



Merdeka Endurance 33 Laps Sporting & Technical Regulations

Malaysia Speed Festival (MSF)
Superbikes Series 2026
Sporting & Technical Regulations
Release 12th July 2026

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 2026.

Malaysia Speed Festival (MSF) Series is a competition inscribed 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 FIM International Sporting Code, including Appendices and under the National Competition Rules (NCR) of MAM, these Supplementary Regulations, the relevant Technical Regulations and their annexures, and any duly issued Additional Supplementary Regulations (ASR), Bulletins or Officials Notices.

All Entrants, Riders and Team Managers and other persons concerned with an entry in the Series shall be deemed to have read, understood, accepted, and agreed to comply with all such applicable regulations, instructions and official communications.

In the event of any omission, ambiguity, or inconsistency, the interpretation and application of the Regulations shall be governed in accordance with the NCR of MAM, and where applicable, the FIM International Sporting Code.

2. STEWARDS

The Stewards shall exercise their authority in accordance with the NCR of MAM. Their decisions shall be binding on all Entrants, Riders and Team Managers, subject only to such rights of Protest or Appeal as may be provided for under 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

4. STATUS & PERMIT

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

5. PERMIT

Permit shall be issued by MAM. MAM – TBA; FIM IMN 191/127

6. GENERAL UNDERTAKING

- 6.1 All Riders, Competitors, Entrants, Team members and Officials participating in the Event shall observe and comply with all applicable provisions of these Regulations, including but not limited to the Sporting Regulations, Technical Regulations, and any ASRs, Bulletins, Official Notices and any applicable provisions of the NCR of MAM.
- 6.2 It is the responsibility of each Rider, Competitor and Entrant to ensure that all persons concerned with their entry, comply with all applicable requirements of these Regulations. Any person in charge of an entered motorcycle during any part of an Event shall be jointly and severally responsible with the Rider, Competitor and Entrant for ensuring such compliance.
- 6.3 Riders must ensure that their motorcycles comply with all eligibility and safety requirements throughout the event. The presentation of a motorcycle for pre-event scrutineering shall be deemed to constitute an implicit statement of conformity with these regulations.
- 6.4 All persons associated with an entered motorcycle or present in the paddock, pits, pit lane, or track must wear appropriate accreditation as 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 Medical Officer
- Chief Scrutineer
- Secretary of the Meet
- Judges of Fact
- Series Coordinator

The name of the Officials appointed and approved for each round of the event shall be made available via an Additional Supplementary Regulations (ASR).

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

Judge of Fact may be appointed for specific areas or matters including, but not limited to, start, pit lane infringements, track limits, flag infringements, finish line observations and other operational matters. Their areas of jurisdiction and scope of authority may be specified in the ASR or Official Bulletins in accordance with the NCR of MAM.

8. EVENT NAME & EVENT TYPE

MSF MERDEKA ENDURANCE 33

The competition shall be conducted as a Mass Start Motorcycle Endurance Race involving two (2) riders and two (2) motorcycles per team, using a single (1) official timing transponder allocated to the team.

Riders shall take turns riding their respective motorcycles in accordance with these Regulations to complete the prescribed race distance of thirty-three (33) laps.

The team whose official timing transponder first crosses the Finish Line after completing the prescribed race distance shall be classified as the winner, subject to these Regulations and the NCR of MAM.

9. QUALIFICATIONS AND CONDITIONS AS A RIDER

- 9.1 Every Entrant is required to register their participation and their team with the Organiser by submitting a duly completed event entry form, either online via the official website or physical submission in the prescribed entry form.
- 9.2 An Entrant may nominate a Team Manager to act as their representative, provided that the Entrant or Team Manager holds a valid MAM Entrant License.
- 9.3 The Entrant shall remain responsible for ensuring that the team's Rider(s) and all team members comply with all applicable rules and regulations.
- 9.4 Every Entrant/Rider shall be responsible for ensuring that any advertisement, livery, branding displayed on the entered motorcycle complies with all applicable laws and does not contain any material deemed unlawful, offensive, religious, political or otherwise inappropriate by the Organiser.

10. ELIGIBLE RIDER

- 10.1 Riders in possession of a valid license for Motorcycle Circuit 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. Foreign Competition license holder must have the proper insurance coverage for the event.
- 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)**

ii) GP Master

- any Riders who have recorded a lap time **2:16 to 2:20 (Full Track)**

iii) GP Pro

- any Riders who have recorded a lap time **above 2:19 to 2:24 (Full Track)**

iv) GP X

- any Riders who have recorded a lap time **above 2:22* to 2:29 (Full Track)**

v) Super Rookie

- any Riders who have recorded a lap time **above 2:27* (Full Track)**

vi) SuperSport

- Motorcycles between **401cc 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.

*** Extra bonus applies for Merdeka Endurance 33 (Slick tires allowed)**

10.5.1 Rider Pairing – This section defines the permitted combinations of rider categories for team entries in the Merdeka Endurance 33 (2:00 minutes minimum pit stop)

- i) **All Stars** may only be paired with **Super Rookie**
- ii) **GP Master** may be paired with either **Super Rookie** or **GP X**
- iii) **GP Pro** may be paired with either **Super Rookie**, **GP X**, **Super Sport** or **GP Pro**
- iv) **Super Sport** may be paired with either **Super Rookie**, **GP X**, **Super Sport** or **GP Pro**
- v) **GP X** may be paired with either **Super Rookie**, **GP X**, **Super Sport**, **GP Pro** or **GP Master**
- vi) **Super Rookie** may be paired with **Any** available category

The above rider pairing restrictions apply to the standard 2:00-minute minimum pit stop. Special rider pairings permitted under Article 10.5.2 are exceptions to the above and shall be subject to the respective minimum pit stop times stated therein.

10.5.2 The following SPECIAL pairings will have a minimum pit stop time as described:

- i) All Stars paired with All Stars – 3:05 minutes**
- ii) All Stars paired with GP Master – 2:45 minutes**
- iii) GP Master paired with GP Master – 2:15 minutes**

11. VENUE

Venue: Sepang International Circuit

Length: 5.543km

Any changes including postponement, abandonment or cancellation of this Event shall be made in accordance with the relevant provisions of the NCR of MAM.

12. ENTRIES

- 12.1 Entries are open upon publication of these Regulations and shall close on the Wednesday preceding the scheduled race, or as otherwise specified in the ASR. Acceptance of entries shall be at the discretion of the Organiser. The Organiser reserves the right to refuse any entry in accordance with the NCR of MAM.
- 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, Organiser, Sponsors and those carrying out their officially designated duties throughout the competition.
- 12.5 Please submit entries to: www.sbk.msfracing.com or www.msfracing.com
- 12.6 The maximum number of entries accepted shall be at the discretion of the Organiser. If fewer than six (6) entries are received for any class, the Organiser may cancel or amalgamate the said class, subject to the approval of the Stewards.
- 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 Organiser 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 shall be subject to administrative verification and eligibiity checks. Where an entry is found not to comply with these Regulations or the NCR of MAM, the Organiser may refuse or reject the entry..
- 12.10 Each team must consist of two (2) riders and two (2) motorcycles. Riders are strictly prohibited from sharing a motorcycle under any circumstances.**

13. ENTRY FEES

13.1 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 or www.msfracing.com

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

13.2 Entry fees for Merdeka Endurance 33 are as follows:

Entry Fee - MAM license holders	: RM 2380.00
(Early bird up to 1 week in advance)	: RM 2180.00
Entry Fee - Foreign license holders	: RM 2580.00
(Early bird up to 1 week in advance)	: RM 2380.00

No refund will be made should an Entrant/Rider fail to take part in the race.

Each entry consists of 2 riders and 2 motorcycles.

13.3 Transponder Rental

Transponder rental is RM 200, with a refundable deposit of RM 100.00, payable to the Secretariat upon collection.

13.4 Late Entry

Entries submitted on the event day shall be treated as "Late Entry" and may only be accepted at the discretion of the Organiser and shall incur an additional fee of RM 200.00 per entry.

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

13.5 Refunds and Carrying Forward

Refunds or carrying forward of entry fees will only be permitted for Entry Fees. Pit rentals, transponder rentals, and other associated rentals are non-refundable.

14. MERDEKA ENDURANCE 33 SPECIAL POINTS

14.1 Series points earned by each team (2 Riders, 2 motorcycles) shall be awarded equally to both registered Riders in their respective classes.

i) Series points are awarded to the Competition Number registered to the Rider.

ii) The Rider + Competition Number combination is fixed throughout the season. Series points are attached to the Rider carrying the Competition Number, regardless of motorcycle used.

iii) Substitution of Rider under the same Competition Number is NOT allowed for the purpose of retaining series points.

iv) Motorcycle changes are allowed.

A Rider may change motorcycle at any time during the season, provided the Competition Number remains registered under the same Rider.

v) If the entrant changes class mid-season, the series points will not be carried over to the new class.

14.2 Merdeka Endurance 33 Special Points Allocation

Starting Bonus

- Teams that have completed registration and take the official race start will be awarded 50 points.

Half Distance Bonus

- Teams that officially complete 17 laps (Half Distance) will be awarded an additional 50 points.

Finishing Points

- Teams officially classified in the final race results will be awarded Series Points based on their finishing position as follows:

All Classes:

1 st	: 300pts
2 nd	: 270pts
3 rd	: 250pts
4 th	: 230pts
5 th	: 210pts
6 th	: 200pts
7 th	: 190pts
8 th	: 180pts
9 th	: 170pts
10 th	: 160pts
11 th	: 150pts
12 th	: 140pts
13 th	: 130pts
14 th	: 120pts
15 th	: 110pts

Fastest Lap Bonus (Team Award)

- Fastest Lap: 10 points will be awarded to **both Riders in the team** if either Rider records the fastest lap in the race.
- Fastest Lap bonus points will only be awarded if the fastest lap is recorded within the category time bracket selected by the Rider.
- In the event that the fastest lap recorded is below the declared category bracket, the Fastest Lap bonus points will be awarded to both Riders in the next eligible team whose Rider records the fastest lap within the correct category bracket.

Teams excluded from the race shall not be entitled to Participation Bonus, Half Distance Bonus or Finishing Points.

- 14.3 of The total points from each race will be added to determine the overall series standing. In the event 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 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.

15. AWARDS

15.1 AWARDS

Prizes will be given up to: -

1st	: 2 x Trophies
2nd	: 2 x Trophies
3rd	: 2 x Trophies
4th	: 2 x Trophies
5th	: 2 x Trophies
6th – 10th	: 2 x Medals

The podium ceremony will be held after the completion of race. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet and gloves.

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/SIRIM/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.
- 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 2026. 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 may 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. Latecomers 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 shall be reported to the Stewards and penalised in accordance with Article 34 (Prescribed Penalties). Should the Rider be permitted to participate in the Event, the Rider shall attend a separate briefing with the Clerk of the Course before being permitted to take part in any on-track activity.
- 17.4 Riders reporting late (beyond the specified time) for the Riders' Briefing shall present himself/herself to the Stewards and shall be penalised in accordance with Article 34 (Prescribed Penalties) 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 before being permitted to take part in any on-track activity.
- 17.5 Any financial penalty imposed under these Regulations shall be payable immediately. Riders with outstanding financial penalties may not be permitted to participate further in the Event until such penalties have been settled.

18. RACE DISTANCE AND RACE FORMAT

18.1 MERDEKA ENDURANCE 33 LAPS

2 Riders + 2 Motorcycles

Combined Free Practice & Qualifying (Rider 1) - 25 mins

Combined Free Practice & Qualifying (Rider 2) – 25 mins

Race Distance: **Full Track – 33 Laps**

Maximum lap per stint: -

Maximum laps per riding stint per Rider is **8 laps**. Rider must perform rider & motorcycle change.

Maximum **TOTAL laps for an All Stars Rider is 20 laps** during the 33 laps Endurance.

Minimum pit stop time – **as described in Article 10.5.2**

18.2 PRACTICE / QUALIFYING SESSION

i) **There will be two combined practice/qualifying session (25 minutes), one for Rider 1 and one for Rider 2.**

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 Timing Control 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 stopped by a red flag, riders must return slowly to the pit lane. When restarted, the remaining time shown on the timekeepers' monitors at the red flag will apply. The Clerk of the Course may cancel remaining time if necessary due to schedule constraints.
- vi) After practice/qualifying has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Clerk of the Course in response to a localized change in conditions.
- vii) In 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 shall be determined based on the fastest lap times recorded by both Rider 1 and Rider 2 during their respective practice/qualifying sessions. The fastest valid lap of each rider – provided it falls within the designated time bracket – shall be averaged to produce the team's official qualifying time.**
- 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 participating class 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.**
- xii) **The rider who set the fastest valid qualifying time for each team must start the race, failure to comply may result in the team being moved to the back of the grid or a time penalty at the discretion of Clerk of the Course.**
- xiii) **After the chequered flag of the Practice/Qualifying session, each rider of the team is permitted to perform one (1) practice start after Turn 8 on the right side of the lane. Any rider who performs a practice start before the chequered flag is shown or performs a second practice start after the chequered flag, will be penalised by starting the race from the back of the starting grid.**

18.3 GRID POSITION

- i) At the end of the practice/qualifying session, the list of the qualified Riders will be published.
- ii) The grid position will be determined based on the fastest average time recorded by each team. Should two or more teams achieve identical average times, priority will be given to the team with the next best average lap time within the practice/qualifying session.**
- iii) 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.
- iv) 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.
- v) 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 in the Riders starting the race from pit exit.
- A Rider may change the motorcycle after qualifying session and before the start of race 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.

18.4 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. Count-down 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 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 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. PIT ENTRY, PIT STOP & PIT EXIT

19.1 Riders intending to enter the pit lane must clearly signal their intent by raising their right hand or right foot after Turn 11 and keep to the right side of the track at a reduced speed before entering the pit lane. **Any unsafe entry into the pit lane that endangers other riders or track marshal may be penalised in accordance with Article 34 (Prescribed Penalties), at the discretion of the Clerk of the Course.**

19.2 The maximum speed limit in the pit lane is **45 km/h** at all times. Exceeding this may result in fines, time penalties, or exclusion.

19.3 **COMPULSORY PIT STOP WINDOW**

The compulsory pit stop may only be carried out during the designated Pit Stop Window, which opens at the start of Lap 3 and closes upon completion of Lap 30.

The opening of the Pit Stop Window will be indicated by the display of the "PIT WINDOW OPEN" board at the Timing Control Line.

Any team entering the pit lane to perform a compulsory pit stop before Lap 3 or after Lap 30 will be deemed not to have completed the compulsory pit stop and will be subject to the penalties prescribed under these Regulations.

- 19.4 **A maximum of two (2) working crew** members per team is allowed beyond the pit wall or in the designated working lane at any time. These working crew members must wear their official “Working Crew Passes” visibly at all times while performing duties on the pit wall or in the working lane.
- 19.5 Each pit stop must last a **minimum of time as described in Article 10.5.2**, measured from crossing the pit entry white line to crossing the pit exit white line. Any team completing a pit stop in less than the minimum time will incur **a penalty of fifteen (15) seconds** for every second below the minimum pit stop time requirement, added to their total race time.
- 19.6 During a pit stop, the incoming motorcycle must stop in the working lane in front of its pit box. The next rider and motorcycle may wait there for the incoming rider. The **transponder must be transferred** to the outgoing motorcycle before it exits, or the team’s timing will remain stopped until the transfer is completed.
- 19.7 While waiting in the working lane, the next rider and motorcycle are allowed to use a paddock stand and tire warmers, but the warmers must be disconnected from any power source.
- 19.8 **Refuelling of motorcycles in the working lane is strictly prohibited.** All refueling must be carried out within the team’s pit box, prior to the motorcycle exiting to the working lane. Any team found refueling in the working lane shall be reported to the Stewards and shall be subject to the prescribed penalty under Article 34.
- 19.9 **Rider Change Log Form.** After each rider and motorcycle change, the returning rider must report to the track marshal positioned in front of their assigned pit box and sign the Rider Change Log Form **within one (1) minute after the rider change**. Failure to do so will result in the rider change being deemed not to have been officially recorded. For the purpose of enforcing the maximum laps per stint, the previous rider shall be deemed to have remained on track until the rider change is officially recorded, and any resulting excess laps shall be penalised in accordance with Article 19.10.
- 19.10 **Maximum Laps Per Stint** – Each rider and motorcycle must complete **not more than eight (8) laps per stint**, meaning a maximum of eight (8) full laps before entering the pits for a rider change. Any rider and motorcycle that crosses the finish line for a ninth (9th) or subsequent lap without performing a rider & motorcycle change will incur a **penalty of 60 seconds** per excess lap, added to the team’s total race time. Additionally, each rider must rest for a period equivalent to **more than 50%** of the duration of their previous stint before resuming.
- 19.11 **Official Timing System** – The Organiser’s official timing system shall be the official source for all timing-related matters. Any protest or appeal relating to official timing shall be governed by the NCR of MAM.
- 19.12 **Tires Option and Maximum Tires Per Motorcycle** – Each rider and motorcycle is permitted to purchase a maximum of **three (3) sets of dry-option tires (slick or semi-slick)** and **one (1) set of wet option tires**. Riders and teams are free to strategize their tire usage throughout the race. In the event that a wet race is declared by Race Direction, riders may choose to use wet-option tires or continue with their chosen dry-option tires. During a pit stop, teams may either perform a rider and

motorcycle change with wet tires already mounted, or change tires on the same motorcycle in the working lane, provided that all pit stop regulations are adhered to.

- 19.13 **Unsafe Pit Exit** – Any rider who crosses the demarcation (white) line during pit exit shall be penalised in accordance with Article 34 (Prescribed Penalties), at the discretion of the Clerk of the Course.

20. STOPPING OF RACE OR PRACTICE/QUALIFYING

- 20.1 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, all flag posts and the red lights around the track.
- 20.2 If the race round is held on the **Full Track**:
- During **practice/qualifying**, all motorcycles must proceed slowly back to their own pit at the **South Paddock**.
 - During the **race**, all motorcycles must proceed slowly to the designated area at the **South Paddock** as directed by marshals.
- 20.3 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.

21. BEHAVIOUR DURING PRACTICE/QUALIFYING AND RACE

- 21.1 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.
- 21.2 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
- 21.3 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.
- 21.4 If the Rider intends to retire, then he/she must park his motorcycle in a safe area as indicated by the marshals.
- 21.5 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.
- 21.6 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 21.7 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 21.8 Riders are not allowed to transport another person on their machine or to be transported by another Rider on his machine.

21.9 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.

21.10 A speed limit of **45 km/h (Only for Merdeka Endurance 33)** will be enforced in the pit lane at all times during the event. Riders must respect the speed limit throughout the pit lane.

Pit lane speed may be monitored and determined by Officials using timing data, radar equipment, video evidence, observation by Judges of Fact, or any other method approved by the Clerk of the Course.

The penalty for exceeding the pit lane speed limit may include a fine, time penalty, or other penalties imposed in accordance with these Regulations and the NCR of MAM.

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

21.12 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: Deletion of fastest lap time

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

22. FINISH OF THE RACE AND RACE RESULTS

22.1 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.

22.2 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.

22.3 **The results will be determined by the number of laps completed, with the team that first completes 33 laps declared the winner. Teams that subsequently complete 33 laps will be classified in the order in which they cross the finish line. If no team completes 33 laps due to a red flag, the results will be based on the highest number of laps completed, and in the event of a tie in lap count, the total elapsed race time will determine the order of classification.**

22.4 To be classified as a finisher in the race and included in the results, a team must:

- Complete at least 75% of the race distance.
- Ensure that the motorcycle crosses the finish line on the race track under its own power (not via the pit lane), with the rider in contact with the machine at the time of crossing.

22.5 **For both practice/qualifying and the race, individual lap times are measured by recording the time difference between two consecutive crossings of the finish line marked on the track. For qualifying, the result is determined by averaging the fastest valid laps of Rider 1 and Rider 2, provided both times fall within the designated time bracket.**

- 22.6 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.

23. RACE RESTART

- 23.1 Case A: Less than 75% (25 laps) completed
- 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 beginning with the 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; however, refueling is not allowed.
 - 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; however, refueling is not allowed.
 - 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: 25 laps or more completed
- 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 which fails to do, or which is removed from Parc Ferme without authorization, may be disqualified from the results by the Stewards. Any further action shall be in accordance with the NCR of MAM.

25. PODIUM CEREMONY

- 25.1 The riders finishing the race in 1st, 2nd, 3rd, *4th, *5th 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 Organiser 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 the competitor does not agree to the above, the motorcycle will be disqualified and the 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 Organiser for approval. The Organiser's decision on this matter is final.

27. ADVERTISING

- 27.1 Riders are obligated to display the Title Sponsor and co-sponsors' advertising in designated spaces on the motorcycle. The decision of the Organiser 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 Organiser 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.
- 27.4 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 on helmets, including chin mounts, visors, or any part of the helmet, is strictly prohibited. Additionally, mounting outside the fairing, including side fairings, or in any external positions is not allowed.
- 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 Upon submission and acceptance of an Entry by the Organiser, the Entrant and Rider shall be deemed to have accepted and understood these Regulations in full.
- 29.3 All participants, teams, and their representatives are required to ensure the paddock, pit lane, and all other event area are kept clean and free of litter at all times. Used tires, oils, fuels, and other waste materials must be disposed of responsibly and in accordance with circuit/environmental regulations. Any violation may result in fines or exclusions from the event.
- 29.4 The operation of drones or any unmanned aerial vehicles (UAV) over the circuit, pit lane, paddock, or spectator areas, before or during the event, is strictly prohibited without prior written approval from the Organiser. Unauthorized drone use may result in immediate confiscation of the equipment, exclusion from the event, and possible legal action.

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 Riders 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 on-board cameras at each event. Should any competitors be invited to carry an on-board 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 organiser/ promoter. The organiser/ promoter shall have exclusive rights to publish/ broadcast any footage.
- 30.6 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 acknowledges that motor racing is inherently dangerous and voluntarily assumes all risks associated with their participation including the risk of loss to themselves or to other persons.
- 31.2 Each Rider and/or Entrant agrees that, to the fullest extent permitted by law, each of the Promoter, the Organiser, MAM, the FIM, the relevant State Government, the Government of Malaysia each Circuit owner or manager, and each of their respective employees, agents and contractors shall not be liable to the Rider or Entrant (including their employees, agents and contractors) for any loss arising out or in connection with the entry, participation or failure to participate in an Event or the Series.
- 31.3 Nothing in these Regulations shall exclude or limit liability to the extent that such exclusion or limitation is prohibited by applicable law.

32. ORGANISER AND PROMOTER RIGHT

- 32.1 The Organiser and/or Promoter may abandon, cancel or postpone the event due to unforeseen circumstances. Any changes including postponement, abandonment or cancellation of any round shall be in accordance to the relevant provisions of the NCR of MAM
- 32.2 The Organiser and/or Promoter may cancel any class, which has less than 6 motorcycles or amalgamate them with another class at the approval of the Stewards.
- 32.3 The Organiser and/or Promoter may refuse the participation of, or exclude, any vehicle that does not comply with the applicable technical, safety, eligibility or scrutineering requirements of the Event, subject where appropriate to the authority of the Clerk of the Course, Chief Scrutineer and/or the Stewards.
- 32.4 The Organiser and/or Promoter may, with the consent of the Stewards where required, stop the event or require the withdrawal of any Rider or vehicle for safety, regulatory, disciplinary or operational reasons.

- 32.5 Any incident involving contact or collision between participating vehicles, and/or any resulting damage to a vehicle or the circuit, shall remain the responsibility of the parties involved.
- 32.6 **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.**
- 32.7 In the event of extreme weather conditions (including but not limited to lightning, flooding, or severe storms) or other force majeure circumstances beyond the control of the Organiser, the event may be suspended, postponed, or cancelled without any obligation of indemnification or refund to the participants.

33. PITWALL/WORKING LANE/PIT LANE/PITS/PADDOCK AREAS AND PARKING AREAS

- 33.1 Pit allocations will be arranged exclusively by the Organiser, and participants will be assigned pits as per the Organiser's 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 may 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. The minimum acceptable attire includes:
- Cotton T-shirt, jeans, shoes and shorts.

For safety reasons, singlets, slippers, Open-toe footwear, Crocs or sandals are not permitted for the 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 **Each team is only allowed a maximum of two (2) working crew members on the pit wall or in the working lane at any time. The working lane refers to the designated area in front of each pit (beyond the yellow line) where teams conduct rider/motorcycle change and minor repair. Refueling is strictly prohibited in the working lane and is only allowed within the assigned pit area. Any team found refueling outside of the pit, including on the working lane shall be reported to the Stewards and shall be subject to the prescribed penalty under Article 34.**

Each team will receive two (2) "Working Crew Passes" during registration, which must be worn visibly at all times by the designated working crew in order to access the working lane or pit wall.

- 33.8 Large umbrellas may be used along the signaling wall to protect from rain and sun. They must be securely tied to the railing along the pit signaling area.
- 33.9 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 Riders' briefing	RM 1,000.00 fine and deletion of fastest qualifying time		
Late to attend Riders' briefing	RM 1,000.00 and/or other action as directed by the Stewards		
Any post-race scrutineering breach	Exclusion		
Parc Ferme any technical misdemeanour (e.g., unauthorized repairs, adjusting components, refueling, removing parts, or handling the motorcycle before official release)	Exclusion		
Jump Start (any movement during red lights)	N/A	30 seconds added to race time	
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
Unsafe Pit Entry	RM 100 fine and deletion of fastest lap	15 seconds added to race time	30 seconds added to race time
Crossing the demarcation (white) line during pit exit	RM 100 fine and deletion of fastest lap	15 seconds added to race time	30 seconds added to race time
Performing a practice start before the chequered flag or performing more than one (1) practice start after the chequered flag	Start the race from the back of the grid	N/A	N/A
Weaving on the straights to block the rider behind. Basically, any form of blocking	RM 100 fine and deletion of fastest lap	15 seconds added to race time	30 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	Exclusion
Fighting / Acting aggressively	Exclusion + ban of Rider and team members from MSF Series for up to 12 months		
Speeding in the Pit Lane (more than 45km/h)	RM 100 fine and deletion of fastest lap	15 seconds added to race time	30 seconds added to race time
Pit stop below the minimum mandatory pit stop time (refer to Article 10.5.2)	N/A	15 seconds for every second below the minimum mandatory pit stop time	

Riding in the opposite direction in the Pit Lane	RM 100 fine		
Crossing the Timing Control 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
Refueling during pit stop in working lane	RM 100 fine and deletion of fastest lap	Exclusion	Exclusion
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	

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 protest shall be made in accordance to the NCR of MAM as stipulated and provided in PART X – PROTESTS.
- 35.3 Protest fee is RM 500.00 plus RM 6,000.00 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 All Appeal shall be made in accordance to the NCR of MAM as stipulated and provided in PART XI – APPEALS.
- 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.

37. INTERPRETATION OF REGULATIONS

- 37.1 Only the Clerk of the Course, or in his absence, the 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 will 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, with the approval of MAM

38. TIMING SYSTEM

The Organiser will be responsible for providing the official timing system during the event. Each team shall use one (1) timing transponder for timing purposes.

Teams may use their own transponder, provided that the transponder unit is compatible with the system used by the Organiser. If a participant does not possess their own transponder, a rental fee of RM 200 and a deposit of RM 100 will be charged for using Organiser's transponder.

The transponder must be transferred between the two (2) motorcycles during each rider and motorcycle change in accordance with these Regulations.

39. RELEASE

Each Rider and/or Entrant releases and discharges the Promoter, the Organiser, MAM, the FIM, the relevant State Government, Government of Malaysia, each Circuit owner or manager and each of their respective employees, agents and contractors, to the fullest extent permitted by applicable law, from all liability in contract, tort or otherwise (including liability arising from negligence) arising out 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.

40. INDEMNITY

Each Rider and/or Entrant indemnifies the Promoter, the Organiser, MAM, the FIM, the relevant State Government, the Government of Malaysia, each Circuit owner or manager and each of their respective employees, agents and contractors, to the fullest extent permitted by applicable law, against all Losses, liabilities, cost, damage, expense, fee or charges in respect of any property or person and death or injury to any person of the Rider or Entrant or the Rider's or Entrant's employees, agents or contractors or any third party arising 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, Including claims involving property damage, personal injury or death.

SECTION II : TECHNICAL REGULATIONS

Teams must **present two (2) motorcycle** – one for each Rider - for Technical Control/Scrutineering. Both motorcycles must conform to the philosophy of the class and are 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, with reference as below:

i) **All Stars**

- Any rider who has recorded a lap time **below 2:17 (Full Track)**

ii) **GP Master**

- Any rider who has recorded a lap time **from 2:16 to 2:20 (Full Track)**

iii) **GP Pro**

- Any rider who has recorded a lap time **above 2:19 to 2:24 (Full Track)**

iv) **GP X**

- Any rider who has recorded a lap time **above 2:22* to 2:29 (Full Track)**

v) **Super Rookie**

- Any rider who has recorded a lap time **above 2:27* (Full Track)**

vi) **SuperSport**

- Motorcycles between **401cc and 650cc - 4 cylinders**
- Motorcycles between **600cc and 800cc - 3 cylinders**
- Motorcycles between **800cc and 955cc - 2 cylinders**
- **Riders classified in the All Stars category are ineligible to compete in this class**

*** Extra bonus applies for Merdeka Endurance 33 (Slick tires allowed)**

3.1.2. Rider Pairing – This section defines the permitted combinations of rider categories for team entries in the Merdeka Endurance 33 **(2:00 minutes minimum pit stop)**

- i) **All Stars** may only be paired with **Super Rookie**
- ii) **GP Master** may be paired with either **Super Rookie** or **GP X**
- iii) **GP Pro** may be paired with either **Super Rookie**, **GP X**, **Super Sport** or **GP Pro**
- iv) **Super Sport** may be paired with either **Super Rookie**, **GP X**, **Super Sport** or **GP Pro**
- v) **GP X** may be paired with either **Super Rookie**, **GP X**, **Super Sport**, **GP Pro** or **GP Master**
- vi) **Super Rookie** may be paired with **Any** available category

The above rider pairing restrictions apply to the standard 2:00-minute minimum pit stop. Special rider pairings permitted under Article 3.1.3 are exceptions to the above and shall be subject to the respective minimum pit stop times stated therein.

3.1.3. The Following SPECIAL pairings will have a minimum pit stop time as described:

- i) All Stars paired with All Stars – 3:05 minutes**
- ii) All Stars paired with GP Master – 2:45 minutes**
- iii) GP Master paired with GP Master – 2:15 minutes**

3.2. Grading of Riders within each class will be based on their lap times at Sepang Circuit. The Riders must select their class upon registration, but final classification will be confirmed by the Organiser based on the Rider's recorded lap times.

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

3.4 Time Penalty System – Merdeka Endurance 33

3.4.1. All Classes

Any Rider who, throughout the Race, 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. All penalty time will be added to the final total race time per team.

3.4.2. 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 SNELL/SIRIM/ECE/DOT 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-bag 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 401cc and 650cc - 4 cylinders

Motorcycles between 600cc and 800cc - 3 cylinders

Motorcycles between 800cc and 955cc - 2 cylinders

7.2. Exhaust: May be 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 organiser 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 motorcycles must be equipped with a functional rear rain light that can be manually switched on and off by the rider or crew. This light must be turned on whenever the Race Direction declares a Wet Race. Any motorcycle that is not equipped with a rear rain light, or whose rain light is found to be non-functional during scrutineering or at the pit exit, will not be permitted to leave the pit lane.

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

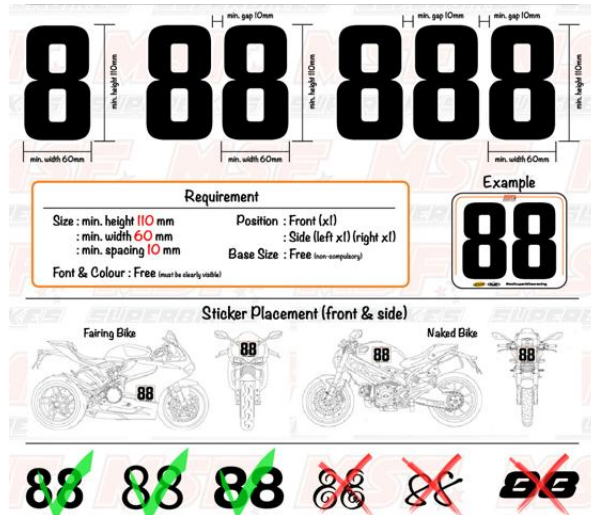
Minimum width: 60 mm

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.



10.4 Rider-Motorcycle Pairing and Competition Numbers – Each rider and motorcycle must have an individual competition number, and each team must have two different numbers – one for each Rider and motorcycle. Rider and motorcycle pairings are fixed for the entire event; a rider may only ride the motorcycle assigned to them at all times during the event.

11. WHEELS & TIRES

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

11.2. Only the Official tires for MSF Superbikes may be used.

Option below Available for all categories (All Stars, GP Master, GP Pro, Super Sport, GP X & Super Rookie

Option 1 (Full Slick)

Front : Pirelli **Diablo Superbike (Full Slick) SC1 125/70 R17**

Rear : Pirelli **Diablo Superbike (Full Slick) SC1 200/65 R17**

Option 2 (Semi Slick)

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**

Option 3 (Wet) – Only allow to use when WET RACE declared

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

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 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 into 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 emissions are permitted.
- 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.
- viii. Chain Guard: All motorcycles must be equipped with a properly mounted chain guard to reduce the risk of injury in the event of chain failure.
- ix. Rear Rain Light: All motorcycles must have a manually switchable rear rain light, which must be functional and switched on when Race Direction declares a Wet Race.
- x. Brake Lever Guard: A front brake lever protection/guard is strongly recommended to avoid accidental engagement during close riding.

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 Organiser; 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 breach 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 disrepute.

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.

MSF Superbikes Series