to create and share content or engage in social networking. Common examples include Twitter, Facebook, Instagram, blogs, forums, content sharing and uploading, etc.

This Policy does not apply to the use of Social Media in personal and other areas of life which are not related to MSF or an MSF Event.

B.3 Keeping safe with Social Media.

When using Social Media You must:

- (a) remember that the Internet is not anonymous, anything shared on Social Media can be seen by others and that You may not be able to change what You have written or said once it has been shared;
- (b) not use Social Media in any way which affects the safety of You or those around You. When at an Event, You must:
 - (i) always make sure that You act safely and take personal responsibility for the safety of those around You;
 - (ii) except as necessary in Your role, not use Social Media or Your phone when on duty;
 - (iii) comply with all signage, barriers and other markers noting where individuals should be; and
 - (iv) follow all directions; and
- (c) be careful in recording and sharing images of children at an Event.

B.4 Prohibitive use of Social Media.

Using Social Media in relation to MSF or an MSF Event in the following ways is prohibited:

- (a) acting in a way which is unlawful or in breach of MSF rules, policies or procedures;
- (b) sharing confidential information obtained in confidence through Your interactions with MSF (such as in relation to MSF Steward hearings or MAM judicial proceedings or commercial dealings);

- (c) sharing anything of a private, indecent, illegal, voyeuristic, pornographic or sensitive nature;
 - (d) sharing any sensitive images or explicit or personal details of any serious or critical accidents;
 - (e) acting in a way which may be reasonably seen as bullying, harassing, offensive, discriminatory, threatening or damaging to others;
 - (f) associating Yourself with groups on Social Media in a way which brings MSF, MAM, or motor sport into disrepute;
 - (g) unlawfully taking images and sharing content on Social Media without obtaining necessary consents. It is Your responsibility to ensure at all times that You have all necessary consents as required at law from individuals before sharing any images, text, recordings, etc. of a person.
- Situations where extra vigilance should be used include:

- (i) recording and sharing images of those under 18;
 - (ii) sharing recordings or images where an Event is also being broadcast;
 - (iii) using trademarks and other people's material over which they have copyright; or
 - (iv) sharing images of sensitive or private areas (i.e. pit garages, stewards rooms, rest rooms, etc.);
- (h) where it interferes with Your role at an Event or creates a safety risk; or
 - (i) any other manner which brings MSF, MAM, or motor sport into disrepute.

B.5 Actions that can be taken against You by MSF & MAM.

MSF and / or MAM may take disciplinary action against You where You are in breach of this Policy. Disciplinary action may include but not be limited to cancellation of a licence or membership, exclusion from an Event or imposition of a penalty under the MAM National Competition Rules. MSF and / or MAM will give You reasons as a result of any disciplinary action it takes and a reasonable opportunity to respond.

MSF and MAM may monitor Social Media from time to time. It may also look into allegations that Social Media has been abused from time to time and take action under this Policy or elsewhere.