

MALAYSIAN SUPERMOTO SERIES 2012



RACE FORMAT MALAYSIAN SUPERMOTO SERIES 2012

SANCTIONED BY:



ORGANIZED BY:



PROMOTED BY:

BIKENATION
Motorsports



*Pending AAM approval

SECTION IV: RACE FORMAT

MALAYSIAN SUPERMOTO SERIES 2012

1 General

Malaysian Supermoto Series events are organized according to the following model: All bike categories will undergo the following:

Event	Duration	Max riders
1 x Free Practice	10 minutes	24
1 x Qualifying	10 minutes	24
1 x Warm up	1 lap	24
2 x Race Moto	10/12 laps	24

Race	Laps	Max riders
S1 & S3	12 laps	24
S2	12 laps	24
S4	10 laps	24
Kawasaki D Tracker	10 laps	24
Kawasaki KSR Unlimited & Limited 110cc	10 laps	24

The Organizer/Promoter may split S1 & S3 Category if received more participants. The time schedule, the duration of the Free Practices, Time Practices and Warm-Up, as well as the number of laps to run during the Races is indicated in the Supplementary Regulations.

2 Free Practice

A maximum of 24 riders may take part in the Free Practices. The riders will have one Free Practice sessions. Participation is optional. Mass starts are forbidden.

3 Rider's Briefing

A briefing with the riders will be held at a suitable place at the start of race day. The Race Organizer, the Promoter, Event Management personnel and the AAM Stewards Panel are expected to attend the riders' briefing. It is **Compulsory** for all race participants to attend riders briefing. During the briefing, matters relating to the circuit, safety and race procedures will be discussed. It is the responsibility of each rider and team to attend the briefing to be aware of all information given and obey all instructions issued.

4 Qualifying

The riders will have one Timed Qualifying session. Up to 24 riders may take part in qualifying session. Participation is compulsory. The results of the qualifying session must be displayed on the monitors and communicated as official.

5 Promotion Activities For The public

Riders may be required to participate in an autograph session arranged by the Promoter. A short presentation of the riders may be organized.

6 Warm-Up

The riders will have one Warm-Up session. A maximum of 24 riders may take part in the Warm-Up.

7 Races

Each Malaysian Supermoto Series will run 2 races call Moto 1 & Moto 2. The race distance for each Moto has been indicated in Article 1. Race Organizer/Promoter has the discretion to decide the final distance for each race category.

8 Starting Order

The order in which riders take their starting grid position for Moto 1 is based on their fastest time during official qualifying practice. The results of Moto 1 will determine the riders starting grid order for Moto 2. The races must be time with the results displayed on the monitors and communicated as official.

9 Start Procedure

Start Procedure with Lights or Flag.

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting zone. However, the final decision must be made 15 minutes before the start of the warm-up laps.

The start procedure for the Races is the following:

As of 15 minutes before the start of the race:

- i. The entrance to the waiting zone is open.
- ii. The motorcycle of each rider must be placed in the waiting zone.

As of 10 minutes before the start of the race:

- i. Sound or whistle signal.
- ii. A maximum of 24 riders may leave the waiting zone to take their positions on the starting grid (4 riders per row).
- iii. The rider will ride around the track and stop at the starting grid. Engines must be dead.
- iv. Tire warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.
- v. Adjustments to the motorcycles can be made. Refuelling is forbidden.
- vi. Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of sponsor/promoter, commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

5 minutes before the start of the race laps:

- i. The entrance from the waiting zone to the starting grid is closed for motorcycles.
- ii. The entrance from the paddock to the waiting zone remains open.
- iii. The motorcycles and all the riders must be on the starting grid.
- iv. It is still possible to use tire warmers and make adjustments to the motorcycles.
- v. Refuelling remains forbidden.
- vi. No helmets are to be worn at this time.
- vii. The entrance to the waiting zone remains open.
- i. The penalty for arriving late at the starting grid is loss of starting position.
- ii. Late arriving motorcycles will be held in the waiting zone. The riders concerned must obey the instructions from the officials.

2 minutes before the start of the race:

- i. Display of the 2-minute board + sound or whistle signal.
- ii. All adjustments to the motorcycles must be completed.
- iii. The riders to wear their helmets, start their engines for the compulsory warm-up lap.
- iv. Mechanics, umbrella holders and photographers must leave the starting grid. Only riders, television crew and essential officials are allowed at the starting grid.
- v. If a rider has a mechanical problem and the motorcycle cannot be started at the starting grid, he is allowed to push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.
- vi. If the mechanic succeeds in repairing the motorcycle before the leading rider has completed the compulsory warm-up laps, the rider in question must stay in the pit lane and must start the compulsory warm-up laps from that position upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.
- vii. If the mechanics only succeeds in repairing the motorcycle after the leading rider has completed the first of the compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from the pit lane.

Procedure for the Warm-Up laps:

- i. The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the 1 compulsory warm-up lap.
- ii. If a rider stalls his engine, he must remain on the starting grid and raise his arm.
- iii. Immediately after all the riders have left for the compulsory warm-up laps, he must push his motorcycle into the pit lane or another area as ordered by the officials and under their supervision.
- iv. If he succeeds in starting the motorcycle before the leading rider has completed the compulsory warm-up laps, the rider in question will keep his position on the starting grid. However, he must wait for the orders of the Clerk of the Course to start his compulsory warm-up lap.
- v. If he only succeeds in starting the motorcycle after the leading rider has completed the first of the compulsory warm-up lap, the rider in question must go to and stay in the pit lane and must start the Race from the pit lane.
- vi. When all the riders have left the starting grid, the Clerk of the Course will give a signal and any riders whose motorcycle failed to start or whose motorcycles were late arriving at the starting grid are released to do their compulsory warm-up lap.
- vii. Start practices and unnecessary stops are not allowed during the Warm-Up laps.

At the end of the compulsory of the Warm-Up lap:

- i. The Race Director will stand at the front of the starting grid displaying a red flag.
- ii. The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.

- iii. Any rider who encounters mechanical problems during the warm-up lap may go to the repair zone and make repairs. He cannot return to the starting grid.
- iv. Marshals will display panels, at the side of the track, indicating the row of the starting grid, to assist riders in locating their position.
- v. On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.
- vi. Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.
- vii. As each row of the starting grid is completed, the marshals will lower their panel, indicating that their row is completed.
- viii. When all the panels have been lowered, the Clerk of the Course at the rear of the starting grid will raise the green flag.
- ix. If by 30 seconds all the panels have not been lowered, the Race Director may order the start of the race.
- x. Any rider arriving back from the warm-up lap after the Clerk of the Course at the rear of the starting grid has raised the green flag will be considered a "late arrival".
- xi. Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They must stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).
- xii. If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arms. It is not permitted to attempt to delay the start by any other means.
- xiii. Panels lowered cannot be raised again when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.
- xiv. Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and remove his motorcycle to the pit lane where he and/or his mechanics may make further attempts to start it. If he succeeds/they succeed in starting the engine, he must take the start from the pit lane.

15 seconds before the start:

- i. The Race Director moves to the side of the track, holding up the red flag.
- ii. If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arms. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.
- iii. If by then he has succeeds in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.
- iv. If he does not succeed in starting the motorcycle, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it. Failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then:

- i. As of then, the Race Director puts down the red flag and the start light sequence begins.
- ii. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.
- iii. Riders still in the pit lane must wait until the marshal situated at this exit, upon a signal from the Race Director/Clerk of the Course, lowers the red flag in order to authorize any riders still in the pit lane to leave.

Start Procedure with Flags

Whenever it is not possible to start the race by means of the light, flags will be used to give the start. The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

As of then:

- i. The Race Director moves to the side of the track, holding up the red flag.
- ii. If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.
- iii. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the pit lane where he and/or his mechanics may make further attempts to start it. Failure to obey the instructions of the officials may result in a penalty or disqualification.
- iv. As of then the Race Director puts down the red flag and displays the starting flag. The Race Director will lower the starting flag between the next 5 and 10 seconds upon which the Race starts.

Anticipated jump start

If the front wheel spindle of the motorcycle crosses the line which marks the front of that rider's starting position on the grid before the red light or flag goes out/up, this will be considered as an anticipated jump start. Upon recommendation of the Race Director, the rider concerned will be penalized with 10 seconds penalty which will be added to the total race time for anticipated rider.

10 Official Signals

Official start light signals (if applicable) will be given as follows:

Signal	Action
Red light, switched on At Starting grid <i>(When the red light is on, the start procedure enters its final phase)</i>	The Start will be given within the next 5 seconds
Red lights switched off At Starting grid	Start

Official flag signals shall be given by means of a flag as follows:

Signal	Action
Red Flag	Stop: Compulsory for all riders

Black flag and board with riders competition number on it	Rider in question stop racing
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Yellow flag held stationary	Danger, ride slowly with caution
Yellow flag waved	Immediate danger, no overtaking, jumping Slow down, prepare to stop
Yellow flag and red striped flag	Oil, water or other substance affecting adhesion on this section of the track
Blue flag waved <i>(Blue flag is used by supplementary flag marshals specialized for this flag only)</i>	Warning, you are about to be lapped
Green Flag	Course clear for the start of the race
National/Sponsor Flag	Start of Race
The National/Sponsor Flag will be used as the start of the race if start lights procedure is not used	
Black & White Chequered flag	End of the practice, warm-up, Race

There will be a minimum of two marshals per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety.

11 Final verification

Immediately after each race, the first 3 motorcycles **of that race** must be placed in a closed park for the technical control. The motorcycles must remain in the closed park for 20 minutes after the arrival of the winner, in case of a protest or should further examination be required.

12 Costs for a Motorcycle Control Following a Protest

The deposit of dismantling a motorcycle will be **RM500**. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

After the last control:

- i. The winning party will have its deposit reimbursed;
- ii. The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.

13 Results

The winner of a Race is the rider who crosses the finish line first. Riders still racing will then be stopped when crossing the finishing line. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line. When crossing control lines, the rider must always be in contact with the motorcycle. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner. All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps

and so on. Riders must cross the finish line within 3 minutes of the arrival of the winner, i.e. riders have 3 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance. Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

The winner of the Series is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second highest number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the last race will determine the order of placing in the final standings of the event of those riders who scored points.

The overall results will be completed with those riders who have not scored any Series Championship points. They will be ranked by adding their positions obtained in the races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider and so on. All results must be homologated by the Race Director. The results will not become official until the time limits for protests have elapsed. If a protest is lodged, the results will not become official until a decision has been taken by the sanctioning bodies. If an appeal is lodged against the decision of the Race Director, the results cannot be considered as definitive until a final decision has been taken by the sanctioning body.

14 Lap of Honour

If requested by the Promoter/Event Management, the winner of each category is expected to make a lap of honour, conditions and weather permitting.

15 Prize Giving Ceremony

The first three riders in each race category (overall standings) must take part in the official Prize-Giving Ceremony, which will be held 30 minutes after the last race of the event, conditions and time permitting. Any infraction of this rule will be penalized by the Race Director.

16 Press Conference

The first three riders in each race category and Series Championship (overall standings), and other riders invited at the discretion of the Promoter must participate in the post-race press conference if any, which must be held immediately after the Prize-Giving Ceremony, conditions and time permitting. Any infraction of this rule will be penalized by the Race Director.

17 Advertising

Advertising on racing motorcycles must abide to the following rules and regulations: The Organizer/Promoter reserves the right to remove any decals, which have not been declared at the time of submission of entry form. Any painted advertising on the racing motorcycle and embroidery or any other form of branding appearing on the racing suit and/or helmet of the rider will be treated as decal.

Decals (Advertising) in conflict with the event sponsors are allowed with the following decal charge of RM500 per entry, per bike for the following condition:

- i. Decal on bike in conflict to the Title Sponsors.
- ii. Participating motorcycles/riders registered under the team name which is in conflict with the event Title Sponsors. (Even if there is no conflict decals on the motorcycle)

The Organizer/Promoter reserves the right to remove any advertising which is considered objectionable to public taste.

Entrants and competitors who refuse to affix any decals issued by the Organizer/Promoter may be penalized and/or excluded from the race event.

All forms of new advertising decal on the racing motorcycle must obtain approval from the promoter prior to the start of each race round. Failure to do so will result in a banned penalty and/or exclusion from the race event.

Any published advertisements related to the event by the competitors/entrant/team sponsors or other interested parties must be submitted in writing to the Organizer/Promoter for approval in accordance with clause 131 of the international Sporting Code and Clause 148 of the NCR of the AAM.

The promoter reserves the right to release the intended advertisement at the latest 24 hours after the time of submission. The promoter shall not be responsible for any delay in the release of the approved advertisement should the submission be delayed. All published advertisements related to or involving the event, prior and after the event, must carry the full title. The event title must be visible and shall not be altered. The advertisement must also carry the sanctioning body AAM, FIM Asia logo and the logo of the promoter Bike Nation Motorsports Sdn Bhd and COMMA Motorsports.

Teams/Team sponsors are not allowed to display, promote and conduct sampling and sales of any products or services at the paddock area. All advertising and branding by the team sponsor are remotely on the Team/Rider's motorcycle decal, racing suit and team uniform only (Decal fees paid). All prohibited Advertising and Promotions activities include, product sampling, sale and display counters, leaflets and flyers handouts, banner display, bunting, grid and umbrella girls. Fines will be imposed for such infringement and/or exclusion and disqualification of the team from the race event.

Any Advertising and Promotions activities must be approved and be consented to by the Promoter "Bike Nation Motorsports Sdn Bhd". Should any Team/Rider breach the stated rules, a penalty fine of RM10,000.00 will be imposed and/or exclude from the race event or banned from the event.

All forms of Tobacco branding (Directly or Indirectly) is prohibited at anytime during the race event. No Conflicting sponsor's logo on racing suit, helmet, racing motorcycle is allowed unless decal fees are paid.

18 Pit/Paddock

The cleanliness and the security of their belonging in the paddock area is the responsibility of the team/rider to ensure that his/her pit crew knows that entire pit rule. No team/rider vehicles are allowed into the paddock area at all times. All team must park their vehicle at the designated parking area after unloading their respective racing motorcycle. Non competitive motorcycles are not allowed in the pit/paddock. Only team registered bikes are allowed in their respective Team tent.

19 Liability

The entrant/competitor/crew in the official meeting exonerates the AAM, MAM and FIM Asia, the promoter Bike Nation Motorsports Sdn Bhd, Comma Motorsports and Langkawi Motorsport Club, or any organizing club and their officials, their employees, officials and agents, sponsors, government of Malaysia, government agencies for any all liability for any loss, damage, injury which he/she may incur in the course of an official race meeting arising from any cause, reason, circumstances or otherwise whatsoever. The entrant/competitor/crew in the official meeting exonerates the AAM, MAM and FIM Asia, the promoter Bike Nation Motorsports Sdn Bhd, Comma Motorsports and Langkawi Motorsport Club, or any organizing club and their officials, their employees, officials and agents, sponsors, government of Malaysia, government agencies from and against any and all liability to third parties for any loss, injury, damage sustained by a racing motorcycle taking part in an official meeting or by its' accessories or other equipment during the meeting or practice, howsoever caused, either by fire, accident, theft deterioration or by any other means.

MALAYSIAN SUPERMOTO SERIES 2012



SUPPLEMENTARY REGULATIONS MALAYSIAN SUPERMOTO SERIES 2012

SANCTIONED BY:



ORGANIZED BY:



LANGKAWI MOTORSPORT CLUB

PROMOTED BY:

BIKENATION
Motorsports



**Pending AAM approval*

SUPPLEMENTARY REGULATIONS MALAYSIAN SUPERMOTO SERIES 2012

1 Title of Event

Malaysian Supermoto Series 2012
FIM Asia Supermoto Championship 2012 – Malaysia Round

2 Event Organizer

LANGKAWI MOTORSPORT CLUB

P.O. Box 142,
07000 Langkawi,
Kedah Darulaman

3 Promoter/Co Promoter

Bike Nation Motorsports Sdn Bhd

16, Jalan PJS 8/17, Dataran Mentari,
46150, Petaling Jaya,
Selangor Darul Ehsan
Tel: 5611 1188 Fax: 5611 1190

COMMA Motorsports

Km 8, Speedway PLUS Circuit,
USJ Rest & Service Area,
ELITE Highway,
47590 Subang Jaya,
Selangor Darul Ehsan
Tel: 012-4000165

4 Type of Event

Mass start road races for motorcycles.

5 Status

International.

6 Permit No

TBA

7 Jurisdiction

Held under National Competition Rules of AAM incorporating the International Sporting Code of the FIM and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organizer whether written or oral shall have the same force as these Regulations subject to the provisions of AAM NCRs.

8 Dates and venue of event

Round 1	9 September 2012	Speedway Plus circuit
Round 2	30 September 2012	Speedway Plus circuit
Round 3	18 November 2012	Speedway Plus circuit
Round 4	16 December 2012	TBA

(Round 4 – Incorporating FIM Asia Supermoto Championship 2012 – Malaysia Round)

9 Officials of the Meeting

AAM Stewards	-	TBA
Clerk of the Course	-	TBA
Deputy Clerk of the Course	-	Badruzaman Alias
Secretary of the Meet	-	Afiza Zawawi
Chief Medical Officer	-	Dr. Mahendra
Chief Scrutineer	-	Abd Razak Saie
Chief Course Marshal	-	Taufik Idris
Chief Grid/Pit	-	Alia Hamat
Chief Starter/Finisher	-	Aziz
Chief Paddock Marshal	-	Husaidi Husin

10 Eligibility of Competitors

- A) Competitors in possession of a valid National Competition License issued by the Automobile Association of Malaysia (AAM).
- B) Competitors in possession of a valid National Competition License issued by the Motorsport Association of Malaysia (MAM).
- C) International Competitors in possession of valid National Competition License issued by their respective ASN, accompanied by an approval letter for the same to participate in the event.

Competitors taking part in S1 or S2 are not eligible to take part in any other categories.

11 Eligible Motorcycles (4 stroke motorcycles only)

S1 Open – Unlimited Supermoto up to 700cc
S2 Open – Unlimited Supermoto up to 250cc
S3 Open – Unlimited Supermoto up to 700cc – Veteran (45 years and above)
S4 Production Supermoto Unlimited up to 200cc
Kawasaki D Tracker – Limited 150cc
Kawasaki KSR – Unlimited 110cc & Production limited 110cc

Note:

- i. *Unlimited – Full modifications are allowed but limited to specified engine capacity.*
- ii. **S4 Production Supermoto Unlimited up to 200cc & Kawasaki KSR Unlimited 110cc - Full modifications are allowed not specific to engine capacity.**
- iii. *Limited – Only modifications to exhaust system and chain sprocket are allowed. Rims should be standard OE.*

12 Entries

Entries will open 1 month before the event. The entry will close 1 week before the event. Late entries will be accepted with additional penalty of RM100. The Organizer may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organizer, the entry fee will be refunded in full. The maximum number of entries per category is 24.

Entry fees are as follows: -

Team Entry

Entry fee for all categories is RM300 per entry.

Privateer Entry Fees

S1	RM200 per entry	
S2	RM200 per entry	
S3	RM150 per entry	
S4	RM150 per entry	
Kawasaki D Tracker	RM150 per entry	
Kawasaki KSR	– Unlimited 110cc	RM150 per entry
	– Production limited 110cc	RM150 per entry

The additional fees for team entry:

Decal fees per machine	RM500/per race
Team Award	RM500/per season

13 Team Entrant License

Teams who wish to register their entries must submit their team entrant license issued by AAM/MAM. Each registered team is allowed to register 6 riders per team across all classes.

The team manager MUST furnish together a "Certified True Copy" of the team's rider contract as a proof.

If a team registered less than 6 riders and wish to add another rider in the mid season, the team must inform the Organizer at a minimum of three working days in advance in writing together with the rider's contract.

An administration fee of RM200 per rider should the team submit more than 6 riders under one Team Entrant license.

Each team is allowed to list maximum 3 riders on each category.

14 Riders' Briefing

It is compulsory for all riders to attend the Riders' briefing for the event. The Clerk of the Course reserves the right to organize a special riders' briefing in addition to the compulsory briefing.

Riders below **18 years of age** must be accompanied by the parents or legal guardian for the briefing.

15 Scrutineering

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 safety scrutineering.

Each rider accepted for the Championship will be allocated a specific starting number which will be valid for the Championship. In general, the starting numbers will be based on the first come first serve.

All motorcycles will be issued with an “OK” sticker by the Scrutineer once the scrutineering has been successfully completed.

Throughout the entire duration of the event, the motorcycles must comply with the Technical Regulations in all points. Any motorcycle after having passed scrutineering that is damaged during the race, must be re-presented to the Scrutineer after repair and approved in order to be allowed to continue to race.

Protest time is 30 minutes from posting of provisional race results. The Organizer reserves the right to strip any motorcycle after the race at the cost of the Team or privateer.

16 Method of Start

Riders will be released with the use of a flag off. Position on the starting line for Moto 1 will be based on fastest time by riders in Qualifying. Position on the starting line for Moto 2 and will be based on the finishing position of the Moto 1.

17 Finisher

To qualify as a finisher, a rider must take the chequered flag within 2 minutes of the winner taking the chequered flag and covered 75% of laps done by the winner.

18 Point Score

Points will be awarded to riders in each Championship Race according to the following points scale as below.

Points Award

<i>Position</i>	<i>Points</i>	<i>Position</i>	<i>Points</i>
<i>1st</i>	25	<i>11th</i>	10
<i>2nd</i>	22	<i>12th</i>	9
<i>3rd</i>	20	<i>13th</i>	8
<i>4th</i>	18	<i>14th</i>	7
<i>5th</i>	16	<i>15th</i>	6
<i>6th</i>	15	<i>16th</i>	5
<i>7th</i>	14	<i>17th</i>	4
<i>8th</i>	13	<i>18th</i>	3
<i>9th</i>	12	<i>19th</i>	2
<i>10th</i>	11	<i>20th</i>	1

The combination of points from Moto1 and Moto 2 will determined the final positions. In the event of a tie in the number points, the final position will be decided by the best place finish in the Moto 2.

Points will be awarded only in the final event for the day for the Championship award. The total points from the highest 4 rounds scoring of the 4 rounds Championship in every categories will be used for the final placing in the Championship.

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 a tie, then the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

Point for each team is taken from their top rider placing in each category.

19 Awards

Trophies and Prize Money for each final round will be given as follows:

Trophy - Trophies will be given for 1st to 5th place for all categories.

Prize Money - Will be given as follows:

Race Winner

Position	S1	S2	S3	S4
1st	RM 1,000.00	RM 800.00	RM 400.00	RM 700.00
2nd	RM 800.00	RM 600.00	RM 350.00	RM 500.00
3rd	RM 600.00	RM 500.00	RM 300.00	RM 400.00
4th	RM 400.00	RM 400.00	RM 250.00	RM 300.00
5th	RM 300.00	RM 300.00	RM 200.00	RM 200.00
6th	RM 200.00	RM 200.00	RM 150.00	RM 150.00
7th	RM 150.00	RM 150.00	RM 150.00	RM 150.00
8th	RM 150.00	RM 150.00	RM 150.00	RM 150.00

For Category S1, S2, S3 & S4

More than 18 participants – Prize Money for 1st – 8th

10 to 18 participants – Prize Money for 1st – 5th

Less than 10 participants – Prize Money for 1st – 3rd

Race Winner

Position	DT150L	K110U	K110L
1st	RM 400.00	RM 400.00	RM 400.00
2nd	RM 350.00	RM 300.00	RM 300.00
3rd	RM 300.00	RM 250.00	RM 250.00
4th	RM 250.00	RM 200.00	RM 200.00
5th	RM 200.00	RM 150.00	RM 150.00
6th	RM 150.00		
7th	RM 150.00		
8th	RM 150.00		

For Category D-Tracker 150 Limited (DT150L)

– Prize Money for 1st – 8th

For Category KSR 110 Unlimited (K110U) & KSR 110 Limited (K110L)

– Prize Money for 1st – 5th

Overall Championship Winner

Position	S1	S2	S3	S4
1st	RM 2,000.00	RM 1,800.00	RM 1,000.00	RM 1,500.00
2nd	RM 1,500.00	RM 1,200.00	RM 700.00	RM 1,000.00
3rd	RM 1,000.00	RM 800.00	RM 500.00	RM 600.00
4th	RM 800.00	RM 500.00	RM 400.00	RM 400.00
5th	RM 500.00	RM 300.00	RM 250.00	RM 200.00

Position	DT150L	K110U	K110L
1st	RM 1,500.00	RM 1,000.00	RM 1,000.00
2nd	RM 1,000.00	RM 800.00	RM 800.00
3rd	RM 500.00	RM 500.00	RM 500.00

Trophy and Prize Money for the Championship Winner will be given as above.

Overall Team Winner

Position	S1	S2	S3	S4
1st	RM 3,000.00	RM 3,000.00	RM 3,000.00	RM 3,000.00
2nd	RM 2,000.00	RM 2,000.00	RM 2,000.00	RM 2,000.00
3rd	RM 1,000.00	RM 1,000.00	RM 1,000.00	RM 1,000.00

Position	DT150L	K110U	K110L
1st	RM 3,000.00	RM 3,000.00	RM 3,000.00
2nd	RM 2,000.00	RM 2,000.00	RM 2,000.00
3rd	RM 1,000.00	RM 1,000.00	RM 1,000.00

*Trophy & Prize Money for Overall Team Winner will be given for all categories.
If there are less than 5 teams participating in the category, only trophies will be presented.*

20 Outside Assistance

Any outside assistance on the track is strictly forbidden unless it is carried out by a marshal in the interest of safety. The penalty for violating this rule is rider may be excluded from the race.

21 Protest and Appeal

Any protest must be made in accordance with the NCR Part X and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards of the Meet. Protest time limit is within 30 minutes after the publication of result.

Protest Fee	RM 500.00
Protest Against Eligibility	RM 500.00 plus RM 500.00 deposit for dismantling
Appeal Fee	RM 2,500.00 plus RM 500.00 deposit for dismantling

All fees shall be in cash (Ringgit Malaysia).

22 Posting of Results

Results of each race will be announced over the public address system as soon as possible after such race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.

23 Insurance

The event will be covered by Public Liability Insurance coverage arranged by the Organizer.

24 Organizer's / Promoter's Rights

The Organizer/Promoter may abandon, cancel or postpone the competition due to not receiving more than 6 entries in each category or any unforeseen

circumstances. Should there be less than 6 entries in any one category the race will be amalgamated, with another to form a grid. Distribute awards at their discretion due to any unforeseen circumstances. Exclude any vehicle whose appearance, condition or performance is not of a standard or appropriate for the competition. Refuse any entry without giving reason unless the competitor has scored points in previous rounds.

The Clerk of the Course has the right to stop a race or practise immediately due to any unavoidable circumstances. The Organizer/Promoter reserves the right to cancel or postpone and event due to force majeure.

25 Interpretation of Regulations

Only the Clerk of the Course can give binding information about the event and or in his absence, his deputy. In the case of any dispute, the interpretation of this Sporting & Technical regulation and the Additional Supplementary Regulations is up to the Clerk of the Course.

The Organizer/Promoter 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.

25 Instructions and Communications to Competitors

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.

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.

26 Programme of the Meeting:

As per Appendix-A.

Date Issued: 15th August 2012

MALAYSIAN SUPERMOTO SERIES 2012



TECHNICAL REGULATIONS MALAYSIAN SUPERMOTO SERIES 2012

SANCTIONED BY:



ORGANIZED BY:



PROMOTED BY:

BIKENATION
Motorsports



*Pending AAM approval

SECTION II: TECHNICAL REGULATIONS

MALAYSIAN SUPERMOTO SERIES 2012

GENERAL REGULATIONS

1 General

Any supermotard/motocross original production machine with the stated capacity is eligible for entry.

Displacement capacities:

S1 Open – Unlimited Supermoto up to 700cc

S2 Open – Unlimited Supermoto up to 250cc

S3 Open – Unlimited Supermoto up to 700cc

S4 Production Supermoto Unlimited up to 200cc not subject to rim size

Kawasaki D Tracker – Limited 150cc

Kawasaki KSR – Unlimited 110cc & Production Limited 110cc

Bikes must be in original showroom condition in every detail. Only changes stated in "Specific Modifications" will be allowed. Everything that is not authorized and prescribed in these rules is strictly forbidden and may merit exclusion. Only 4 stroke motorcycles are eligible.

2 Competition Numbers

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

- i. One on the front, either in the centre of the fairing/number plate or slightly off to one side;
- ii. One on each side of the motorcycle. These numbers must have the same size as the front numbers.

Title sponsor logo must be affixed on top of competition numbers, compulsory to affix to race bike.

Organizer will supply decals with title sponsor logo and competition numbers

3 Decals

It is compulsory to affix event sponsor decals on the race bike, if the competitor refuses to affix sponsor decals to his race bike will not be allowed to participate in the race event. The number of sponsor decals to be affixed to each race bike is up to the discretion of the promoter. Conflicting logos of title sponsor or sponsors are not permitted unless decals fees have been paid.

4 Carburetion Instruments

2.4.1 The original carburettor of all race bikes for S1, S2, S3 and S4 may be internally modified

2.4.2 Kawasaki D Tracker and Kawasaki KSR Production Limited carburettor must remain standard without any internal modifications.

5 Fuel

A fuel station will be nominated and only fuel from that station will be allowed to be used.

SPECIFIC MODIFICATIONS

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

6 Frame Body and Rear Sub Frame

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount). Nothing can be added by welding or removed by machining from the frame body. Engine mounting brackets or plates must remain as originally produced by the manufacturer.

7 Front & Rear Forks

The original front forks may be internally modified. The fork caps may be modified or changed to add spring preload/compression adjusters. Dust seals can be modified, changed or removed providing the fork remains totally oil-sealed. The upper and lower fork clamps must remain as originally produced by the manufacture

8 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.

9 Wheels & Tyres

Minimum 17 inches wheels are allowed for S1, S2, S3 and S4. It will be a maximum of 3.5 inches width for front wheel and 5 inches width for rear wheels for S1, S2, S3 and S4. Only tyres declared by the Organizer/Promoter are permitted. The same set of tyres must be used for both Moto 1 and Moto 2 in each race. **No Slick, Cut Slick or Wet Tyres** are allowed for all race categories. At any time, the Organizer/Promoter can of the Malaysian Supermoto Series 2012 change tyre rules/specifications to "One Brand Tyre" race event.

10 Brakes

Brake pad materials are free. The front and rear brake calliper may be changed. The front and rear hydraulic brake also may be changed. The split of the front brake cables for both front brake callipers must be made above the lower fork bridge. Front and rear brake pads may be changed. Brake pad locking pins may be modified.

11 Foot Rest/Foot Controls

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

12 Handle Bars and Hand Controls

Handle bars and hand controls may be replaced or relocated. Throttle assembly and associated cables may be modified or replaced. Clutch and brake lever may be exchanged. An adjuster to the brake lever is allowed. Switches can be changed

but electric starter switch (if applies) and engine stop switch must be located on the handle bars.

13 Body Work

The body work may be replaced but must appear to as original equipment. Overall size and dimensions must remain the same as originally produced by manufacturer. The original combination instrument brackets may be replaced. Front mudguards may be replaced with a cosmetic duplicate of the original part.

14 Fuel Tank

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

15 Wiring Harness

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. The wiring loom and ignition lock may be relocated or replaced. Cutting the wiring harness is not allowed.

16 Radiator

Radiator cap is free. Radiators are free.

17 Airbox

The air box is free. The air filter element may be modified or replaced.

18 Fuel Injection System

Modifications are allowed. Modifications of fuel pump or pressure regulator are allowed.

19 Cylinder Head

The cylinder head gasket is free.

20 Transmission/Gearbox

Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified.

21 Ignition/Engine Control System (ECU)

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

22 Exhaust System

Exhaust pipes and silencers may be modified or changed.

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

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

- vi. Instrument, instrument brackets and associated cables also can be replaced.

24 The following items MAY BE Removed

- i. Tachometer & Speedometer may be removed.
- ii. The chain guard also may be removed as long as it is not incorporated in the rear fender.
- iii. The bolt on accessories on a rear sub frame.

25 The following items MUST BE Removed

- i. Headlamp, rear lamp and turn signal indicators. Openings must be covered.
- ii. Rear-view mirrors & horn, licence plate bracket and tools box.
- iii. Helmet hooks and luggage carrier hooks.
- iv. Passenger foot rests and passenger grab rails.
- v. Safety bar, centre and side stands.

26 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.

27 S4 Production Supermoto Unlimited up to 200cc & Kawasaki KSR – Unlimited 110cc

- i. Full modifications are allowed not specific to engine capacity.

28 One Make Race Kawasaki D Tracker & KSR Production Limited 110cc

- i. No engine modifications allowed except for exhaust system and chain sprockets.
- ii. For safety reasons items indicated in Article 25 must be removed.
- iv. Wheels and tyre size must remain standard OE, tyres may be changed.

MALAYSIAN SUPERMOTO SERIES 2012



RIDER & TEAM REFERENCES MALAYSIAN SUPERMOTO SERIES 2012

SANCTIONED BY:



ORGANIZED BY:



PROMOTED BY:



*Pending AAM approval

SECTION III: RIDER & TEAM REFERENCES

MALAYSIAN SUPERMOTO SERIES 2012

1 Licenses

Participation in the Malaysia Supermoto Series is restricted to the holders of a valid competition AAM/MAM license. International participants who hold valid national competition license issued by their respective ASN accompanied with an approval letter by their ASN or recognised body affiliated to FIM Asia. Malaysian riders with valid competition AAM/MAM license can participate in the Malaysian Round of the FIM Asia Championship.

2 Age of Riders

Licenses for riders are issued for the Malaysian Supermoto Series only when the minimum age has been attained – **Malaysian Supermoto Series 2012: 13 years.**

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of **60 years.**

For S3 Category – Veteran, rider eligible will be 45 years and above. However, riders who attain the age during the calendar year 01/01/12-31/12/12 shall be eligible.

3 Rider Apparel

It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection from neck down.

The following apparel must be worn by riders in all events:

- i. Helmets must be in accordance with the Malaysian Supermoto Series Regulations. Helmets must be marked with one of the official international standard marks mentioned in the Malaysian Supermoto Series. Long hair must be contained within the helmet.
- ii. Eye protection must be in accordance with the Malaysian Supermoto Series Regulations and must be worn at the times at the start of each practice, qualifying or race.
- iii. Riders must wear complete leathers and/or cordura and/or motocross apparels with additional padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.
- iv. Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
- v. Riders must also wear leathers or motocross gloves which provide complete protection to the hands.
- vi. The use of a back protector is highly recommended.
- i. Only riding boots, either road racing or Motocross is permitted.

4 Starting Numbers

Every rider participating in the Malaysian Supermoto Series will be allocated a permanent starting number for the season by the organizer. Riders may choose their own starting number based on first come first serve basis and subject to organizer approval and availability. No "1" is not allowed to be used as it is reserved for the champion of previous year. All number plates must carry the titles sponsor logo on each side of the bike at all times.