



MALAYSIAN SUPER SERIES CHAMPIONSHIP 2010

(PREMIER)

SPORTING & TECHNICAL REGULATIONS

MOTORCYCLES

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MALAYSIAN SUPER SERIES CHAMPIONSHIP 2010 (Premier) SUPPLEMENTARY REGULATIONS MOTORCYCLES

SECTION I : SPORTING REGULATIONS

This book (hereinafter collectively referred to as the "Regulations") has been issued on 16th January 2010. Successive editions can be issued for supplementing and/or amending. The new editions will be numbered (2nd edition, 3rd edition, etc.), dated and issued to all relevant Bodies.

Art. 1. ORGANISER/PROMOTER

Chief Executive Officer
Sepang International Circuit Sdn. Bhd.
Jalan Pekeliling, 6400 KLIA
Selangor Darul Ehsan
Tel: 603 – 8778 2200 Fax: 603 – 8783 1020
E-mail: sic.operations@sepangcircuit.com.my

CO-PROMOTER

MOTORSPORTS ASSOCIATION OF MALAYSIA

Motorsports House
Building A, Peremba Square
Saujana Resort, 40150 Shah Alam
Selangor Darul Ehsan
Tel: 603-7622 8000 Fax: 603-7622 8008

TWO WHEELS MOTOR RACING

No.7, Jalan SC2, Pusat Perindustrian Sg. Chua,
43000 Kajang, Selangor Darul Ehsan,
Malaysia.
Tel: 603- 8733 8787
Fax: 603-8733 1122
E-mail: info@twmr.com.my

Art. 2. TITLE OF EVENT AND DATES

2.1 MALAYSIAN SUPER SERIES CHAMPIONSHIP 2010 – PREMIER LEVEL

ROUND	DATES
Round 1	1st -2nd May
Round 2	29th – 30th May
Round 3	17th – 18th July
Round 4	18th – 19th September
Round 5	27th – 28th November

Art. 3. DESCRIPTION OF EVENTS

A five (5) round Championship for motorcycles of various categories, specified hereunder:

- 3.1 Sepang Superbikes Championship (Open Only)**
- 3.2 Sepang Superstock Championship (Class A and B)**
- 3.3 Sepang SuperSport Championship (Open & Junior)**

Please refer to the respective technical regulations of each category for eligible motorcycles.

Art. 4. STATUS & PERMIT NUMBER

- 4.1 International status. Permit number to be advised later.**
- 4.2 This competition is held under the International Sporting Code of the FIM and the National Competition Rules of the Automobile Association of Malaysia (AAM) and any Additional Supplementary Regulations published from time to time.**

Art. 5. ELIGIBLE COMPETITORS

- 5.1 Competitors in possession of a valid license for Road Racing issued by Automobile Association of Malaysia (AAM) or Motorsports Association of Malaysia (MAM) – Minimum competition licence required: National “C” (Novice).**
- 5.2 Foreign riders must hold a valid standard FIM International road racing licence together with the permission letter/visa.**

5.3 For Sepang Supersport Championship Only:-

- i) Supersport Open will be for participants above 21 years (from the date of birth) only. Top Malaysian riders for this category will be eligible for selection of wildcard rider to participate in MotoGP Class Moto2.
- ii) Supersport Junior – Open for participants from 15 (from the date of the birth) up to 21 years old (at the end of the year) only. Top Malaysian riders for this category will be eligible for selection of wildcard rider to participate in MotoGP Class 125cc.

5.4 For Sepang Superstock Championship Only:-

- i) Class A – Open to competitor who has participated in the series previously including the MotoGP round and holders of expert licence.
- ii) Class B - Strictly for new licence holder or riders who have never participated in any form of two-wheel motor racing previously. However, the confirmed grading will be done during the first practice session for any new competitor. For Class A, the minimum lap time would be 2 min 20.999 sec and below and for Class B, the minimum lap time would be 2 min 21.0 and above.
- iii) All riders who have not raced after 2008 will be graded into Class A or B in accordance with their practice time during round 1.
- iv) The final decision of the placement of the riders will be at the discretion of the Organisers.

Art. 6. VENUES & RACE DISTANCE

Venue:	Sepang International Circuit
Length:	As specified in the Additional Supplementary Regulations of each round.
Race Distance:	All races will be run over a minimum of 10 laps distance in each race or as specified in the Additional Supplementary Regulations of respective round.

Art. 7. EVENT PROGRAM

7.1 The provisional event schedules are as follows: -

FRIDAY – TEST DAY AND UNOFFICIAL PRACTISE SESSION

- (i) The session is strictly open for MSS competitors only and racing licence must be furnished before permission is given to participate in the session.
- (ii) A fee of RM150 per session/rider of 2 hours will be charged for motorcycles of 400cc and above to participate in the session.

SATURDAY, 2010

0800hrs – 0930hrs.	-	Registration & Scrutineering	Bikes
1000hrs	-	Riders Briefing	Bikes
0800hrs – 1030hrs	-	Registration & Scrutineering	Cars
1100 hrs	-	Drivers' Briefing	Cars
1030hrs – 1100hrs.	-	Superbikes/Superstock	Timed Practice
1110hrs – 1140hrs.	-	Supersport	Timed Practice
1150hrs – 1220 hrs	-	Sepang Touring Car	Timed Practice
1230hrs – 1300hrs.	-	Sepang Production Series	Timed Practice
1310hrs – 1340hrs.	-	Sepang GT Championship	Timed Practice
1350hrs – 1420hrs.	-	Superbikes/Superstock	Qualifying
1430hrs – 1500hrs.	-	Supersport	Qualifying
1510hrs – 1540hrs.	-	Sepang Touring Car	Qualifying
1550hrs – 1620hrs.	-	Sepang Production Series	Qualifying
1630hrs – 1700hrs.	-	Sepang GT Championship	Qualifying

SUNDAY, 2010

0900hrs – 0945hrs	-	Superbikes/Superstock	Race 1 (10 laps)
0950hrs – 1035hrs	-	Supersport	Race 1 (10 laps)
1040hrs – 1125hrs	-	Sepang Touring Car	Race 1 (10 laps)
1130hrs – 1215hrs	-	Sepang Production Series	Race 1 (10 laps)
1220hrs – 1305hrs	-	Sepang GT Championship	Race 1 (10 laps)
1310hrs – 1355hrs	-	Superbikes/Superstock	Race 2 (10 laps)
1400hrs – 1455hrs	-	Supersport	Race 2 (10 laps)
1500 hrs		Prize Presentation (Bikes)	
1530hrs – 1615hrs	-	Sepang Touring Car	Race 2 (10 laps)
1620hrs – 1705hrs	-	Sepang Production Series	Race 2 (10 laps)
1710hrs – 1755hrs	-	Sepang GT Championship	Race 2 (10 laps)
1800hrs	-	Prize Presentation (Cars)	

7.2 The above schedule can only be varied as follows: -

- i) Prior to the event by the Organiser;
- ii) During the event by the Clerk of the Course

Art. 8. ENTRIES

- 8.1 Entries are open from 1st January 2010 or upon posting of Regulations (whichever is the later) and close on Friday of each scheduled round or as otherwise stated in the ASR. Acceptance of entry is at the sole discretion of the organiser who have the right to reject entries without giving reasons.
- 8.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 8.3 Incorrect or incomplete entries that have paid the entry fees (including rider to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information.
- 8.4 It is a condition of entry that competitors have no right to any claims against the Automobile Association of Malaysia, Sepang International Circuit, Two-Wheel Motor Racing, Motorsports Association of Malaysia, Sponsors and any one carrying out their duties.
- 8.5 Please submit entries to:

Secretary of the Meet
SEPANG INTERNATIONAL CIRCUIT SDN BHD
Jalan Pekeliling, 64000 KLIA, Selangor
Tel: +603-8778 2221
Fax: +603-8778 2338
E-mail: mashithah.hashim@sepangcircuit.com.my

- 8.6 Maximum number of entries accepted will be at the sole discretion of the organisers. Organisers reserve the right to refuse an entry.
- 8.7 The number of motorcycles allowed to start the race is based on the track homologation. Priority will be given to entry for a full Championship Series. However, the organizers reserved the rights to change the composition as it deems fit.
- 8.8 A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.
- 8.9 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.
- 8.10 Entry fee per round is as follows:

Superbikes / Superstock	:	RM 350.00
Supersport	:	RM 500.00

A discount of 20% will be given to competitors who pay for full Championship entry fee by the first round.

- i) Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely are regarded null and void.
- ii) Payment must be made by cash, credit card, money order or banker's draft. However, payment made on-site on official registration day (prior to approval from the Organiser) must be in cash.
- iii) Payment can also be made through the following bank account but the receipt must be presented to the Secretariat during registration as proof of payment: -

US Dollar Account

Account Name: Sepang International Circuit Sdn Bhd
Account No.: 712 437 000 016
Bank Name: Malayan Banking Berhad
Bank Address: Southern Support Amenities
Jalan Pekeliling, 64000 KLIA
Selangor, Malaysia

Bank Code: MBBEMYKL

Ringgit Malaysia Account

Account Name: Sepang International Circuit Sdn Bhd
Account No.: 5124 3730 0322
Bank Name: Malayan Banking Berhad
Bank Address: Southern Support Amenities
Jalan Pekeliling, 64000 KLIA
Selangor, Malaysia

Bank Code: MBBEMYKL

The entry fee may be refunded under the following conditions: -

- i) Refusal of entry
- ii) Entry fee will not be refunded for participant who is disqualified from the race due to any type infringement.

Art. 9. CHAMPIONSHIP POINTS AND CLASSIFICATION

9.1 For each race, Championship points for each category will be awarded as follows:

1 st – 25 points	6 th – 10 points	11 th – 05 points
2 nd – 20 points	7 th – 09 points	12 th – 04 points
3 rd – 16 points	8 th – 08 points	13 th – 03 points
4 th – 13 points	9 th – 07 points	14 th – 02 points
5 th – 11 points	10 th – 06 points	15 th – 01 points

9.2 Points from Race 1 and Race 2 of each round are to be added to determine the winner of each round.

9.3 In the event of a tie in each round the higher placing in the **second** race will receive the higher position.

9.4 The total points from each round will added to determine the overall championship standing. In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc). In the event that there is still in a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

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

Art. 10. AWARDS

10.1 ROUND

- (i) Only trophies, for up to 5th placing, will be awarded for each round for the Superbike Open and Superstock categories.
- (ii) Trophies and prize money will be given to up to 3rd place for each category/round for the Supersport Championship.
- (iii) The cash awards are as follows: -

Category	1 st RM	2 nd RM	3 rd RM
Sepang Supersport Championship Open	1,500	1,200	1,000
Sepang Supersport Championship Junior	1,500	1,200	1,000

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

10.2 OVERALL CHAMPIONSHIP

- (i) At the end of the Championship season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their prize money will not be released in full.
- (ii) Trophies and cash awards for each categories will be given as follows:

Category	1 st (RM)	2 nd (RM)	3 rd (RM)	4 th (RM)	5 th (RM)
Sepang Superbikes Championship	8,000	7,000	6,000	5,000	4,000
Sepang Superstock Championship Class A and B	8,000	7,000	6,000	5,000	4,000
Sepang Supersport Championship Open/Junior	6,000	5,000	4,000	3,000	2,500

Art. 11. SCRUTINEERING

- 11.1 All motorcycles must comply with Section II – Technical Regulations. Refer to the said regulations for each category. Rider's racing suit, helmet, gloves and boots must be presented during the scrutineering.
- 11.2 All stickers requirement as stated by the Organiser must be properly placed on the motorcycles prior to the scrutineering (**Appendix I**).
- 11.3 Each rider accepted for the Championship will be allocated a specific starting number which will be valid for the whole Championship. In general, the starting numbers will be based on the results of the team riders in the previous year's Championship or in other similar events.
- 11.4 All motorcycles will be issued with an "OK" sticker by the Scrutineers once the scrutineering has been successfully completed.
- 11.5 Throughout the entire duration of the event, the motorcycles must comply with the Technical Regulations in all points.

- 11.6 Any motorcycles, which, after having passed scrutineering, are damaged, must be re-presented to the Scrutineers after repair and be approved in order to be allowed to continue.
- 11.7 Protest time is 30 minutes from posting of provisional results. The Organiser reserves the right to strip any motorcycles after the race at the cost of the Team.

Art. 12. RIDERS' BRIEFING

- 12.1 It is compulsory for all riders to attend the Riders' briefing for the event. The Organiser will confirm the exact time and venue of the briefing.
- 12.2 The Clerk of the Course reserves the right to organise a special riders' briefing in addition to the compulsory briefing.

Art. 13. OFFICIALS

- 13.1 All the following officials must be present and available at the time necessary to ensure smooth and efficient running of the event.

Stewards of the Meeting	:	To be appointed by AAM
Clerk of the Course	:	To be appointed by the Organiser
Secretary of the Meet	:	Ms. Mashithah Hashim

Art. 14. PRACTICES & QUALIFYING

14.1 Practice Sessions (warm-up inclusive)

- i) There will be at least 1 x 30 minutes official free practice session at each race meeting plus 1 x 30 minutes official qualifying session held at each race event.
- ii) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- iii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown on the start/finish line to indicate the minutes of practice remaining.
- iv) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete almost one additional lap prior to enter the pits.

- v) If practice 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 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 programme constraints.
- vi) After practice 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 localised change in conditions.
- vii) In timed practice a rider may use more than one motorcycle providing that all such motorcycles have been scrutineered in the name of the team.
- viii) All laps of the riders will be timed.

14.2 Qualifying practices results

- i) The results will be based on the fastest time recorded by the riders in all qualifying practices.
- ii) In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in free practices.
- iii) In the event of a tie, riders' second and subsequent best times will be taken into account.

14.3 Qualification for the Race

- i) To qualify for the race, a rider must achieve a time at least equal to 109% of the time recorded by the fastest rider of his class in at least one qualifying session; exceptions to this rule may be made at the discretion of the Stewards of the Meet.
- ii) Any rider who has not qualified at the end of the last qualifying practice cannot take any further part in the event unless allowed by the Stewards of the Meet.

Art. 15. GRID POSITIONS

- 15.1 At the end of the qualifying practise session, the list of the qualified riders will be published.

- 15.2 The grid will be drawn up in the order of the fastest time achieved by each competitor. Should two or more competitors set identical times, priority will be given to the one who set the next best lap for heat one and the finishing of the previous heat for the next heat.
- 15.3 The Clerk of the Course may authorise competitors who did not qualify to start from the back of the grid on condition that:
- They do not eliminate vehicles that have already qualified.
 - They are judged capable of achieving the qualification minimum.
 - The competitors satisfy all safety requirements, including knowledge of the circuit.
- 15.4 Any competitor whose vehicle is unable to or will not be ready to start must inform the Clerk of the Course **20** minutes before the pit lane-opening schedule. If one or more vehicles are withdrawn, the grid will be closed up accordingly and reserve entries will be allowed.
- 15.5 Access to the grid will close 10 minutes before the scheduled formation lap. Any competitors that have not taken up their grid position by then will start the race from the pits after the last vehicle has passed the pit exit on the warm up lap of the race.

A competitor may change the vehicle after qualifying session and before the start of race 1 but will have to start at the back of the grid and the vehicle that has been used during qualifying **MUST** be impounded at Scrutineering Bay. Request for change of vehicle between Race 1 and Race 2 is allowed provided that the second vehicle has been scrutineered during official scrutineering session and the vehicle must be of the same make and model.

Art. 16. START PROCEDURE

- 16.1 Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane.
- 16.2 Approximately 15 minutes before the Start of the Race – Pit lane exit opens for sighting lap. Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit. Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines or refuel.
- 16.3 Approximately 10 minutes before the Start of the Race – Pit lane exit closes.
- 16.4 Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit. Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

- 16.5 When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, the riders must take off their helmets, except in the case of a restarted race. Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- 16.6 Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions.
Tyre warmers may be used on the grid.
No batteries or other electrical supplies are permitted on the grid.
Riders may use a generator to power tyre warmers and air blowers on the grid.
Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65dB/A. Starter engines may also be used on the grid.
- Generators and starter engines should be located to the rear of the motorcycles. All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments or change machine.
Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.
- 16.7 Refueling or changing fuel tank on the grid is forbidden.
- 16.8 5 Minutes Before the Start of the Warm Up Lap – Display of 5 Minute Board on the grid.
- 16.9 3 Minutes Before the Start of the Warm Up Lap – Display of 3 Minute Board on the grid.
Generators must be disconnected and removed from the grid as quickly as possible.
Trolleys and air blowers must be removed from the grid as quickly as possible.
Removal of tyre warmers from machines 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 helmets on.
No person (except essential officials) is allowed to go on the grid at this point.
- 16.10 1 Minute Before the Start of the Warm Up Lap – Display of 1 Minute Board on the grid.
At this point, all team personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the ride to push start the machine and will then vacate the grid.
- 16.11 30 Seconds Before the Start of the Warm Up Lap – Display of 30 Second Board on the grid.

All riders must be in position on the grid with engines running. No Further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it or change machine. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- 16.12 In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.

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

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

Any rider who arrives back at the grid after the arrival of the safety car will be directed in to the pits and may start the race from there or he must stop beside the safety car and start the race from there, as directed by a marshal with a red flag.

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

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

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

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.

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

- 16.13 A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap. Any rider who anticipates the start will be required to carry out the ride through

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Clerk of the Course will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of the fourth lap.

- 16.14 If, after the start of the race, a rider stalls his machine, then he maybe assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.
- 16.15 After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
- 16.16 Should there be a problem that might prejudice safety then the Starter will display a flashing yellow light and the board "Start Delayed" and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform. The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap. 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 – ride through - exclusion – withdrawal of Championship points.

Art. 17. RIDE-THROUGH PROCEDURE

- 17.1 During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then rejoin the race.
- 17.2 The rider must respect the speed limit (60km/hr) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.
- 17.3 In the event of a restarted race, the above regulation will also apply.
- 17.4 In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride-through after the start of the second part of the race.
- 17.5 In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag. After notification has been made to the team, a yellow board (100cm Horizontal X 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.
- 17.6 Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the Ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

Art. 18. STOPPING OF RACE OR PRACTISE

- 18.1 Should it become necessary to stop a race or practise by the Clerk of the Course, it will be done with the red flag at the start line , all flag posts and the red lights around the track.
- 18.2 During practise, all vehicles will proceed slowly to the pits. During a race all vehicles will proceed slowly to the pits for a re-start.
- 18.3 If a race or practise is stopped, an extension in time equivalent to the remaining time in a practise or qualifying session may not be given. No protest will be accepted in this case.

Art. 19. BEHAVIOUR DURING PRACTICE AND RACE

- 19.1 Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions.
- 19.2 Riders must ride in a responsible manner which does not cause Danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties:
fine – Ride through - exclusion - withdrawal of Championship points - suspension.
- 19.3 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a ride through. Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed
- 19.4 Any repairs or adjustments along the racetrack must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 19.5 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 19.6 If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 19.7 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

- 19.8 Riders may enter the pits during the race. Refuelling and changing motorcycle are strictly prohibited.
- 19.9 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 19.10 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
- 19.11 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 19.12 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.
- 19.14 A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60km/h crossed out is placed. Any rider found to have exceeded the limit during the practice will be subject to a fine at a rate to be determined by the Stewards of the Meeting. Any rider who exceeds the pit lane speed limit during qualifying will be subject to the removal of his fastest lap. Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

The Clerk of the Course must communicate the offence to the pit of the rider after having received the information from the Official in charge.

- 19.15 Stopping on the track during practices and races is forbidden.
- 19.16 Any rider who overtake another rider under yellow flag must give back the position within 1 lap. Failure to do so will merit a:-
- | | | | |
|------|----------------------|---|---|
| i) | During free practice | : | fine |
| ii) | During qualifying | : | delete of fastest qualifying time |
| iii) | During race | : | ride-through penalty OR
30-sec time added for failing to carry out the
ride-through |

Art. 20. FINISH OF THE RACE AND RACE RESULTS

- 20.1** When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.
If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.
- 20.2** In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 20.3** The results will be based on the order in which the riders cross the line and the number of laps completed.
- 20.4** To be counted as a finisher in the race and be included in the results a rider must:
- a) Complete 75% of the race distance.
 - b) Cross the finish line on the race track under the machine's power (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.
- 20.6** A new lap record for a circuit can only be established by a rider during a race.
- 20.7** Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

Art. 21. INTERRUPTION OF A RACE

- 21.1** If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 10 laps:

- If a Red Flag is shown when the leader is on his 5th lap after completing his 4th lap and all other riders have not completed the 4th lap, then the race result will be 3 laps completed, and the second part will consist of 7 laps.
- If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 5th lap after completing the 4th lap, the race result will be 4 laps completed and the second part will consist of 6 laps.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- 1) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the lap/time procedure. At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 3 minutes after the red flag has been displayed, riders who have not entered the pit lane, riding on their motorcycle, will not be classified.

- 21.2** If the results calculated show that less than two laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.
- 21.3** If two laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 22.4 if it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.
- 21.4** If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

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

- 22.1** If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.
- 22.2** The results of the first race must be available to teams before the second part of a race can be started.
- 22.3** The start procedure will be identical to a normal start begin with a 3 minute Board up with sighting Laps, warm up lap etc.
- 22.4** Conditions for the re-started race will be as follows:
- i) In the case of situation described in 21.2 (less than 2 laps completed) above:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling 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 for the original race.
 - ii) In the case of situation described in 21.3 (2 laps or more and less than two-thirds completed) above:
 - a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.
 - c. The Clerk of the Course will announce the new number of laps for the race.
 - d. The grid position will be based on the finishing order of the first race.
 - e. The final result of the race will be based on the results of each rider classified in the two races added together. Riders who have completed an identical number of laps will be placed according to the combined time for the two races.

Art. 23. CHECK AREA

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must be removed to a check area pending inspection by the Technical Stewards or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race.

Art. 24. ORGANISERS RIGHTS

- 24.1 The organisers may abandon, cancel or postpone the competition due to not receiving more than 7 entries in each category or unforeseen circumstances. Should there be less than 7 entries in any one category the race will be amalgamated, with another to form a grid.
- 24.2 Distribute awards at their discretion due to unforeseen circumstances.
- 24.3 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 24.4 Refuse an entry without giving reason unless the competitor has scored points in previous rounds.
- 24.5 The Clerk of the Course has the right to stop a race or practise immediately due to any unavoidable circumstances.
- 24.6 The Organiser will arrange for public liability insurance for the event.

Art. 25. PROMOTER'S RIGHTS

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

Art. 26. ADVERTISING

- 26.1 Competitors are obliged to carry the Title Sponsor, Category Sponsor and co-sponsors advertising at designated spaces on the vehicle (***Please refer to Appendix I***). The decision of the organisers is final. All such advertising must be in position before a vehicle can be scrutineered.
- 26.2 Any advertising carried by a competitor must be declared to the organiser for approval. The organiser's decision on this matter is final.
- 26.3 Only Competition numbers supplied by the organisers to be used for the duration of the event and must not be mutilated. Any branding on them must not be cut-off.
- 26.4 All form of media or public advertising by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under pain of an advertisement of at least the same size frequency in accordance with Part V: Article 11 of the NCR of the AAM.

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

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

Category Sponsor	-	RM 1 000.00
Co- Sponsor	-	RM 500.00

This does not apply to the competition numbers.

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

- 27.1 Please refer to the illustration of the pit wall, pitlane, pits, paddock areas and parking areas in **Appendix II**.
- 27.2 Pit allocation will be made by the organiser. Decisions are final and the pit allocation will be published, once the final entries have been confirmed. There is no right to be allocated a specific pit. Each pit will be shared by several teams/motorcycles.
- 27.3 There is no claim on a special pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.
- 27.4 It is the responsibility of each competitor/team manager to ensure that team members are fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the rider from the race. To avoid allegations of misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.
- 27.5 No vehicles may be driven in reverse in the pit lane. Immediate exclusion will result from such action.
- 27.6 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM300 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.
- 27.7 Each team will be entitled to five (5) update pass comprising of 1 competitor, 2-pit wall crew and 2-pit crew. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.

- 27.8 In keeping with the status of the MSS as a premier event, teams are encouraged to be properly attired at all times. Minimum acceptable: -
Cotton T-shirt, Jeans, Shoes and shorts For safety reasons, Singlets, slippers and sandals are not allowed to be worn by pit crew.
- 27.9 Persons under 15 years of age (except competitors) are not permitted in the pit lane and pit wall. Children under the age of 12 are not allowed in the pits, pit lane or pit wall until the race has ended. An exception is made for glassed hospitality area in pits. However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.
- 27.10 No spare motorcycles (unless scrutineered) or any other form of vehicle may be parked in the pits. Any such vehicle found in the pit of any team will be reported to the Stewards of the Meet for penalty up to exclusion. Illegally parked vehicles will be towed away at the owner's costs and an additional penalty of RM100 will be imposed on the owner.
- 27.11 The use of motorcars, skateboards or similar means of transportation by any parties at paddock area are strictly prohibited. The organiser has the right to confiscate such vehicles until the end of the event. Only non-motorised vehicles are allowed at the paddock area.
- 27.12 Large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely tied to the railing along the pit signalling area.

Art. 28. PENALTIES

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

- | | | |
|------|--|--|
| 28.1 | Jump Start: | Ride through |
| 28.2 | Not carrying out ride-through in 5 Laps: | Exclusion |
| 28.3 | Not observing black flag: | Exclusion + RM100.00 per lap |
| 28.4 | Provoking a fight: | Exclusion from race + Ban of Rider and team members from SIC for 12 months + RM5, 000.00 |
| 28.5 | Retaliating in a fight: | Exclusion + RM3, 000.00+ Rider & team ban from SIC (12 months) |

28.6	Smoking & drinking alcohol in Pit Area:	Ejection from pit area + RM300.00
28.7	Illegal parking at Paddock area:	RM100.00
28.8	Other offences:	At Stewards discretion
28.9	Overtaking Under Yellow Flag:	Ride-through penalty

Art. 29. PROTESTS

- 29.1 Protest may be lodged and handled in accordance with Part X: Article I of the NCR. Protest time limit is 30 minutes after the publication of result. Protest fee is RM1000.00 plus RM1000.00 deposit for stripping of vehicle if required.
- 29.2 Appeals may be lodged and handled in accordance with Part XI: Article I of the NCR.
- 29.3 Notice of appeal must be given within 1 hour upon the publication of the protest finding by the Stewards of the Meeting. This must be accompanied with the appeal fee of RM2,500.00
- 29.4 Protests against decisions of the timekeepers, judges of fact as well as collective protests are not admitted.

Art. 30. INTERPRETATION OF REGULATIONS

- 30.1 Only the Clerk of the Course can give binding information about the event, or in his absence, his deputy.
- 30.2 In the case of any dispute, the interpretation of this Sporting & Technical regulation, the Additional Supplementary Regulations is up to the Clerk of the Course.
- 30.3 The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case of any extraordinary circumstances should arise, without any obligations for indemnification.

Art. 31. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

- 31.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 31.3 Any communication from the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Clerk of the Course/Stewards of the Meeting must also be made in writing.

Art. 32. TIMING SYSTEM

The Organiser will be responsible for providing the timing system during the event. However, all participants **MUST** carry their own transponder for the timing. The transponder unit must be compatible to the system used by the Organiser.

SECTION II : TECHNICAL REGULATIONS

Art. 1. SEPANG SUPERBIKES CHAMPIONSHIP

A. GENERAL

Superbikes sold to the public worldwide.
Classes are: -

Superbikes - Above 650cc 4 cylinder / 675cc 3 cylinder or
750cc 2 cylinder engines

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

B. SPECIFIC MODIFICATIONS

1. Fairing & Bodywork

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

2. Lighting

- 2.1 All lighting may be removed or otherwise be securely taped so as not to allow glass splinter in a crash.
- 2.2 Indicators may be removed otherwise taped.

3. Engine & Gearbox

- 3.1 The engine may be modified.
- 3.2 The crankcase / gearbox casing, ignition, clutch and generator covers may be protected by additional means, i.e. covers made of stainless steel or carbon kevlar composites.
- 3.3 Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- 3.4 Clutch friction drive discs may be changed. Their number **can** be altered.
- 3.5 Clutch springs may be changed.
- 3.6 Any type of spark plug is allowed.
- 3.7 The electric starter must be operational at all times.
- 3.8 The engine and gearbox drain plugs must be wire locked.

4. Exhaust

- 4.1 The exhaust system is free.
- 4.2 Wrapping of the exhaust is not allowed.

5. Fuel

Only fuel supplied by the organizer must be used during the event.

6. Suspension

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

7. Brakes & Tyres

- 7.1 Front and rear brake pads are free.
- 7.2 Hydraulic brake lines are free.
- 7.3 Brake fluid is free.
- 7.4 Only tyres declared by the Organiser are permitted. The same tyres must be used for Race 1 and Race 2 in each round. No slick tyres are allowed.

8. Handlebars and Controls.

- 8.1 Handlebars may be changed provided they are of the same dimensions of the original.
- 8.2 The kill switch must be operational.
- 8.3 The throttle twist grip must be of self-closing type.
- 8.4 Lighting and horn switches may be removed.

9. Footrests & Controls

- 9.1 Footrests and controls may be relocated. Brackets must be mounted on the original mounting points on the frame.
- 9.2 Gearshift linkage may be changed to accommodate new location of footrests.
- 9.3 Rear footrests may be removed.

10. Competition Numbers

- 10.1 An area 1 in front and 1 on each side of the rear seat cowl must be made available for the attachment of competition numbers. Size 180mm high by 180mm.
- 10.2 Bikes without fairings must be fitted with 3 square number plates of the following dimensions: -

Minimum height	180mm
Minimum width	180mm

These plates must be mounted 1 in front and 1 on each side of the Motorcycle.

- 10.3 On bikes fitted with fairings, the headlight may be removed and a plate must cover the aperture if removed. All glass area must be taped.

10.4 Where there is space on a bike with fairing the same area it must be made available on each side of the fairing for competition numbers.

11. MINIMUM WEIGHT

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

Art. 2. SEPANG SUPERSTOCK CHAMPIONSHIP

A. GENERAL

1. Motorcycles sold to the public worldwide and must be homologated by the original manufacturer only. The model will be eligible for a maximum period of 5 years.

Displacement capacities

4 cylinders - 601cc up to 1000cc

3 cylinders - 751cc up to 1000cc

2 cylinders – 851cc up to 1200cc

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

2. **Minimum Weight**

The permitted weight to be deducted from the homologated weight is 12kg. At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg.

3. **Competition Numbers**

The allocated number (and place) for the rider must be affixed on the machine as follows: -

- Once on the front, either in the centre of the fairing or slightly off to one side;
- Once, on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider. These numbers must have the same size as the front numbers.

4. **Carburation Instruments**

Carburation instruments must remain as homologated.

5. **Fuel**

Only fuel supplied by the Organiser must be used during the event.

B. SPECIFIC MODIFICATIONS

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

1. Frame Body and Rear Sub Frame

- 1.1 Frame must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- 1.2 Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
- 1.3 Nothing can be added by welding or removed by machining from the frame body.
- 1.4 All motorcycles must display manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.
- 1.5 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- 1.6 Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.
- 1.7 Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- 1.8 The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

2. Front & Rear Forks

- 2.1 Forks structure must remain as originally produced by the manufacturer.
- 2.2 Standard original internal parts of the forks may be modified. After market damper kits or valves may be installed.
- 2.3 The fork caps may be modified or changed to add spring preload/compression adjusters.
- 2.4 Dust seals can be modified, changed or removed providing the fork remains totally oil-sealed.

- 2.5 The upper and lower fork clamps must remain as originally produced by the manufacturer.
- 2.6 Every part of the rear fork must remain as originally produced by the manufacturer.
- 2.7 Rear wheel stand positioning brackets may be added to the rear form by welding or by bolts. Brackets must have rounded edges viewed from all sides.

3. Rear Suspension Unit

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

4. Wheels & Tyres

- 4.1 Wheels must remain as originally produced by the manufacturer.
- 4.2 Modifications of the wheel-axles or any fixing and mounting points for front brake calliper are not allowed. Spaces can be modified. Modifications to the wheels to keep spacers in place are permitted.
- 4.3 Wheel diameter and rim width must remain as originally homologated.
- 4.4 Only tyres declared by the Organiser are permitted. The same set of tyres must be used for both Race 1 and Race 2 in each round. No slick tyres are allowed.

5. Brakes

- 5.1 Brake disc must remain as originally produced. Front discs can be made floating, using original rotors and mounting points.
- 5.2 The front and rear brake calliper must remain as originally produced.
- 5.3 The rear brake calliper bracket may be fixed on the swing-arm, but the bracket must maintain the same fixing points for the calliper as used on the homologated machine. A modification of these parts is authorised. The swing-arm may be modified for this reason to aid the location of the rear brake calliper bracket.
- 5.4 The front and rear master cylinder must remain as originally produced by the manufacturer. Front and rear brake fluid reservoir can be changed.

- 5.5 Front and rear hydraulic brake may be changed.
- 5.6 The split of the front brake lines for both front brake callipers must be made above the lower fork bridge.
- 5.7 Front and rear brake pads may be changed. Brake pad locking pins may be modified.
- 5.8 Additional air scoops or ducts are now allowed.

6. Foot Rest/Foot Controls

- 6.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. The two original points of fixture must remain as original. Foot controls linkage may be modified. The original mounting points must remain.
- 6.2 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

7. Handle Bars and Hand Controls

- 7.1 Handle bars may be replaced.
- 7.2 Handlebars and hand controls may be replaced or relocated.
- 7.3 Throttle assembly and associated cables may be modified or replaced.
- 7.4 Clutch and brake lever may be exchanged. An adjuster to the brake lever is allowed.
- 7.5 Switches can be changed but electric starter switch and engine stop switch must be located on the handle bars.

8. Fairing/Body Work

- 8.1 Fairing and body work may be replaced but must appear to be as originally produced by the manufacturer.
- 8.2 The lower fairing must incorporate an opening of 25mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.

- 8.3 Overall size and dimensions must be the same as the original part.
- 8.4 Windscreen may be replaced with a duplicate of transparent material.
- 8.5 The original combination instrument/fairing brackets may be replaced.
- 8.6 The original air ducts running between the fairing and the air box may be altered or replaced.
- 8.7 Front mudguards may be replaced with a cosmetic duplicate of the original part.
- 8.8 Rear mudguards fixed on the swing arm can be modified or changed but the original profile must be respected.
- 8.9 Motorcycles can be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

9. Fuel Tank

- 9.1 Fuel tank filler caps may be altered or replaced.
- 9.2 Fuel tank valve petcock must remain as originally produced by the manufacturer.

10. Wiring Harness

- 10.1 The wiring loom may be replaced by the kit wire harness loom as supplied for the ECU kit model, produced or approved by the manufacturer.
- 10.2 The wiring loom and ignition lock may be relocated or replaced.
- 10.3 Cutting the wiring harness is not allowed.

11. Radiator, Cooling System and Oil Coolers

- 11.1 Radiator cap is free.
- 11.2 Additional radiators and/or oil coolers are not allowed.

12. Airbox

- 12.1 The air box must remain as originally produced. No additional holes are allowed.
- 12.2 The air filter element may be modified or replaced.

13. Fuel Injection System

- 13.1 No modifications are allowed. Central Unit (ECU) may be relocated.
- 13.2 No modifications of fuel pump or pressure regulator are allowed.

14. Cylinder Head

- 14.1 The cylinder head gasket may be changed.

15. Transmission/Gearbox

- 15.1 An external quick-shift system on the gear selector may be added.
- 15.2 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified.

16. Ignition/Engine Control System (ECU)

The engine control unit (ECU) may be changed. However, the inner software may be changed.

17. Exhaust System

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

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

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

- vi) Instrument, instrument brackets and associated cables.
- vii) Painted external surface finishes and decals

19. The following items MAY BE Removed

- i) Tachometer
- ii) Speedometer
- iii) Chain guard as long as it is not incorporated in the rear fender
- iv) Bold on accessories on a rear sub frame

20. The following items MUST BE Removed

- i) Headlamp, rear lamp and turn signal indicators. Openings must be covered by suitable materials.
- ii) Rear-view mirrors
- iii) Horn
- iv) License plate bracket
- v) Tool box
- vi) Helmet hooks and luggage carrier hooks
- vii) Passenger foot rests
- viii) Passenger grab rails
- ix) Safety bars, centre and side stands must be removed.

21. The following items MUST BE Altered

- i) Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- ii) Throttle controls must be self closing when not held by the hand.
- iii) All drain plugs must be wired. External oil filter screws and bolts that enter an oil cavity must be safety wired.
- iv) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permission.

Art. 3. SEPANG SUPERSPORT CHAMPIONSHIP

MACHINE SPECIFICATION FOR SUPERSPORT

1. Discipline Specifications

Supersport motorcycles require an FIM homologation. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in Road Racing Technical Rules.

The appearance from both front, rear and the profile of Supersport motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1.1 Supersport Classes

- 400 - 600cc 4 stroke 4 cylinders
- 500 – 675cc 4 stroke 3 cylinders
- 600 - 750cc 4 stroke 2 cylinders

1.1.1 Minimum Weight

- 400 - 600cc **162kg** dry weight
- 500 – 675cc **165kg** dry weight
- 600 - 750cc **167kg** dry weight

The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand when fitted).

At any time of the event, the weight of the whole machine (including the tank) will be above the minimum limit.

1.2 Fuel

Only fuel supplied by the Organiser must be used during the event.

1.3 Machine Specification

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

1.3.1 Frame Body and Rear sub frame

- (a) Frame must remain as originally produced by the manufacturer for the homologated machine. **The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.**
- (b) **Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).**
- (c) Nothing can be added by welding or removed by machining from the frame body with exception of the installation of a steering damper.
- (d) All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number).
- (e) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- (f) Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.
- (g) Additional seat brackets may be added but none may be removed, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- (h) The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

1.3.2 Front Forks

- (a) Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.
- (b) The following standard original internal parts of the forks can be modified: shims, hydraulic piston, oil passages, spring and spacers.
- (c) After market damper kits or valves may be installed.
- (d) The front caps can be modified or changed.
- (f) Any quality and quantity of oil can be used in the front forks.
- (g) The height and position of the front fork in relation to the fork crowns is free.

- (h) The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- (i) Steering damper may be added or replaced with an after-market damper.
- (j) The steering damper cannot act as a steering lock limiting device.

1.3.3 Rear Fork (Swing arm)

- (a) Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).
- (b) Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
- (c) For safety reasons, it is compulsory to use a chain guard fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

1.3.4 Rear Suspension Unit

- (a) Rear suspension unit (shock absorber) is free but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.
- (b) Rear suspension unit spring may be changed.

1.3.5 Wheels

- (a) Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
- (b) The speedometer drive may be removed and replaced with a spacer.
- (c) If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- (d) Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.

- (e) Wheel diameter and rim width must remain as originally homologated.

1.3.6 Brakes

- (a) Brake discs must remain as original produced by the manufacturer for the homologated machine. Front discs can be made floating, using original rotors and mounting points.
- (b) The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine. Rear sprocket hub is prohibited.
- (c) The front and rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.
- (d) Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).
- (e) Front and rear brake pads may be changed. Brake pad locking pins may be modified for a quick-change type.
- (f) Additional air scoops or ducts are not allowed.

1.3.7 Tyres

- (a) The tyres will have an 'E' mark or DOT (American Department of Transportation) approval and the DOT number must appear on the tyre wall. The two sets of marked tyres must be used at in qualifying and races.
- (b) Only tyres declared by the Organiser are permitted. The same of tyres must be used for both Race 1 and Race 2 in each round. No slick tyres are allowed.

1.3.8 Foot Rest/Foot Controls

- (a) Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
- (b) Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- (c) The end of the footrest must have at least a solid spherical radius

- (d) Non folding steel footrests must have an end (plug) which is permanently fixed made of plastic, Teflon or an equivalent type machine (minimum radius 8mm).

1.3.9 Handle Bars and Hand Controls

- (a) Handle bars may be replaced (does not include brake master cylinder).
- (b) Handle bars may be relocated.
- (c) Clutch and brake lever may be exchanged to an after-market model. An adjuster to the brake lever is allowed.
- (d) Switches can be changed but electrical starter switch and engine stop switch must be located at the handle bar.
- (e) Quick throttle are allowed.

1.3.10 Fairing and Body Work

- (a) Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc.). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- (b) Overall size and dimensions must be the same as the original part.
- (c) Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of ± 15 mm regarding to the vertical distance from/to the upper fork bridge.
- (d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
- (e) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced. However Titanium and carbon (or similar composite materials) is forbidden.
- (f) The original air ducts running between the fairing and the air box must be as originally produced by the manufacturer for the homologated machine.

- (g) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least of the total oil and engine coolant capacity used in the engine (minimum 5 liters). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- (h) The lower fairing must incorporate an opening of 25mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.
- (i) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- (j) Front mudguard may be replaced with exact cosmetic duplicates of the original parts.
- (k) Front mudguard may be spaced upward for increased tyre clearance.
- (l) Rear mudguard fixed on the swing arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- (m) All exposed edges must be rounded.

1.3.11 Fuel Tank

- (a) No modifications are allowed.
- (b) Fuel tank filler cap may be modified to a quick fill type.
- (c) Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.
- (d) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

1.3.12 Seat

- (a) Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.
- (b) The top portion of the rear bodywork around the seat may be modified to a solo seat.

- (c) The appearance from both front rear and profile must conform to the homologated shape.
- (d) The seat/rear cowl replacement must allow for proper number display.
- (e) All exposed edges must be rounded.

1.3.13 Wiring Harness.

The wiring harness may be replaced, provided the function of the harness is not altered.

1.3.14 Battery.

The size of battery must be as originally produced by the manufacturer for the homologated machine.

1.3.15 Radiator and oil coolers.

- (a) Additional radiators and/or oil coolers are not allowed.
- (b) The radiator tubes to and from the engine can be changed to a similar material and must not be lighter than the original in weight.
- (c) Radiator cap is free.
- (d) Radiator protective mesh may be added.

1.3.16 Air Box.

- (a) The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed.
- (b) The air filter element may be removed.
- (c) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box. The oil breather line from the engine cam cover to the air box may be sealed.

1.3.17 Carburetors.

- (a) No modifications are allowed.
- (b) Carburetor jets, slide spring and needles may be replaced.
- (c) The slide metering holes may be changed.
- (d) Electronic or mechanical enriching devices must remain installed but may be deactivated.
- (e) Bell mouths must be as originally produced by the manufacturer for the homologated machine.

1.3.18 Fuel Injection System.

- (a) No modifications are allowed.
- (b) Central unit (ECU) may be relocated.
- (c) The injectors must be standard units as on the homologated motorcycle.
- (d) Bell mouths must be as originally produced by the manufacturer for the homologated machine.
- (e) No modifications of fuel pump or pressure regulator are allowed.
- (f) The fuel injection management computer chip (EPROM) may be changed.
- (g) Fuel pump and fuel pressure regulator must remain as homologated.

1.3.19 Fuel Supply.

- (a) Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.
- (b) Quick connectors or dry break quick connectors may be used.
- (c) Fuel vent lines may be replaced.
- (d) Fuel filters may be added.

1.3.20 Cylinder Head.

- (a) No modifications are allowed.
- (b) No material may be added or removed from the cylinder head.
- (c) The cylinder head gasket may be changed.
- (d) The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the homologated machine.
- (e) Valve spring shims are not allowed.

1.3.21 Camshaft.

No modifications are allowed.

1.3.22 Cam Sprockets.

No modifications are allowed.

1.3.23 Crankshaft.

No modifications are allowed (including polishing and lightening).

1.3.24 Oil Pumps and Oil Lines.

- (a) No pump modifications are allowed.
- (b) Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

1.3.25 Connecting Rods.

No modifications are allowed (including polishing and lightening).

1.3.26 Pistons.

No modifications are allowed (including polishing and lightening).

1.3.27 Piston Rings.

No modifications are allowed.

1.3.28 Piston Pins and Clips.

No modifications are allowed.

1.3.29 Cylinders.

No modifications are allowed.

1.3.30 Crankcase and all other Engine Cases (i.e. ignition case, clutch case).

- (a) No modifications are allowed.
- (b) The crankcase/gearbox casing, ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of stainless steel or Carbon Kevlar composites.
- (c) Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.

1.3.31 Transmission/Gearbox.

- (a) No modifications are allowed.
- (b) Additions to gearbox or selector mechanism, such as quick shift systems, are not allowed.
- (c) Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

1.3.32 Clutch.

- (a) No modifications are allowed.
- (b) Only friction and drive discs may be changed, but their number must remain as original.
- (c) Clutch springs may be changed.

1.3.33 Ignition/Engine Control System.

Only spark plugs may be replaced.

1.3.34 Generator.

- (a) No modifications are allowed.
- (b) The electric starter must operate normally at pre- and post race inspections. The engine must start and run when the electric starter has stopped its procedure.

1.3.35 Exhaust System

- (a) Exhaust pipes may be changed or modified. The noise limit for Stockport machines will be 102dB/A with a tolerance of +3dB/A after the race.
- (b) The location, appearance and profile of the silencer must remain as original.
- (c) Wrapping of the exhaust system is not allowed.
- (d) Titanium and carbon exhausts and silencers are allowed.

1.3.36 Fasteners

- (a) Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- (b) Fasteners may be drilled for safety wire, but intentional weights saving modifications are not allowed.
- (c) Fairing/body works fasteners may be changed to the quick disconnect type.
- (d) Aluminum fasteners may only be used in non-structural locations.

1.3.37 The following items may be altered or replaced from those fitted to the homologated motorcycle.

- (a) Any type of lubrication, brake or suspension fluid may be used.
- (b) Any type of spark plug.
- (c) Any inner tube (if fitted) or inflation valves may be used.

- (d) Wheel balance weights may be discarded, changed or added to. Gaskets and gasket materials (with the exception of cylinder base gasket).
- (e) Painted external surface finishes and decals.

1.3.38 The Following Items May Be Removed

- (a) Instrument and instrument bracket and associated cables.
- (b) Horn.
- (c) License plate bracket.
- (d) Tool box.
- (e) Tachometer.
- (f) Speedometer.
- (g) Radiator fan and wiring.
- (h) Passenger foot rests.
- (i) Passenger grab rails.
- (j) Chain guard as long as it is not incorporated in the rear fender.(see 1.4(h) below
- (k) Bolt on accessories on a rear sub frame.
- (l) Redundant handlebar switches

1.4 The Following Items Must Be Altered or Removed

- (a) Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- (b) Throttle controls must be self closing when not held by hand.
- (c) Safety bars, center and side stands must be removed (fixed brackets must remain).
- (d) All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.

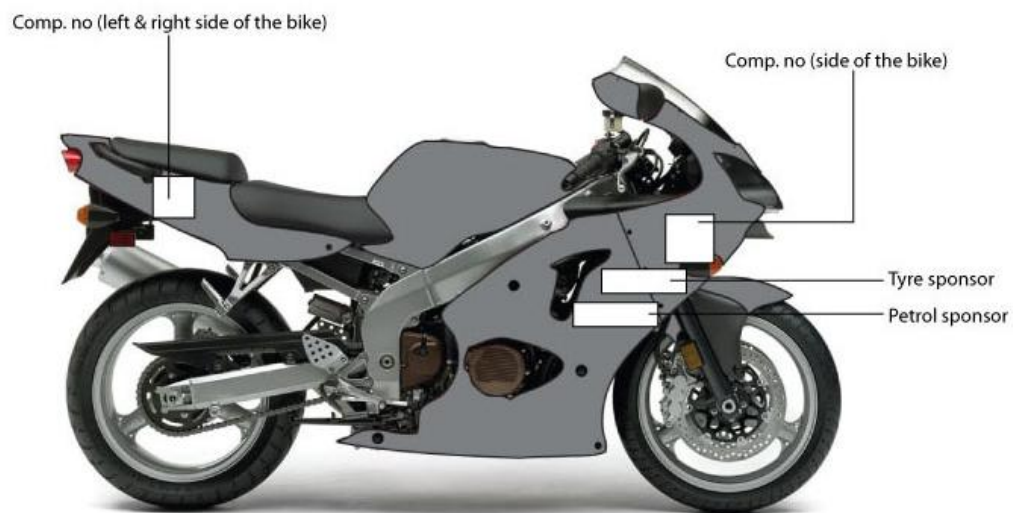
- (e) Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.
- (f) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- (g) Head lamp, rear lamp and turn indicators must be removed, but profile and frontal appearance, must be retained. The openings must be covered by a suitable material.
- (h) Rear sprocket guard is compulsory.

1.5 Additional Equipment

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

APPENDIX I

Art. 26. Advertising



APPENDIX II

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

