



# ***Sporting & Technical Regulations***

## **SEASON 7**

**Malaysia Speed Festival (MSF)**

**Superbikes Series 2025**

**Sporting & Technical Regulations**

***Release 1<sup>st</sup> Jan 2025***

## **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 2025.

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 MSF Racing 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, Riders 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, Riders 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:**

MSF Racing Sdn Bhd  
K3-3A-02, Tower 3  
UOA Business Park, Glenmarie,  
40150 Shah Alam,  
Selangor, Malaysia  
Tel : +603 7629 8829  
Email : [general@msfracing.com](mailto:general@msfracing.com)

#### 4. STATUS

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

#### 5. PERMIT

**Round 1** (16th February 2025) – MAM – TBA ; **FIM IMN 191/56**

**Round 2** (20th April 2025) – MAM – TBA ; **FIM IMN 191/57**

**Round 3** (22nd June 2025) – MAM – TBA ; **FIM IMN 191/58**

**Round 4** (31st August 2025) – MAM – TBA ; **FIM IMN 191/59**

**Round 5** (2nd November 2025) – MAM – TBA ; **FIM IMN 191/60**

#### 6. GENERAL UNDERTAKING

- 6.1 All Riders, team members and officials participating must observe all the provisions of this regulations mentioned in the preamble.
- 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 the preamble. 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 motorcycle comply with the conditions of eligibility and safety 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 – 16th February 2025:** [Sepang Full Circuit; ***SUPER SPRINT 5 laps x 2***]
- b) **Round 2 – 20th April 2025:** [Sepang *SOUTH CIRCUIT*; *TBC*]
- c) **Round 3 – 22nd June 2025:** [Sepang Full Circuit; ***SPRINT 10 laps x 1***]
- d) **Round 4 – 31st August 2025:** [Sepang Full Circuit; ***MERDEKA ENDURANCE 33 laps x 1***]  
*\*Special Round – Non-Series Round*
- e) **Round 5 – 2nd November 2025:** [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 organiser 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 organiser. 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 Rider's 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 representative as Guarantor. Such Guarantor will be considered as being the 'Minor's' Entrant, and as such will be subject 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 organizer 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 1:07 below (South Track)**

ii) **GP Master**

- any Riders who have recorded a lap time **2:17 to 2:20 (Full Track) or 1:07 to 1:09 (South Track)**

iii) **GP Pro**

- any Riders who have recorded a lap time **above 2:20 to 2:24 (Full Track) or 1:09 to 1:11 (South Track)**

iv) **GP X**

- any Riders who have recorded a lap time **above 2:24 to 2:29 (Full Track) or 1:11 to 1:13 (South Track)**

v) **Super Rookie**

- any Riders who have recorded a lap time **above 2:29 (Full Track) or above 1:13 (South 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 class 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](http://www.sbk.msfracing.com) or [www.msfracing.com](http://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 or the Organiser reserve 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. 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 All entries will be thoroughly checked by the organiser. The organiser reserves the right to refuse an entry at their discretion without assigning any reason whatsoever.

## 13. ENTRY FEES

### Official registration and payment method

The official registration and payment method will be via the Promoter's online registration and payment system at [www.sbk.msfracing.com](http://www.sbk.msfracing.com) or [www.msfracing.com](http://www.msfracing.com)

Offline and Manual registration and payment may be accepted in extreme cases, and may incur an additional processing fee of RM 200.00

**Entry fees** per round is as follows:

Entry Fee - MAM license holders	: <b>RM 950.00</b>
(Early bird up to 1 week in advance)	: <b>RM 850.00</b>
Entry Fee - Foreign license holders	: <b>RM 1100.00</b>
(Early bird up to 1 week in advance)	: <b>RM 1000.00</b>

No refund will be made should an Entrant/Driver not take part in one or more of the Series events.

### **Transponder Rental**

Transponder rental is RM 100 per transponder, and a refundable deposit of RM 100.00 for the transponder is required, to be paid to the Secretariat upon transponder collection.

### **Late Entry**

Entries on event day shall be considered as "Late Entry" and shall only be accepted on a 'special case' basis and will be charged additional RM 200.00 per entry.

All payments must be made by cash or online transfer only. No payments in cheques will be accepted.

### **Refunds and Carrying Forward**

Refunds and Carrying Forward entry participation once payment has been made is only permitted for Entry Fees. **Pit, Transponder rentals and similar rentals are non-refundable.**

### **NEW ENTRIES FOR FINAL ROUND (Round 5)**

**Acceptance of the entry must be submitted to the Organizers, who reserve the rights to reject or decline the entry.** The concept and idea behind this are to protect entries competing for the Series title at the end of the season.

## **14. SERIES POINTS AND CLASSIFICATION**

14.1 Series points will be awarded in to each competing Rider + Motorcycle combination, based on Competition Number, in each Class: -

i) Series points are awarded to the Competition Number that belongs to the Rider + Motorcycle combo.

ii) 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 Muthusamy'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 Muthusamy'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.

iii) If the entrant changes class mid-season, the series points will not be carried-over to the next class

14.2 SUPERSPRINT & SPRINT

Series Points will be awarded following the completion of heat as follows:

## All Classes:

### HEAT 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 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

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 the **Heat 2 : Fastest Lap: 5 Points** for fastest lap in the Heat 2.
- Sprint Round **Fastest Lap: 10 points for fastest lap in any Heat.**
- **Sprint Round points are a total of both Heat 1 and Heat 2 points.**  
**1st is 200 points, 2nd is 170 points, 3rd is 150 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 be awarded with the fastest lap bonus points.**

14.3 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.

14.4 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.

14.5 **FINAL ROUND (ROUND 5) BONUS POINTS**

Riders who have participated in at least 3 out of the 4 rounds (75% of the first 4 rounds of the season) and take the start of the race at the Final Round will be awarded bonus points in addition to the usual Series Points for the Final Round.

Bonus points for the Final Round, for riders satisfying the above criteria will be as follows:

- **Taking the start of the Final Round  
(With a minimum of 75% participation in the first 4 rounds of the season) : 50 points**

## 15. AWARDS

### 15.1 ROUND

Prizes will be given up to: -

**All Stars** : Top 3 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy)

**GP Master** : Top 3 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy)

**GP Pro** : Top 5 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy ; 4<sup>th</sup>, 5<sup>th</sup> = Medal)

**GP X** : Top 5 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy ; 4<sup>th</sup>, 5<sup>th</sup> = Medal)

**Super Rookie** : Top 5 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy ; 4<sup>th</sup>, 5<sup>th</sup> = Medal)

**Super Sport** : Top 5 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> = Trophy ; 4<sup>th</sup>, 5<sup>th</sup> = Medal)

\*in the event there are 7 entries and above in a class, 5 awards will be rewarded.

\*\*in the event there are less than 7 entries in a class, only 3 awards will be awarded.

**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.**

### 15.2 OVERALL SERIES

At the end of the Series 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.

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
Super Sport	: Top 5

**Overall Series ONLY award to Riders that participate more than 75% of total round in 2025.**

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.

- 15.3 The Competitors with the most points in each category after all Rounds in the year will be declared the MSF Superbikes Series Winner in each respective class.

Special Series Trophies for special classes:

**Ojos Locos (GP Master)**

The Ojos Locos, is an annual Challenge trophy for the GP Master class. Series winning Team and Rider will be etched into the trophy for posterity at the end of the season.

**Jimbo Jam (GP Pro)**

The Jimbo Jam, is an annual Challenge trophy for the GP Pro class. Series winning Team and Rider will be etched into the trophy for posterity at the end of the season.

**Tiger's Chalice (Super Sport)**

The Tiger's Chalice, is an annual Challenge trophy for the Super Sport class. Series winning Team and Rider will be etched into the trophy for posterity at the end of the season.

## **16. SCRUTINEERING**

- 16.1 All motorcycles must comply with Section II - Technical Regulations. Refer to the said regulations for each class. Rider's racing suit, helmet (minimum SNELL/ECE/DOT approved), gloves and boots must be presented during the scrutineering.
- 16.2 All stickers and numbers required by the organiser must be properly placed on the motorcycles prior to the scrutineering (Appendix 2).
- 16.3 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.
- 16.4 All motorcycles will be issued with an "OK" sticker by the Scrutineers once the scrutineering has been successfully completed.
- 16.5 Throughout the entire duration of the event, the motorcycles must comply with the Technical Regulations in all points.
- 16.6 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.

- 16.7 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.
- 16.8 **All Entrants / Riders are to fill-in and complete the Scrutineering Card for 2025. The responsibilities are on the Entrant / Riders to ensure that the motorcycle complies to the safety requirements as well as technical regulations.**
- The Scrutineering Card is to be 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.**
- 16.9 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 participate in the event.

## 17. RIDERS' BRIEFING

- 17.1 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.
- 17.2 The Clerk of the Course reserves the right to organise a special Riders' briefing in addition to the compulsory briefing.
- 17.3 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
- 17.4 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
- 17.5 All such penalties specified above are payable immediately. Riders with unpaid penalties will not be allowed to proceed with the practice sessions.

## 18. RACE DISTANCE AND RACE FORMAT

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

- 18.1 **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
- 18.2 **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**

#### **18.3 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

#### **18.4 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 start the race under the category throughout the race.**

#### 18.5 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 motorcycles 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 starts. 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.

#### 18.6 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) Refueling 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. Riders 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 personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the Rider to push start the machine and will then vacate the grid.

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

**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 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.

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 signaling 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

## 19. STOPPING OF RACE OR PRACTICE/QUALIFYING

19.1 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.

19.2 During practice/qualifying, all motorcycles must proceed slowly to the pits. During a race all motorcycles must proceed slowly to the designated area directed by marshals at the **North Paddock**.

19.3 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.

## 20. BEHAVIOUR DURING PRACTICE/QUALIFYING AND RACE

- 20.1 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.
- 20.2 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
- 20.3 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.
- 20.4 If the Rider intends to retire, then he/she must park his motorcycle in a safe area as indicated by the marshals.
- 20.5 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.
- 20.6 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 20.7 Riders may enter the pits during the race. Refueling and changing motorcycles are strictly prohibited.
- 20.8 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 20.9 Riders are not allowed to transport another person on their machine or to be transported by another Rider on his machine.
- 20.10 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.
- 20.11 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.
- 20.12 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.
- 20.13 Stopping on the track during practices/qualifying and races is forbidden.
- 20.14 Any Rider who overtakes another Rider under yellow flag must give back the position within 1 lap. Failure to do so will merit: -

During free practice/qualifying : fine and delete of fastest lap time

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

## 21. FINISH OF THE RACE AND RACE RESULTS

- 21.1 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.**
- 21.2 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.
- 21.3 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.
- 21.4 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.
- 21.5 For both practice/qualifying and the race, the lap time is calculated as the difference in time between two consecutive crossings of the finish line painted on the track.
- 21.6 After completing the race, riders must immediately SLOW DOWN and proceed directly into the pits. Anyone who crosses the chequered flag finish line more than once will be penalised and may be excluded from the race results.

## 22. INTERRUPTION OF A RACE

- 22.1 Should it become necessary to stop a race or practice/qualifying by the Clerk of the Course (COC), it will be done with the red flag at the start line and all flag posts.
- 22.2 All motorcycles must proceed slowly to the designated area directed by marshals at the **North Paddock**.
- 22.3 If a race is stopped, an extension in time or session may not be given. No protest will be accepted in this case.

## 23. RACE RESTART

- 23.1 Case A: Less than 75% (Super Sprint < 4 laps, Sprint < 8 laps, Enduro < 9 laps)
- 23.2 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.

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

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

23.5 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. 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 restart.

b. Motorcycles may be repaired. 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 is shown.

e. The final result of the race will be based on the results of each Rider classified at the chequered flag.

23.6. 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.

## **24. PARC FERME AREA**

24.1 At the end of the race, or the final part of a race that has been interrupted, the Top-5 classified motorcycles must be taken to the Parc Ferme area pending inspection by the Scrutineers or potential protests. Machines will normally be released from the check area 15 minutes after the race finishes.

24.2 Any motorcycle required to go through Parc Ferme but fails to do so will be disqualified, with no protests permitted.

## **25. PODIUM CEREMONY**

25.1 The riders finishing the race in 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, \*4<sup>th</sup>, \*5<sup>th</sup> positions must attend the prize giving ceremony on the podium and abide by the podium procedures set. Failure to attend the prize

giving ceremony may incur a fine up to RM 250, the payment of which is a pre-requisite for collection of the prize.

- 25.2 Riders must wear caps provided by the Organisers at the press conference, or during the winners' podium presentation, such that the logo on the cap can be seen from the front.
- 25.3 The cap should be removed when the National Anthem is played and held in front of the body.
- 25.4 The Winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

## 26. SERIES DECALS

- 26.1 Riders must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any rider who fails to adhere to these Regulations may be reported to the Stewards for further action.
- 26.2 Every competing motorcycle compulsorily required to carry the mandatory decals in position as shown in the layout diagram for each class.  
Rejection Fees for not carrying sponsors decals is as follow:
  - Title Sponsor: **RM 5,000.00**
  - Series Sponsor: **RM 2,500.00 per co-sponsor**
  - Official Tire Partner: **RM 5,000.00**
  - If do not agree to the above, vehicle will be disqualified and entry fee will be returned less 50% penalty for administration costs.
- 26.3 Any other advertising carried by a competitor must be declared to the Organisers for approval. The organisers' decision on this matter is final.

## 27. ADVERTISING

- 27.1 **Riders are obligate to display the Title Sponsor and co-sponsors' advertising in designated spaces on the motorcycle. The decision of the Organisers is final. All such advertising must be in position before a motorcycle can undergo scrutineering.**
- 27.2 Each Rider and Entrant must ensure that all advertising carried by or associated with the Rider or Entrant (including on or in a motorcycle) complies with the applicable laws and complies with any National restrictions required in order to permit the filming and television coverage of the event.
- 27.3 The Organisers will ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.
- 27.3 Riders are required to create their own competition numbers, which must be large and clear. Refer to Section II. Art.10

## 28. ON-BOARD CAMERA

- 28.1 **Use at Own Risk:** Riders are allowed to use any type of on-board recording device, but at their own risk. The organiser will not assist in retrieving devices lost on the track during or after the event.
- 28.2 **Mounting Restrictions:** On-board recording devices must be mounted strictly within the motorcycle, such as on top of the fuel tank or inside the cockpit area. Mounting outside the fairing, including side fairings, or on helmets, chin mounts, or similar external positions is strictly prohibited.
- 28.3 **Secure Installation:** All on-board recording devices must be securely mounted to the motorcycle with an additional safety tether or string to prevent detachment during the event.
- 28.4 **Inspection and Removal:** If officials or marshals find that an on-board recording device is not securely mounted or properly tethered, they have the right to request its immediate removal at any time.
- 28.5 **Safety Priority:** The placement of on-board recording devices must not compromise the safety of the rider or others on the track. The organiser reserves the right to reject any setup deemed unsafe.

## 29. GENERAL

- 29.1 Competitors must agree to abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by the organiser and promoter.
- 29.2 With the submission of Regulation/Entry by the entrant/rider and accepted by the organiser. The entrant/rider are both deemed to have accepted and understood these Regulations in full.

## 30. TELEVISION

- 30.1 The Promoter shall have the exclusive right to procure the filming of each race and any other part of the Event for television or other media and to license and otherwise exploit rights arising from such filming at its absolute discretion.
- 30.2 The Promoter may exclusively determine all editorial decisions concerning the filming or television coverage of a Race or any other part of the Event.
- 30.3 All Drivers and Entrants shall provide all assistance reasonably requested by the Promoter, the Organiser or any television or film producer authorised by the Promoter to assist in the filming and television coverage of each Race and the Event.
- 30.4 The Organiser may choose at random competitors to carry in-car cameras at each event. Should any competitors be invited to carry an in-car camera, it will be mandatory that the logo supplied by the organiser is displayed in front of the camera.
- 30.5 Competitor can use On-Board cameras for their own personal & analytical use only. The video from any on-board camera cannot be uploaded on any social media like Facebook, Youtube etc. without the written permission of the organisers/ promoters. The organiser/ promoter shall have exclusive rights to publish/ broadcast any video.

- 30.6 No component of any on-board camera, if installed, must be allowed to come in contact with any moving part of the car, the camera must be fitted at least 5cm behind the driver's helmet or below his field of vision.
- 30.7 Information and regulations regarding on-board camera is listed under Appendix C: On-Board Camera Regulations

### 31. ASSUMPTION OF RISK AND LIABILITY

- 31.1 By applying for entry to participate in an event or the series and by subsequently participating in that Event or the Series each Rider and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participating including the risk of Loss to themselves or to other persons.
- 31.2 Each Rider and/or Entrant agrees that each of the Promoter, the Organiser, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Rider or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Rider or Entrant (including their employees, agents and contractors) in an Event or the Series.
- 31.3 Each Entrant and Rider agrees that each of the Promoter, the Organiser, MAM, the FIA, relevant State Government, Government of Malaysia, each Circuit owner or manager and each of their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of or in connection with the entry, participation or failure to participate by the Entrant or Rider in an Event or the Series.

### 32. ORGANISERS AND PROMOTERS RIGHT

- 32.1 The Organisers and/or promoters may abandon, cancel or postpone the event due to unforeseen circumstances.
- 32.2 The Organisers and/or promoters may cancel and class, which has less than 6 motorcycles or amalgamate them with another class at the discretion of the organisers.
- 32.3 The Organisers and/or promoters may exclude any vehicle which does not comply with the scrutineer standard.
- 32.4 The Organisers and/or promoters have the right to stop the event or any rider for any reason with the Stewards Consent.
- 32.5 The Organisers and/or promoters are indemnified from any participants having any contacts/collision with another motorcycle(s) and/or damage to the circuit. These will have to be settled privately between parties involved.
- 32.6 Damages to circuit facilities or equipment as result of contacts/collision will be borne by the parties involved.
- 32.7 **In the event that any member of a team or team manager fails to show cooperation towards the organiser and resorts to improper means with the intention of diminishing the name of the organisation and the people in it, either online or offline, the organiser reserves the right to exclude the team and their bike from the current race and reject their entry for any future races.**

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

- 33.1 Pit allocations will be arranged exclusively by the Organisers, and participants will be assigned pits as per their discretion. Each pit may be shared by multiple teams or motorcycles.
- 33.2 It is the responsibility of each Rider or team manager to ensure that all team members are fully familiar with pit rules. Any contravention by a team member may result in the exclusion of the Rider from the race. To avoid allegations of misconduct, team members are encouraged not to enter another team's pit unless invited or given specific permission.
- 33.3 No vehicles may be ridden in reverse in the pit lane. Such action will/can result in immediate exclusion.
- 33.4 Smoking and the consumption of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. Persons caught violating this rule will be ejected from the event.
- 33.5 In keeping with the status of the MSF Superbikes, teams are encouraged to be properly attired at all times. Minimum acceptable attire includes:
- Cotton T-shirt, Jeans, Shoes and shorts.
- For safety reasons, Singlets, Slippers, and Sandals are not allowed to be worn by pit crew.
- 33.6 Persons under 15 years of age (except Riders) are not permitted in the pit lane and pit wall. However, children must always be supervised by an adult. Animals (of any kind) are not permitted in the circuit.
- 33.7 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.
- 33.8 **Team branding/sponsor materials such as flags, banners, boards and other advertising materials are only allowed to be used within the team's own pit. Failure to comply will result in a fine, time penalty and/or race exclusion.**

### 34. Prescribed 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.

Misbehaviour/ Misdemeanours	During Qualifying	During Race	
		Min. Penalty	Max. Penalty
Did not attend Rider's briefing	RM 200.00 and deletion of fastest qualifying time		
Late to attend Rider's briefing	RM 100		
Any scrutineering misdemeanour	Exclusion	Exclusion	
Parc Ferme any technical misdemeanour	Exclusion	Exclusion	
Jump Start (any movement during red lights)	Full Track - 30 seconds	Full Track - 30 seconds	
	Half Track – 15 seconds	Half Track – 15 seconds	

Passing under a yellow or double yellow and / or over-riding any yellow flag situation	Deletion of fastest time	15 seconds added to race time	30 seconds added to race time
Crossing the white line when exiting pitlane	RM 100 fine and deletion of fastest lap	15 seconds added to race time	15 seconds added to race time
Weaving on the straights to block the rider behind. Basically, any form of blocking		15 seconds added to race time	15 seconds added to race time
Deliberately pushing other fellow racers out of track/ not providing minimum "Racing Room "	RM 100 fine and deletion of fastest lap	15 seconds added to race time	30 seconds added to race time
Fighting / Acting aggressively	RM 100 fine and deletion of fastest lap	Exclusion	Exclusion
Speeding in the Pit Lane	RM 100 fine and deletion of fastest lap	15 seconds added to race time	15 seconds added to race time
Riding in the opposite direction in the Pit Lane	RM 100 fine		
Crossing the Start/Finish line for a second or more after Practice/Qualifying or Race	RM 100 fine and deletion of fastest lap	15 seconds added to race time and RM 100 fine	30 seconds added to race time and RM 100 fine
Using "Sparky" knee slider	RM 100 fine and deletion of fastest lap	Exclusion	Exclusion
Provoking a fight	Exclusion + ban of Rider and team members from MSF Series for up to 12 months		
Retaliating in a fight	Exclusion + ban of Rider and team members from MSF Series for up to 12 months		
Not observing black flag	Exclusion + RM 100 fine per lap		
Smoking / Vaping in Pit Area	Ejection from pit area + RM 300 fine		
Disobeying Officials' / Marshal's instruction	RM 100 fine and deletion of fastest lap	Exclusion	Exclusion

### 35. PROTESTS

- 35.1 Protests as to the validity of any entry, qualification of competitor or rider shall be lodged at the latest before the scheduled start of Official practice of each event.
- 35.2 All protests must be lodged in accordance with the stipulations of the Code and within 30 minutes of the publication of Provisional result.
- 35.3 Protest may be lodged and handled in accordance with Part X: PROTEST of the NCR. Protest time limit is 30 minutes within 30 minutes of the publication of Provisional result.
- Protest fee is RM 500.00 plus RM 5000.00 Stripping Fees for stripping of vehicle if required.**
- 35.4 A protest as to the makeup of the grid shall be lodged within 30 minutes after posting of the grid formation.

- 35.5 All protests must be made in writing by the entrant and delivered to the Secretary of Meet (SOM) or Clerk of the Course (CoC) within the time prescribed.
- 35.6 Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.

### **36. APPEALS**

- 36.1 Competitors may appeal against decisions, in accordance with the stipulations set out in Part XI: APPEAL of the NCR.
- 36.2 Competitors have the right to Appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the meeting in writing their "Notice of Intention to Appeal" within 30 minutes of their decision being verbally announced along with a fee of **RM 6000.00**.
- 36.3 Within ten days of the Notice of the intention, written Confirmation of the Appeal must be received. This Confirmation, must include the Grounds of Appeal and also a skeleton argument of the points to be raised and should be addressed to MAM upon which MAM will arrange for an Appeal Tribunal to be convened.
- 36.4 All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- 36.5 This fee becomes due from the moment the appellant notifies the Stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- 36.6 If it proved that the author of the appeal has acted in bad faith, MAM may inflict upon them any of the penalties laid down in the Code.

### **37. INTERPRETATION OF REGULATIONS**

- 37.1 Only the Clerk of the Course, or in his absence, is deputy, is authorised to provide binding information about the event.
- 37.2 In the case of any dispute, the final interpretation of these Sporting & Technical Regulations or the Additional Supplementary Regulations lies with the Clerk of the Course.
- 37.3 For any rules not stated in this regulation, the interpretation of the rules set by MAM and FIM will be apply.
- 37.4 The Organiser reserves the right to modify or supplement the present regulations if deemed necessary for reasons of safety, force majeure, or by order of the authorities, or to cancel the event in case of any extraordinary circumstances, without any obligations for indemnification.

### **38. 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 purposes. The transponder unit must be compatible with the system used by the Organiser. If, for any reason, a participant does not possess their own transponder, a rental fee of RM 100 and a deposit of RM 100 will be charged for using Organiser's transponder.

### **39. RELEASE**

Each Rider and/or Entrant releases and discharges the promoter the Organiser, MAM, the FIM, relevant State Government, Government of Malaysia, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of the Rider or Entrant (including their employees, agents and contractors) in an Event or the Series.

### **40. INDEMNITY**

Each Rider and/or Entrant indemnifies the Promoter, the Organiser, MAM, the FIM, relevant State Government, Government of Malaysia, each Circuit owner and each of their employees, agents and contractors against all Losses of the Rider or Entrant or the Rider's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of the Rider, Entrant, employee, agent or contractor in an Event or the Series. In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

### **41. READING DOWN**

Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.



## **SECTION II : TECHNICAL REGULATIONS**

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

The motorcycle/entry must conform to the philosophy of the class and is 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 1:07 below (South Track)**

##### **ii) GP Master**

- Any riders who have recorded a lap time **2:17 to 2:20 (Full Track) or 1:07 to 1:09 (South Track)**

##### **iii) GP Pro**

- Any riders who have recorded a lap time **above 2:20 to 2:24 (Full Track) or 1:09 to 1:11 (South Track)**

##### **iv) GP X**

- Any riders who have recorded a lap time **above 2:24 to 2:29 (Full Track) or 1:11 to 1:13 (South Track)**

##### **v) Super Rookie**

- Any riders who have recorded a lap time **above 2:29 (Full Track) or above 1:13 (South 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**

- Applicable ONLY for specific classes (GP Master, GP Pro, GP X and Super Rookie).
- All rules, including time penalties, will remain unchanged. Only the time bracket will adjust according to the 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	1:07 – 1:09	2:16 – 2:20 (1s Bonus)		2:15 – 2:20 (2s Bonus)

**III. GP Pro**

GP Pro				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
2:20 – 2:24	1:09 – 1:11	2:19 – 2:24 (1s Bonus)		2:18 – 2:24 (2s Bonus)

**IV. GP X**

GP X				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
2:24 – 2:29	1:11 – 1:13	2:23 – 2:29 (1s Bonus)		2:22 – 2:29 (2s Bonus)

**V. Super Rookie**

GP X				
Round 1	Round 2 (South)	Round 3	Round 4	Round 5
Above 2:29	Above 1:13	Above 2:28 (1s Bonus)		Above 2:27 (2s Bonus)

**VI. Super Sport – NO BONUS**

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

**3.3.** Entry approval is at the sole discretion of the Promoters.

**3.4 Time Penalty System**

**3.5.1. All Classes**

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

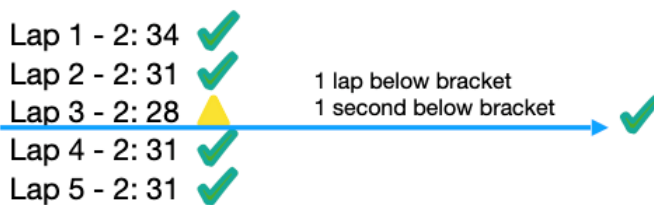
If a Rider records a lap time below the bracket by not more than 1 second, the lap will not be penalised. However, if the Rider records a lap time more than 1 second below the bracket, even for a single lap, **EACH second** exceeded will be penalised with **6 seconds**.

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.

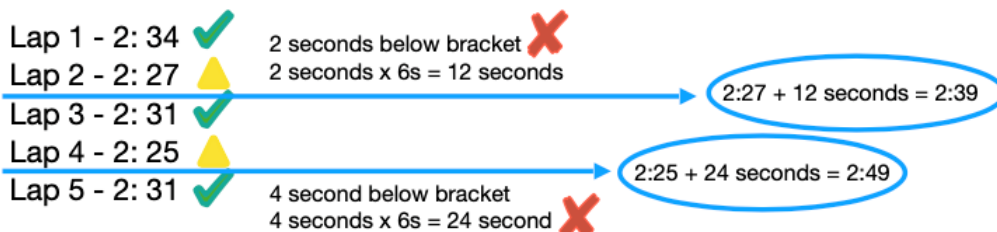
Example :-

**Rider A Super Rookie (above 2:29)**

**Scenario # 1**



**Scenario # 2**



3.5.2. Riders MUST meet the minimum timing bracket in each class to qualify for the race. Failure to meet this requirement will result in the rider being moved to the next available 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 with protective padding, Racing gloves and Racing boots.**

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

5.4. **Back Protector is compulsory. Chest Protector & Air-beg system are highly recommended.**

5.5. **All safety attire, including helmets, racing suits, gloves, boots, and protective gear, must be in good condition without any tears, rips, or use of tape for repairs. Scrutineers reserve the right to disallow any rider from participating in the race if their attire is deemed inappropriate or unsafe during scrutineering.**

#### 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 / COOLING

##### 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 to the surrounding municipal community. As 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 deemed excessively loud or intolerable.

7.3. Oil drain plug must be lock-wired.

7.4. **Only WATER is permitted for use within radiator and the entire cooling system. The use of additives, antifreeze, radiator Coolant or any other liquid is strictly prohibited.**

## 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**. Headlights and turn signals may be removed.

9.2. **All motorcycle must have a working rear light, which must be turned on during wet races.**

9.3. Fairing is free.

9.4. Chassis/Frame must remain standard and unmodified.

9.5. Frame must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame body may be covered by protective part made of composite material. These protectors must conform to the shape of the frame.

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

9.7. 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.

9.8. Electronically controlled suspension systems may not be used.

9.9. Braking systems are 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 of all the front number:

Minimum height: 110 mm

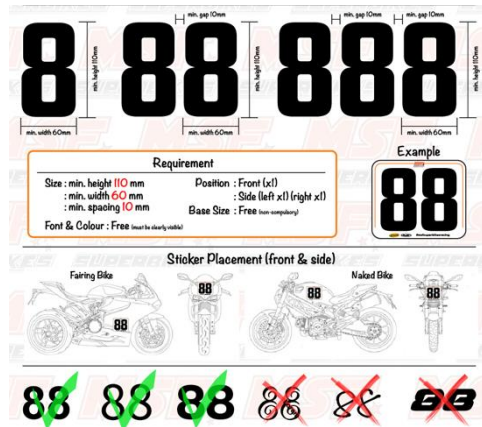
Minimum width: 60 mm

Minimum stroke: 25 mm

Minimum space between number: 10mm

10.2. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflective numbers are forbidden. Thus, with the exception of a red front base with white numbers, Riders have the freedom to choose the base colour.

10.3. **The font type for competition number is open, but it must ensure reasonable visibility and cannot be overly fancy, as it may hinder number recognition. The scrutineering team reserve the right to reject or request modifications if the competition number is unclear or difficult 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 Super Sport (600cc) in Group 1, the ONLY dry options available for the rear tire are 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

11.4. Tire Sales & Service booths will be available on race day. For safety reasons (e.g., the possibility of unsafe release) during race, the tire supplier reserves the right to deny or refuse any tire-changing service **60 minutes before pit exit** (of the respective class) opens.

**11.5. Tires without the official MSF Superbikes marker will not be allowed to start in any event.**

**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-close when not held by the rider's hand.
- iii. All drain plugs must be safety wired. External oil filter screws and bolts that enter an oil cavity must also be safety wired. Engine oil cap and radiator caps must be lock wired.
- iv. Clutch and brake fluid reservoir must either be taped or fitted with proper reservoir socks.
- v. All motorcycles must have a closed breather system. The oil breather line must be connected and discharged 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 are permission.
- vi. All motorcycles with headlamps and rear lamps must be covered or tinted with protective film.
- vii. **Double side stands must be removed. Single side stands may remain but must be securely fastened with wires, rubber bands, or cable ties during practice/qualifying, and the races.**

## **APPENDIX A: SOCIAL MEDIA POLICY**

### **A.1. Purpose**

The Malaysia Speed Festival (MSF) recognises the significant benefits of Social Media and its widespread use in motorsport.

However, when used improperly, Social Media can cause harm and pose risks to those who use it. MSF has a legitimate interest in ensuring that Social Media is used responsibly within motorsport.

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

### **A.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 events (collectively referred to in this Policy as YOU) when using Social Media in relation to MSF or an MSF Event.

In this Policy, Social Media refers to any type of electronic public forum that enables people to create and share content or engage in social networking. Common examples include X, Facebook, Instagram, TikTok, blogs, forums, content sharing platform, and uploading sites.

The Policy does not apply to the use of Social Media for personal purposes or in order areas of life that are unrelated to MSF or an MSF Event.

### **A.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 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 that effects Your safety or the safety of those around You. When at an Event, You must:
  - (i) always ensure that You act safely and take personal responsibility for the safety of those around You;
  - (ii) not use Social Media or Your phone while on duty, except as necessary for Your role;
  - (iii) comply with all signage, barriers, and other markers indicating where individuals should be; and
  - (iv) follow all directions from officials or organisers; and
- (c) Be mindful when recording and sharing images of children at an Event.

### **A.4. Prohibitive use of Social Media**

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

- (a) Acting in a manner that is unlawful or in beach of MSF rules, policies, or procedures;
- (b) Sharing confidential information obtained through Your interactions with MSF, such as information relating to MSF Steward hearings, MAM judicial proceedings, or commercial dealings;
- (c) Sharing any content that is private, indecent, illegal voyeuristic, pornographic, or sensitive in nature;
- (d) Sharing sensitive images or explicit details of serious or critical accidents;
- (e) Acting in a way that may reasonably be seen as bullying, harassing, offensive, discriminatory, threatening, or damaging or others;
- (f) Associating Yourself with groups on Social Media in a way that brings MSF, MAM, or motorsport 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 required legal consents from individuals before sharing any images, text, recordings, or other content. Situations requiring extra vigilance include:
- (i) Recording and sharing images of individuals under 18;
  - (ii) Sharing recordings or images when an Event is being broadcast;
  - (iii) Using trademarks or other copyrighted material without permission;
  - (iv) Sharing images of sensitive or private areas, such as pit garages, stewards' rooms, or restrooms;
- (h) Using Social Media in a way that interferes with Your role at an Event or creates a safety risk; or
- (i) Engaging in any other behaviour that brings MSF, MAM, or motorsport into dispute.

#### **A.5. Actions that can be taken against You by MSF & MAM**

MSF and/or MAM may take disciplinary action against You if You breach this Policy. Disciplinary actions may include, but are not limited to, the cancellation of a license or membership, exclusion from an Event, or the imposition of a penalty under the MAM National Competition Rules. MSF and/or MAM will provide You with reasons for any disciplinary action taken and give You a reasonable opportunity to respond.

MSF and MAM reserve the right to monitor Social Media from time to time. They may also investigate allegations of Social Media abuse and take appropriate action under this Policy or other applicable regulations.

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**MSF Superbikes Series**