PETRONAS CubPrix®

MAM Malaysian Cub Prix Championship
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REGULATIONS 2026

Sanctioned by:

MAM MOTORSPORTS ASSOCIATION OF MALAYSIA

Organized by:

Promoted by:

SAM SDN. BHD.

Please read these regulations carefully to ensure that your entry is not liable for disqualification or declared null and void.

PETRONAS MALAYSIAN CUB PRIX CHAMPIONSHIP

REGULATIONS 2026

This code (hereinafter collectively referred to as the "Regulations") has been issued on 01.03.2025. Successive editions can be printed for supplementing and/or amending. The new ediions will be numbered (2nd edition, 3rd edition, etc.) dated and issued to all relevant bodies.

EDITION 2026

YEAR 2026		
Edition	**Applicable as from**	**Modified Paragraphs /Articles No**
1	30.03.2026	**SPORTING REGULATIONS**
		Art 1.10.2; Art 1.10; Art 1.13.13; Art 1.14.5;
		Art 1.34.28;
		TECHNICAL REGULATIONS
		Art 2.1.1; Art 2.1.3.2.1.2; Art 2.1.7.5.3; Art 2.1.7.5.4;
		Art 2.1.9.1.3; Art 2.1.9.1.4; Art 2.1.9.1.5;
		Art 2.1.10.2; Art 2.1.10.3; Art 2.1.10.4; Art 2.1.10.6;
		Art 2.1.12.2; Art 2.1.12.5; Art 2.1.12.5.1.2;
		Art 2.1.13.1.1; Art 2.1.15.3; Art 2.1.16.12;
		Art 2.1.19.2; Art 2.1.22; Art 2.1.23.3;Art 2.1.24;
		Art 2.1.25.4; Art 2.1.35.1; Art 2.1.38.5;
		Art 2.1.43.1; Art 2.1.43.1.1; Art 2.1.43.1.2;
		Art 2.1.43.1.3; Art 2.1.43.1.4; Art 2.1.43.1.5;
		Art 2.1.43.1.6; Art 2.1.43.1.7; Art 2.1.43.1.8;
		Art 2.1.43.2; Art 2.1.43.2.1; Art 2.1.43.2.2;
		Art 2.1.43.2.2.2; Art 2.1.43.2.3.2;
		Art 2.2.3.1.2; Art 2.2.6.5.1; Art 2.2.7.1; Art 2.2.7.1.1; Art 2.2.7.1.2; Art 2.2.23.4;
		Art 2.3.6.4.2; Art 2.3.6.5.1; Art 2.3.6.7; Art 2.3.6.8;
		Art 2.3.6.9; Art 2.3.6.9.1;
		Art 2.3.7.1; Art 2.3.7.1.1; Art 2.3.7.1.2; Art 2.2.23.3;
		Art 2.4.1; Art 2.4.10.1; Art 2.4.10.2; Art 2.4.10.3;
		Art 2.4.12€; Art 2.4.22.5;

Articles amended for the season 2026 are in bold type
Articles amended during the season are in bold and red type

APPLICABLE TO RACE MEETING HELD AT STREET/CIRCUIT RACES.

NAME OF EVENT : PETRONAS MAM Malaysian Cub Prix Championship 2026

ORGANISERS : Kelab Sukan Motor Pulau Pinang (PMSC)
No.10 York Road,
10450 Pulau Pinang, Malaysia.
Tel. : 604-226 0355
Fax. : 604-226 2059

EVENT PROMOTER : Safe Aim Mutual Sdn Bhd (SAM) (45824-D)
Lot.12, Jalan 9/7, Seksyen 9,
Kawasan Perusahaan, Bandar Baru Bangi,
43650 Bangi, Selangor.
Tel. : 603-8733 8787
Fax. : 603-8926 1122

SANCTIONED BY : Motorsports Association of Malaysia (MAM)
The Nizra Building,
Level 2, The Nizra Building.
8, Jalan Seri Penchala,
Kampung Sungai Penchala,
60000 Kuala Lumpur,
Malaysia.
Tel : +6016-213 8766

TYPE OF EVENT : Mass start road races for motorcycles

STATUS : "National Meeting" competition inscribe with the Motorsposts Association of Malaysia (MAM)

ELIGIBILITY OF COMPETITORS : This Championship is open only to Malaysian riders who must be a holder of Malaysian National Competition licence.

JURISDICTION : This meeting is held under the MAM National Competition Rules (NCR) including its appendices.. The Supplementary Regulations and Standing Regulations issued by the organiser with written, shall have the same force as these Regulations subject to the provisions of the NCR.

EVENT PERMIT & PERMIT NUMBER: The Organising Permit shall be issued by MAM

DATES & VENUE : Dates and Venus mentioned here are provisional and subject to changes. Any changes, including postponement, abandonment, cancellation of any round or changes of dates & venue shall be in accordance to the relevant provisions in the NCR and will be informed 2 weeks prior to the event.

DATES & VENUE

Round	Date	Venue
Round 1	25th & 26th April	TANGKAK, JOHOR
Round 2	23rd & 24th May	PETRONAS SEPANG INT. CIRCUIT (NORTH)
Round 3	27th & 28th June	JEMPOL, N.SEMBILAN
Round 4	15th & 16th Aug	BATU KAWAN, PULAU PINANG
Round 5	28th & 29th Aug	MOTORSPORT CIRCUIT, TERENGGANU
Round 6	3rd & 4th Oct	LYL INT. KARTING CIRCUIT. SELANGOR.
Round 7	17th & 18th Oct	PETRONAS SEPANG INT, CIRCUIT (SOUTH)
Round 8	21st & 22nd Nov	MEDINI ISKANDAR, JOHOR

* Dates and Venues mentioned here are provisional and subject to changes. Any changes of dates & venues will be informed 2 weeks prior to the event

REGULATIONS AMENDMENTS TO THE MAM MALAYSIAN CUB PRIX CHAMPIONSHIP. (HEREINAFTER COLLECTIVELY REFERRED TO "REGULATIONS")

The Penang Motor Sports Club (PMSC), the MAM Malaysian Cub Prix (MCP) are the Permanent Bureau, may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the printed versions are completed will be make electronically, and the on-line versions will be the prevailing versions.
The Permanent Bureau consists of:

- One Representative of Penang Motor Sports Club (PMSC)
- One Representative of Safe Aim Mutual (SAM)

Which shall meet on a regular basis to discuss and decide on all issues of the MCP pertinent to the respective interests of the members.

The procedures of the calling of meetings of the Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by both members from time to time.

The decision from thee meetings of permanent bureau on the regulations upon commencement of the season shall be subject to MAM's final approval.

GENERAL UNDERTAKINGS AND CONDITIONS

These Regulations derogate and supersede all and other previous regulations in place before the date of publication of these regulations.

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the MAM Malaysian Cub Prix Championship (hereinafter collectively referred to as the "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the ;provisions of:-

- SPORTING REGULATIONS
- TECHNICAL REGULATIONS

As supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations"). All the persons mentioned above may be penalized in accordance with the provisions of the regulations. Whilst the regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail. .

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team. All persons concerned in any way with an entered machine or present in any capacity whatsoever in the :Paddock, Pit, Pit lane or Track, must wear an appropriate pass at all times during the Event.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

1.1.1 A series of motorcycle races counting toward the Championship for Riders and Teams will be organized.

1.2 EVENTS

1.2.1 The event shall be deemed to commence at the scheduled time for technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of the protest and the time at which technical or sporting verifications have been concluded, whichever is the latest. The race control must remain operative with all equipment in place until the end of the period
provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and MAM Stewards during that period.

1.2.2 Events must be staged on race circuits or temporary street circuits that have been approved by MAM for the Championship.

1.2.3 Events must not include any other races except for Manufacturer Scholarship classes approved by the PMSC and SAM

1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the vent, including "demonstrations", displays or the such like must receive prior approval from MAM

1.2.5 Organisers will be PMSC nominated by SAM.

1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.7 Rights of the Organiser(PMSC)/ Promoters (SAM)

1.2.7.1 Reserves the right to change the dates and times of the race, postpone, abandon and cancel a meeting or part thereof.
Competitors, entrants or any organization will have no right to claim against for any expenses incurred or losses suffered through the exercising of these rights by the organisers.

1.2.7.2 Reserve the right to use photos of rider/team/umbrella girl for promotion of the event. This right includes merchandise etc.

1.2.7.3 All winners must also attend the official press conferences and media interviews organised by the promoter. Team managers/owners/riders must also make themselves available during media event when invited.

1.2.7.4 Any Team that is contracted to the promoters must attend for all rounds.
Should the team decided to part away midway through the season for any reason, the team will be penalised with disqualification or fine or withdrawing of the championship points of its riders. Where it is applicable.

1.2..8 LIABILITY

1.2.8.1 The entrant/competitor/crew in an official meeting exonerates the MAM, the promoter, Safe Aim Mutual Sdn Bhd, Penang Motor Sports Club or any organising club and their officials, their employees and officers and agents, sponsors, government of Malaysia, government agencies from any and all liability for any loss, damage, injury which he/she may incur in the course of an official meeting arising from any cause, reason, circumstances or otherwise whatsoever.

1.2.8.2 The entrant/competitor undertake to identify and hold harmless exonerate the MAM, the promoter, Safe Aim Mutual Sdn Bhd, organising club and their officials, their employees and officers 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 it accessories or other equipment during the meeting or practice, howsoever caused, either by fire, accident, theft deterioration or by any other means.

1.2.9 INSURANCE

1.2.9.1 Public Liability insurance will be provided by the promoters

1.2.9.2 The insurance DOES NOT cover mechanics and staffs/crews of the teams/participants.

1.3 PIT/PADDOCK

1.3.1 The Pit/Paddock and all other facilities should be available to teams atleast on the friday prior to a sunday race.

1.3.2 When the Pit/Paddock is occupied there must be an adequate medical and fire fighting service available.

1.3.3 The cleanliness and the security of teams belonging in the paddock area is the responsibility of the team,rider and crew.

1.3.4 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.

1.3.5 Non competing motorcycles are not allowed in the pit/paddock. Only Team registered bikes are allowed in their respective Team tent.

1.3.6 No smoking and vaping is allowed in the pits/paddock area.

1.3.7 Children below 12 years old are strictly prohibited to be in the pit /paddock area at all time. If a child is found to affiliated to any team or rider then the team or rider will be penalised with a fine of minimum RM1,000 and will be excluded from that particular round. There will no appeal on this matter.

1.3.8 Pit/Paddock will be open daily between 07.00am till 19.30pm during race weekend.

1.3.9 All repairs and adjustment to the machine during the races must be performed in the specific area designated at the paddock and must empty the paddock not later than 8:00 pm for security reasons.

1.3.10 It is the responsibility of each competitor/ team manager to ensure that his pit crew knows all pit rules. Riders shall enter the paddock from designated entrance and the engine MUST be switched off at the entrance point. The rider then must push their motorcycle from the pit entrance to their respective pit / paddock.

1.3.11 Any rider caught riding recklessly in the pits and paddock/promo area may be excluded from the event.

1.3.12 Contracted teams to the Championship is entitled to an exclusive team tents at the paddock, unless for events held at proper circuit whereby individual pits will be allocated. Each team is entitled to a maximum of 2 (two) tents if the team has 3 (three) or more entries. In the event where a registered team(s) or rider(s) do not require or do not have a team tent, they can share the generic (unbranded) tents provided by the promoter.
However, there shall not be any exclusivity by barricading or demarcating of these tents. This tent cannot be exclusively used by any teams or privateers.

1.3.13 Riders/Teams whom do not have a sponsored branded tentage(paddock), whom based under the common tents provided by the promoter, do not have the rights to demarcate an area for themselves, and cannot display any banners or streamers under the tent.

1.3.14 Teams/ Team's 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 sponsors are remotely on the Team/Rider's motorcycle decal, racing suit and Team uniform only (with exception to Contracted Team with Branded Tent). All prohibited Advertising and Promotions activities includes, product sampling, sale and display counters, leaflets and flyers handouts, banners display, Grid and Umbrella girls. A minimum Fine of RM2000 will be imposed for such infringement and/or exclusion and disqualification of the team from the event

1.4 OFFICIALS

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

1.4.1 **Permanent Officials**

All permanent officials shall be approved for the Championship by the MAM

The following officials will be appointed to perform supervisory and executive roles.

Officials will be expected to be present at each event, unless decided otherwise by MAM.

Race Director.

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director has no competence for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the Race Director.
The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations
- The stopping of practice or the race in accordance with the Sporting Regulation if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- The starting procedure.
- The use of medical cars/fast interventions vehicles.

Technical Director.
Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Director has the power to disallow the use of any parts based on safety concerns at his sole judgement and discretion. The Technical Director may from time to time issue and update general design guidelines which are considered as part of the technical regulations.

Medical Director.
Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.

Safety Officer.
Responsible for the supervision of all aspects of track safety.

Clerk of the Course.
Ensuring that the circuit is suitably prepared for and maintained during the event and that all legal requirements applicable for the running of the event have been complied with. Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (ie: marshals, doctors, ambulances, flags, etc) alongside the Circuit no later than 30 minutes prior to the beginning of All practice sessions and warm ups. The Race Director, the Safety Officer the Clerk of the Course and the Medical Director will; make the final inspection prior to the beginning of the all practice sessions and warm ups.
During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested Championship Steward Taking decisions to ensure the smooth and efficient running of the event.
Ensuring that the Event is run within the Regulations.
Notification of protests to the Race Direction.

Immediate approval and signature with time of provisional results (practices, superpoles, warm ups, starting grids and races) and presentation of reports to the Championship Steward.

Secretary of the Meet.
During the event effecting communications between the various officials.
Shall be responsible for all administrative paperwork prior to the event including acceptance of entries etc.
Shall be responsible for the competitors 'signing-on' sheet including examining of licences, etc.
Providing secretarial support to the MCP Stewards Panel, the Race Direction and Clerk Of Course.

Other Officials
Marshals, Technical Scrutineer, Security Personnel, Medical Staff etc as required for the efficient running of the event. All communications between the individual Event Officials must be made via the relevant Permanent Officials.

1.4.2 **The Race Direction**
The Race Direction shall be appointed for the Championship by the Permanent Bureau.

1.4.3 **The MCP Stewards**
With the exception of the Club Steward, 2 (two) of the MCP Stewards shall be appointed by MAM.
The Championship Steward shall be the Chairperson of the MCP Steward Panel.

1.5 RACE MANAGEMENT

1.5.1 The management of the race will be carried out by the Championship Steward which will compromise the following delegates:

- Championship Steward – who will chair the meetings.
- One MAM Steward appointed by MAM.
- The Promoter Delegate appointed by SAM
- The Race Director
- The Technical Director
- The Clerk of Course
- The Safety Officer
- The Medical Director
- The Secretary of the Event

1.5.2 To ensure the smooth and efficient running of the event.
To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations.
To report to the Race Direction any infringements of the Regulations.

1.5.3 The Management will meet at any time required during the event, but at least:
Prior to the first practice session.
At the end of each practice day.
At the end of the event.

1.5.4 The MCP Rider Representative and Representative of the Track are advise to attend the Race Management meetings.
The Championship Steward may also invite the participation of Officials or other persons to assist in the Meetings.

1.5.5 The duties of the Race Management
To receive reports from the various Officials concerning scrutineering, practice and races.
To make recommendations to the Organiser to improve the smooth and efficient running of the event.

1.6 RACE DIRECTION

1.6.1 The Race Direction will comprise the following persons:
The Race Director – who will chair the Meetings
The SAM Representative
The Safety Officer
The Clerk of Course

1.6.2 The quorum for the Meeting of the Race Direction is two persons.

1.6.3 Each Member has one vote. Decisions are based on a simple majority.

1.6.4 The Race Direction will meet at any time required during the event.

1.6.5 The duties of the Race Direction are:

a) To take decision as provided in the Regulations.
b) To impose penalties for any infringements of the Regulations.
c) A change in conduct and/or format of the race and/or practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases such decision may prevail over specific provisions of Regulations.
d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even crate-pre-race Regulations. However such actions may only be taken within the limits set out by Regulations.
f) To adjudicate on any protest relating to infringements of the Regulations.

1.7 THE MCP STEWARDS PANEL

1.7.1 There will be a panel of 3 (three) Stewards for all MCP rounds.
The Panel will comprise the following persons:

- Championship Steward (appointed by MAM)
- 2nd Steward - (appointed by MAM)
- Club Steward - (appointed by PMSC)

1.7.2 The Championship Steward and other Stewards are responsible for enforcing the Regulations

1.7.3 The Stewards Panel have no Executive role in the running of the event, except for the adjudication of appeal as per Art. 1.7.5

1.7.4 The Stewards Panel will meet at any time required during the event.

1.7.5 The Stewards Panel is responsible for:

a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.

b) Adjudicating on any appeal against the decisions of the Race Direction.

1.7.6 All the decisions of the Stewards Panel must be communicated in writing to the Race Direction and all affected parties.

1.8 THE MCP RIDER REPRESENTATIVE

1.8.1 The MCP Rider Representative shall be appointed for the Championship by the Permanent Bureau.

1.8.2 THE MCP Rider Representative have no Executive role in the running of the event.

1.8.3 The MCP Rider Representative will represent on behalf of all MCP Riders during race events.

1.8.4 The MCP Rider Representative responsibilities are :

- To ensure all riders have the appropriate Licences and Insurances
- To advise all riders to understand and to obey MCP regulations
- To receive feedback or request from any riders on any matters arising on Sporting Regulations.
- To inform Race Management or Race Direction any riders feedback or request.

1.9 THE CALENDAR

1.9.1 The provisional calendar of races counting for the Championships will be in principle, published by no later than 30th December of the preceding year

1.9.2 The Permanent Bureau reserves the right to propose the inclusion, substitution or cancellation of events in the provisional calendar, which shall be subjected to final approval of MAM.

1.10 CLASSES

1.10.1 Main Classes will be for the following categories:

• CP150	136cc to 150cc	Underbone	4 stroke
• CP125	105cc to 130cc	Underbone	4 stroke
• WIRA	105cc to 125cc	Underbone	4 stroke
• PRO AM CUP	136cc to 150cc	Underbone	4 stroke

1.10.2 Manufacturer Scholarship Classes By Hong Leong Yamaha & Boon Siew Honda

- **135LC YAMAHA PETRONAS SUPER SERIES.**
- HONDA RSX CHALLENGE by Boon Siew Honda.

1.10.3 Technical Regulations governing the four main classes are provided under chapter 2 of the Regulations.

1.10.4 Manufacturer Scholarship Classes Technical Regulations will be in accordance to each manufacturer motorcycle specification.

1.11 ENTRIES

1.11.1 The Permanent Bureau having regard to the suitability of the vehicles and the competitors will consider all entries received. The Permanent Bureau may refuse an entry or vehicle or competitor without assigning a reason and the decision is final. The entry fee will be refunded to a non-accepted entry.

1.11.2 Entries open forthwith and will close 7 (seven) days prior to the event day. In any case, when a maximum of 48 entries for each Class has been received, entries will be closed and additional entries will only be accepted upon the decision of the Permanent Bureau.

1.11.3 Late entries up to signing-in time may be accepted (please refer Art 1.12 Entry Fee). Once an entry has been accepted, no change may be accepted except in writing to the Race Direction, The Permanent Bureau reserves the right to refuse any late entries. If the late entry has been rejected, the entry fee will be refunded in full.

1.11.4 A rider shall be deemed to have taken part in the event (round) when he enters the race in at least one session of practice or warm up and will be allowed to start the race. A rider shall be deemed to have started a race when he/she starts the race on the first lap.

1.12 ENTRIES FEE

Class	Early Registration (before closing date)	Entry Fee Per Round
CP150	N/A	RM400.00
CP125	N/A	RM350.00
WIRA	N/A	RM250.00
PRO-AM CUP	RM2,500.00 (FOR 8 ROUNDS)	RM350.00
One make Race	RM5,500.00	N/A

Decal Fee	RM500/bike/round
Team Award Entry	RM800(CP125) & RM1000 (CP150)

1.12.1 Early Registration Deadline
All early registration will end at 5pm on the Monday before the race weekend.
Any entries received after the Early Registration deadline will no longer be eligible for the early registration discount.

1.12.2 One Make Race Entries
Full season entry fee of **RM5,500** MUST be fully paid by Round 1.

1.12.3 Decal Fee
Should the team be eligible for Decal Fees, all bikes entered under that particular team name will be subject to Decal Fees, regardless of whether or not the bike is branded.

1.12.4 Payment before closing date must be made in cash to SAFE AIM MUTUAL SDN BHD of CIMB Bank, MKH Avenue, Kajang Branch A/C No. 8003529944. All Bank-In Slip for cheques made payable to the account mentioned here MUST be bank machine "CHEQUE SCAN" type and must be submitted upon registration.

1.12.4 The organiser reserves the right to refuse an entry. If an entry is rejected, the entry fee will be refunded in full.

1.12.5 For insurance purposes, the entry forms and indemnity forms MUST be signed by the riders, guardians (where applicable), team managers, mechanics and team crews. This rule is applicable to ALL riders, regardless of team status or privateer status.
Also for insurance purposes, ALL riders must furnish the photocopied Identity Card of the rider, team manager and crew upon submitting the Entry Form.

1.13 ELIGIBLE COMPETITORS/TEAMS

1.13.1 The Classes are open to all. The Rider must be in possesion of the adequate MAM licence.

1.13.2 The Teams must be in possession of the appropriate "MAM Team Licence"

1.13.3 The Minimum age to join the MCP is 13 years old. The limit for the minimum age starts on the YEAR of the rider's birth year. (Please refer Art.1.13.12 for WIRA age limit and Art.1.13.13 for PRO - AM CUP age limits)

1.13.4 The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 45

1.13.5 Competitors in CP150, CP125 & WIRA class is only allowed to participate in ONE OPEN Make class only.

1.13.6 PRO – AM CUP competitors are allowed to participate in the CP125 class but they must not compete under any team name.

1.13.7 Competitors and Teams participating in the CP150 class must be contracted to the promoters and CP150 teams that is participating must participate in all 10 Rounds of the 2025 Championship.

1.13.8 First time competitor under the age of 17 MUST compete in the WIRA or Manufacturer Scholarship Classes By Hong Leong Yamaha & Boon Siew Honda for 1 (One) full season before proceeding to the CP150 or CP125 Class.

1.13.9 Minimum Height of competitor for all classes is 148 cm (with boots).

1.13.10 All competitors must purchase the highest Insurance.

1.13.11 CP125 Age Limit and Classification
This Championship is open only to Malaysian riders who must be a holder of Malaysian National Competition Licence issued by MAM for the year.
Must be 13 years old of age and not more than 26 years of age.

1.13.12 WIRA Age Limit and Classification
This Championship is open only to Malaysian riders who must be a holder of Malaysian National Competition Licence issued by MAM for the year.
Must be 13 years old of age and not more than 17 years of age.
Competitors turning 13 in the year 2025 to be eligible for this class.
Any riders registered in this class will not be allowed to change classes to CP125 without the permission of the Permanent Bureau.
Top 3 overall winners of this class are prohibited to take part in the WIRA Class for the following year. No Manufacturer Scholarship Classes riders will be allowed to race in this class until after 7 rounds the championship is over of the present year.

1.13.13 PRO-AM CUP Age Limit and Classification.
All competitors must possess a valid Malaysian National Competition Licence issued by MAM for the year.
Participants that raced in CP150 and CP125 class (Contracted Team Rider) in the year 2025 are not allowed to participate in this class for year 2026.
Must be 18 years old of age and above and up to 45 years old of age. If there any riders above 45 and below 50, the riders must get **MEDICAL DIRECTOR** and The Permanent Bureau approval before doing MAM licence.
Participants taking part in the PRO–AM CUP category MUST NOT have a Team license.

1.13.14 The Permanent Bureau together with all cotracted Teams has decided that NO Riders contracted with WSBK/MOTOGP/ENDURANCE are allowed to enter the championship. This riders are only allowed to join the championship after two (2) years of thier contract with / or WSBK/MOTOGP/ENDURANCE has been terminated or over.

1.14 TEAM CLASSIFICATION & TEAM AWARDS: CP150/CP125/WIRA

1.14.1 Each team, must submit to the Secretariat of SAM, by 28th March of the year in question, an entry form for their team which will, except when special dispensation is granted, be valid for all races in the Championship . At the same time, the team must indicate the riders designated and the class in which they will participate

1.14.2 Each entry commits the team to compete in all the events of the MCP, the CP150, CP125 and WIRA and of the the chosen class. Exceptions can only be made as follows:

- A team may withdraw a rider from an event which has already started due to injury of the rider, irreparable damage to the motorcycle(s) or in the case of "Force Majeure".

- A withdrawal for medical reasons must be supported by a letter from the Medical Director.
- A team may withdraw a rider from additional Rounds of the MCP only for Medical reasons or other reasons of "Force Majeure". Withdrawal for medical reasons must be supported by a letter from the Medical Director.
  Teams must make every reasonable effort to provide a Qualified substitute rider, approved by the Permanent Bureau, to fulfil their entry obligations.
- For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the team obtaining the approval of Permanent Bureau (neither of whom shall be obliged to give reasons for any reasons to approve) a Team may replace a rider which that team has entered in the MCP with another rider ("replacement rider") for remaining rounds of MCP. Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by the Permanent Bureau.
- Any Team that withdraws mid way through the championship will be penalised in accordance of the Team Contract between SAM and the Team.

1.14.3 Team Awards CP 150 / CP 125

1.14.4 The team award is open to all teams that is contracted with SAM in the CP150 and CP125 class.

1.14.5 The entry fee will be **TBC (CP125) TBC (CP150)**

1.14.6 Open To all teams that is contracted with the promoters of the in the CP150 & CP125 class.

1) CP 150
   - The team must have three (3) Entries Minimum/Maximum to register
   - The top two (2) out of three (3) riders points scored in each race will be accumulated into the team score and count towards overall team championship points at Art.1.38
2) CP 125
   - The team is allowed to nominate a maximum of two (2) riders and may register to enter more than one team award entry.
   - The points scored by the nominated riders in each race will be accumulated into the team score and counts towards team overall team championship points at Art.1.38

1.14.7 The combination of riders in CP150 and CP125 is now open to Malaysian National Competition licence holders of all grades (National 'A' or 'B' Licence).

1.14.8 The points scored by the nominated riders in each race will be accumulated into the team score and count towards the Championship. (Art.1.38)

1.14.9 Should the team decide to part away with the rider midway through the season, the team will be allowed to declare a change of rider under the following circumstances:

- The rider is medically unfit to race or to continue. A replacement fee of RM50.00 will be charged. – To be ascertain by the Medicasl Director
- Rider replacement – RM500.00 In the event where the rider is allowed to change team, he will no longer be eligible to participate in the Team Award and the points scored previously will remain with the team up to where before he changes teams. Any points scored after he joins the new team will not be included into overall point's calculation for the new team. All nominations of the riders must be made before 2 working days before the rider's registration day prior to the Round 1 of the Championship. Once the riders have been registered for the teams, no changes can be made and is valid for the year of the championship unless an official change is made.

1.14.10 The organizer has the right at any time to disallow any rider/s, team owners, mechanics or his/her associates, from participating in the Championship, even after the entry has been accepted.

1.14.11 All registered Teams are permitted to take part in either WIRA or CP 125 or CP125 and CP150 ONLY. Teams wishing to change class combinations midway through the season will be required to pay an administration fee of RM1,000 to the promoter.

1.15 LICENSE

1.15.1 Team Entrant Licence
Teams who wish to register their entries must submit their team entrant licence. Each registered Team is allowed to register 6 riders.
The Team manager MUST furbish together a "Certified True Copy" of the team's Riders contract as proof.
If a Team registered less than 6 riders and wish to add another rider in the mid season, must inform three working days in advance in writing together with the rider's contract.

1.15.2 Rider Competition License
The Championship will no longer undertake to keep the race licenses on behalf of any rider. All licenses left behind will only be released upon the payment of an RM50 release fee. The Organiser, with the permission of MAM has the right to hold the Riders Competition licence or Team Entrant Licence for period to be determined by MAM if any matter arises during the event.

1.16 TEAMS/COMPETITORS ADVERTISING

Advertising on racing motorcycles must abide to the following rules and regulations:-

1.16.1 The Permanent Bureau reserves the right to remove any decals, which have not been declared at the time of submission of entry form.

1.16.2 Any painted advertising on the racing motorcycle will be treated as a decal.

1.16.3 Decal (advertising) in conflict with the event partners is allowed with the following Decal Charges: Decal in conflict to the event Title Sponsors is RM500.00 per entry per bike.

1.16.4 Entrants and competitors who do not reject the title sponsor's decal must provide a prominently visible space on the front and on each side of the racing motorcycle for competition numbers with title sponsors decal provided.

1.16.5 The competition number and title sponsor stickers supplied must be prominently display and must not be altered, mutilated, covered or erased.
Infringement to this rule will subject to exclusion from the race and disqualification from the event.

1.16.6 The organiser reserves the right to remove any advertising which is considered objectionable to public taste.

1.16.7 Entrants and competitors who refuse an affix any decals issued by the Permanent Bureau will be penalised and/or be excluded from the Championship

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

1.16.9 Any published advertisement(s) related to the event by the competitors/entrant/team sponsors or other interested parties must be submitted to the Permanent Bureau for approval.

1.16.10 The promoter reserves the rights 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.

1.16.11 All published advertisements related or involves the event, prior and after the event being held must carry the full event title (i.e. PETRONAS MAM Malaysian Cub Prix Championship). The event title name must be visible and shall not be less than one tenth of the length of the advertisement. The advertisement must also carry the logo of the Promoter (Safe Aim Mutual Sdn. Bhd.)

1.16.12 Team's/ Team's Sponsors grid girls must dress in Team coloured uniforms at all times, especially during the starting grid formation, with decent long pants. Team will be notified should there be any host venues which prohibits grid girls present.

1.16.13 Any Advertising and Promotion activities must be approved and be consented by the Promoter "Safe Aim Mutual Sdn Bhd. Should any Team/ Rider breached the above rules, a penalty fined of RM10,000.00 will be imposed and or exclude from the race event or banned from the event.

1.16.14 All forms of Tobacco branding (directly or indirectly) is prohibited at anytime during the event.

1.16.15 No conflicting sponsor's logo on racing suit/helmet are allowed unless the decals fees are paid.

1.17 PASSES ALLOCATION

1.17.1 The following is the allocation of passes based on 1 rider per team, for Contracted teams to the event only, i.e. Contracted team with sponsored team tent allocation.

Rider	=	1 (Annual) – Access: Pit/Paddock/Track/ Starting Grid Race Control
Pit crew	=	3 per rider (Annual) – Access: Pit/Paddock/ Starting Grid
Team Manager	=	1 per team (Annual) – Access: Pit/Paddock/ Starting Grid.
Team Owner	=	1 per team (Annual) – Access:Pit/Paddock/ Grid/Hospitality and extra 1 Hospitality Pass.
Grid Girl	=	1 per rider (Annual) – Access: Pit/Paddock/ Starting Grid
Team Guest	=	6 passes per team tent per round (One event pass) Access: guest area only
Parking Pass	=	Maximum of 8 Annual parking pass per team + 2 one event parking pass per event (Where applicable only)
Additional Pass	=	Contracted teams are allowed to purchase additional Hospitality passes, a maximum of 8 units per round at RM200.00 per pass. A week advance notice is required to place order of the passes for preparation to be made.

1.17.2 The following is the allocation of passes based on 1 rider per team, for registered team participating in the entire Championship without contracted team tent allocation.

Rider	=	1 (Annual) – Access: Pit/Paddock/Track/ Starting Grid Race Control
Pit crew	=	3 per rider (Annual) – Access: Pit/Paddock/ Starting Grid
Team Manager	=	1 per team (Annual) – Access: Pit/Paddock/ Starting Grid/Hospitality
Grid Girl	=	1 per rider (Annual) – Access: Pit/Paddock/ Starting Grid
Parking Pass	=	Maximum of 4 Annual parking pass per team + 2 one event parking pass per event (Where applicable only)
Additional Pass	=	Additional one event guest passes can be purchase at RM50 per pass per event. Access: Pit/Paddock/Guest area only.

1.17.3 The following is the allocation of passes based on 1 rider per team, for registered rider on the event to event basis.

Rider	=	1 (One event pass) – Access: Pit/Paddock/ Track/Starting Grid
Pit crew	=	3 per rider (One event) – Access: Pit/Paddock/ members Starting Grid
Parking Pass	=	1 one event parking pass per rider per event

1.17.4 Rider (s) must display their passes if they are not attired in their racing suit.
Any rider found not displaying their passes, a penalty of disqualification will be handed over. No appeal will be entertained thereafter.

1.17.5 Rider (s) must not at all times used their competition license as an accreditation pass for access to the event. The Permanent Bureau have the right to refuse entry and impose fine should such an event occurs.

1.17.6 The Permanent Bureau has the right to revoke issued passes if found to be misused and illegally transferred.

1.17.7 Lost and replacement of passes issued must first be reported immediately. A minimum charge of RM50 will be imposed upon valid reason for the replacement.

1.18 PUBLIC PRONOUNCEMENTS BY TEAM OR RIDER OR CREW

1.18.1 Teams/Riders/Crew must avoid any public declaration or press release which could damage or negatively affect the MCP Championship. Accordingly, it is an obligation for all Riders,Teams and/or personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the MCP Members or which may be contrary to the integrity of MCP or the sport.

1.18.2 Public pronouncements which harm irresponsibly the lawful interest of MCP or which are contrary to the integrity of MCP or the sport shall include, but not be limited to:

- Public statements or comments to the media that irresponsibly attack, disparage, disreputes or damage the MCP Members.
- Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the MCP Members are expressly covered by this regulation.
- It is understood that responsible expressions of legitimate disagreement with the MCP Members and/or MCP policies are not prohibited.

1.19 SCHEDULE

1.19.1 The Event schedule will be as follows and can only be varied:

i. Prior to the event by the Permanent Bureau (with approval of MAM).

ii. During the event by the Race Direction (with the approval of the MCP Stewards Panel)

1.19.2 Race distance will be confirmed at the rider's briefing during each championship round and subject to changes.
Timetable, event schedule and Race distance for the Round will be published and updated prior to the event by an ASR.
The general event schedule shall be tentatively as follows and many amendments shall ben announced via ASRs.

1.19.3 The race programme may be adjusted for WIRA, CP125 and CP150 final race to suit LIVE TV telecast of the race.

FRIDAY		
1400 - 1650	CP150, CP 115 & WIRA TECHNICAL CHECK	
1700	CP150, CP125 & WIRA RIDER & TEAM BRIEFING	
SATURDAY		
0830 – 0950	TECHNICAL CHECK PRO-AM & OMR	TIMED SCRUTINEERING (PLEASE SEE ATTACH)
0815	RIDER'S BRIEFING	PRO-AM & OMR
0920 - 0935	CP150	Free Practice (15 min)
0945 - 1000	CP125 (A)	Free Practice 1 (15 min)
1010 - 1025	CP125 (B)	Free Practice 1 (15 min)
1035 - 1045	WIRA	Free Practice 1 (10 min)
1055 - 1105	PRO-AM (A)	Free Practice (10 min)
1115 - 1125	PRO-AM (B)	Free Practice (10 min)
1135 - 1145	ONE MAKE RACE	Free Practice (10 min)
1155 - 1205	ONE MAKE RACE	Free Practice (10 min)
1215 - 1230	CP150	Qualifying 1 (15min)
1240 - 1250	WIRA	Free Practice 2 (10 min)
BREAK		
1320 - 1335	CP125 (A)	Free Practice 2 (15 min)
1345 - 1400	CP125 (B)	Free Practice 2 (15 min)
1410 - 1420	PRO-AM (A)	Qualifying (10 min)
1430 - 1440	PRO-AM (B)	Qualifying (10 min)
1450 - 1505	CP150	Qualifying 2 (15 min)
1515 - 1525	WIRA	Qualifying (10 min)
1535 - 1545	CP125 (A)	Qualifying (10 min)
1555 - 1605	CP125 (B)	Qualifying (10 min)
1615 - 1625	ONE MAKE RACE	Qualifying (10 min)
1635 - 1645	ONE MAKE RACE	Qualifying (10 min)
1930	***PADDOCK GATE CLOSE***	

SUNDAY		
0700	***PADDOCK GATE OPEN***	
0820 - 0830	CP125 (A)	Warm Up (10 min)
0840 - 0850	CP125 (B)	Warm Up (10 min)
0900 - 0910	CP150	Warm Up (10 min)
0920	PRO-AM (A)	Heat Race - 8 Laps
0940	PRO-AM (B)	Heat Race - 8 Laps
1015 - 1025	ONE MAKE RACE	Warm Up (10 min)
1035 - 1045	ONE MAKE RACE	Warm Up (10 min)
1055 - 1105	WIRA	Warm Up (10 min)
1115 - 1125	CP125 (COMBINED A&B, 11-24)	Shoot Out 1 (Grid 11-24)
1135 - 1145	CP125 (TOP 5 GROUP A & B)	Shoot Out 2 (Grid 1 - 10)
1155 - 1225	CP150	Super Pole (Grid 1 - 10)
	BREAK	
1405	ONE MAKE RACE	Race - 10 Laps
1430	ONE MAKE RACE	Race - 10 Laps
1500	WIRA	Race - 12 Laps
1530	CP125	Race - 15 Laps
1605	CP150	Race - 20 Laps
1655	PRO-AM	Race - 10 Laps

1.19.4 Riders must compulsorily attend briefings organized by the Race Direction

1.19.5 The riders will be informed in writing through their own Team about the place, date and time of the briefing.

1.19.6 Competitors must attend any and all meetings or briefings where this is required and/or scheduled by the SRs, ASRsm by the Clerk of the Course, or by the Stewards of the Event.

1.19.7 Competitors who do not attend this mandatory Briefing shall be reported to the MCP Stewads for further action, which may include exclusion from the event and/or other disciplinary action deemed necessary, by the Stewards. Should the competitors be allowed to participate, a monetary fine of RM 1,000.00 will be imposed and the competitor must attend a separate briefing with the Clerk of the Course prior to taking part in the competition.

1.19.8 Competitors reporting late (beyond the specified time) for the briefing shall present himself/herself to the MCP Stewards. Should the competitors be allowed to participate, the Competitor shall be penalised with monetary fine of RM 1,000.00 and must attend a separate briefing with the Clerk of the Course prior to taking part in the competiton.

1.19.9 The schedule may include an allotted time for riders and teams to make farmiliarisation laps by foot or by using a non motorised bicycle. All traffic at this time must be in the circuit direction.

1.20 POSTPONEMENT

At the discretion of the organiser, the meeting or part thereof, may be postponed or cancelled. In the event of complete cancellation or postponement of more than 24 hrs, entry fees will be refunded in full, but entrants will have no right to claim from the organiser/promoters for loss or expenses incurred.

1.21 TECHNICAL CONTROL – DOPING CONTROL

1.21.1 All motorcycles should be checked by the Technical Stewards prior to first practice of each round on safety aspects, according to the published schedule.
Teams may present only one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers. unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or doping controls will not be allowed to take part in the event.

1.21.2 The procedure for Technical Control is described in the Technical Regulations, articles 2.1, 2.2, 2.3 and 2.4

1.13.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification.
One associate may accompany the rider.

1.22 MOTORCYCLES

A rider is only allowed to utilise one motorcycle providing that all such motorcycles have been scrutineered in the name of his/her team and in the next session provided the first machine has been damaged and is verified by the technical director.

1.23 LAP TIMES

All laps of the riders will be timed.

1.24 PRACTICE SESSIONS (WARM-UP INCLUSIVE)

1.24.1 Riders will commence all practices from the paddock by means of waving the Green flag at the paddock exit.

1.24.2 The end of free and qualifying session will be indicated by waving the chequered flag. A rider's qualifying session will continue to be recorded until he passes the finish line even after the allotted time has elapsed.

1.24.3 If practice is interrupted during free and qualifying session due to an accident or any other reason, then a red flag will be displayed at the start on the track level and all marshals' posts along the track. All riders must return slowly to the paddock. If it is impossible to re-start the free and qualifying practice due to time constraint, it will not be restarted. The session is considered ended and no extra time will be given for the group.

1.24.4 All free practice and warm up will be timed.

1.24.5 Please note that if the timed practice could not be held due to climatic reason or some other reason e.g. rain or force majeure, then the grid position for the first race will be determined by the time taken during the free practice. Otherwise if both sessions could not be held, drawing lots will determine grid position for the heats or race.

1.25 QUALIFICATION FOR THE RACE (ALL CLASSES)

1.25.1 The results will be based on the fastest time recorded by the riders in all qualifying.

1.25.2 In the case where all qualifying practices have been cancelled, the In the event of a tie, rider's second and subsequent best times will be taken into account.

1.25.3 To qualify for the race, a rider must achieve a time at least equal to 107% of the time recorded by the fastest rider of his class. Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions and/or warm up he has achieved a time at least equal to 107% of the fastest rider in the same session. Such riders will start the race from the back of the grid.

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 Race Direction

1.26 QUALIFICATION (SUPERPOLE - CP150)

1.26.1 The first 10 riders of the Qualifying results will take part in the Superpole.

1.26.2 The Superpole shall consist of 3 laps in total.

- First Lap – Sighting/Warm up lap
- Second Lap – Flying Lap
- Third Lap – To return to Paddock immediately.

1.26.3 The rider who qualified 10th in Qualifying shall start first for the Superpole session and followed by the rider who qualified 9th and so on.

1.26.4 In each Superpole, in the event of a tie, the Qualifying Practice results will be taken into account.

1.26.5 The result of any rider who crashed or has mechanical fault during the running of Superpole inclusive of warm up/sighting lap will be taken as null.

1.26.6 The rider shall return to the paddock immediately and make way for the next rider in the running. His final grid position shall then place accordingly after the all of the rider finishes the Superpole.

1.26.7 In the case where the SUPERPOLE has been cancelled regardless of the condition of the track, it will then be replace with a SHOOTOUT where first 10 riders in the qualifying session will take part in the SHOOTOUT to determine the fastest qualifier.

1.26.8 If the SUPERPOLE session is carried out mid way, and the session is being cancelled due to unforeseen/unavoidable circumstance. The final grid result will be based on qualifying time. No SHOOTOUT under this circumstances.

1.26.9 In the event of any rider crashes or has a mechanical fault during the running of SUPERPOLE and fail to achieve a lap time, the rider will start at the back before grid 11. If there is more than 1 rider with the same results, the best lap time during the qualifying will be taken into account.

1.27 QUALIFICATION (SHOOT-OUT - CP125 & WIRA)

1.27.1 The first 5 riders if there is 2 groups or first 10 riders if there is only 1 group of the Qualifying results will take part in the SHOOTOUT

1.27.2 Depending on the circuit starting grid numbers competitors will be divided into two groups of equal numbers of riders for his/her qualifying session if there is 2 groups provided that the maximum number of riders in each group.

1.27.3 Top 5 fastest in each group or Top 10 if there is only 1 group during qualifying will take part in the 'SHOOTOUT' session to determine the grid in the final race.

1.27.4 Circuits that only has 24 starting grids and if there is more then 24 enteries the class will be divided into 2 groups, (A and B). As only 24 entries are only allowed to race in the final then the SHOOTOUT qualification will be as follows

- SHOOTOUT 1 - Position 11 - 24 from group A & B of timed practice will take part in SHOOTOUT 1 for 10 minutes. Grid position 21 to 24 for the final race will be determined from SHOOTOUT 1.
- SHOOTOUT 2 - TOP 5 position of A & B of timed results will take part in a SHOOTOUT for 10 minutes. Grid position 1 to 10 for the Final Race will be determined from the best lap time in the SHOOTOUT 2.

1.27.5 Circuits that have more then 24 starting grid (maximum of 48) or less the 24 entries in Circuits that have only 24 starting grid then the Shoot Out qualification will be as follows

- SHOOTOUT - TOP 10 position of qualifying results will take part in a SHOOTOUT for 10 minutes. Grid position 1 to 10 for the Final Race will be determined from the best lap time in the SHOOTOUT.

1.27.5 Dry or Wet track, SHOOTOUT will not be effected. In the event of any rider crashes or has a mechanical fault during the running of SHOOTOUT and fail to achieve a lap time, the rider will start at the back before grid 11. If there is more than 1 rider with the same results, the best lap time during the qualifying will be taken into account,

1.28 GRID POSITION

The final grid positions will be published at the latest one hour before the start of the Final race.

1.28.1 Grid Position for CP150 will be from SUPEPOLE qualifying (Art. 1.26) and from qualifying (Art. 1.25)

1.28.2 Grid Position for CP125 & WIRA will be based on SHOOT OUT qualifying (Art. 1.27) and from qualifying if the circuit allows more the 24 grid position Grid position 1 to 10 from SHOOT OUT Grid position 11 and above will determined from best combined lap time of A & B position if the starting grid only has 24 in the respective of SHOOT OUT 2 and the qualifying results.

1.28.3 Grid Position for PRO–AM CUP

- When a race is held in heats, grid position for the heats will be by qualifying practice. Competitors will be divided into groups of equal numbers of riders provided that the maximum number of a group permitted to start a race.
- Each group will then run a heat, the number of riders qualified for the finals will be announced at the rider's briefing. Only riders who completed 75% (rounded down) of the race distance and received the chequered flag will qualify for the final race.
- The grid position for the final race will be determined by the finishing time of order for each race on the previous qualifying heat. E.g. 1st Heat A, 1st Heat B will decide the front row based on their finishing time of the heats (and so on for the rest of the grids).
  - If there are insufficient entries to make up groups, then the same number of heats will still be run with one group.
  - If there are any interruptions during the heat (e.g. red flag situation), grid position for the riders of the interrupted heat will automatically goes to the even numbers final grid positions (e.g. grid number 2, grid number 4 and so on)

1.29 METHOD OF START

1.29.1 Clutch start with engines running from grid positions by the dropping of the starter's flag (National/State/Green) if flag are used after the display of the:

- 3 minute board
- 1 minute board (All non-competitors to clear the grid)
- 30 second board

1.29.2 If light is used after the display of the minute board, the riders may start the warm up lap, line by line, once the marshal responsible for the line has lowered his green flag. All riders will make one warm up lap, at unrestricted speed. On returning to the grid, the riders must take up their position with the front wheel of their motorcycle up to the line defining the grid position and keep their engine running.
An official will stand at the front of the grid holding a red 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. A red light will be displayed for 2 to 5 seconds. The red light will go off to start the race.

1.29.3 Any rider who stall their engine on the grid or who has other difficulties mus signal by raising an arm. Attempting to restart the motorcycles on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to as quickly as possible.

1.29.4 Jump Start: ANY RIDER WHO ANTICIPATES THE START (JUMP START) WILL REQUIRE CARRYING OUT THE "STOP AND GO PROCEDURE" OR "RIDE THROUGH PENALTY"

- A competitor will be considered to have jump start if the motorcycle moves forward or who is deliberately not placed in his/hers starting box will be penalised when the red lights are on. In the above case, a competitor who is found to have jump start will be informed by displaying a yellow board with the rider's numbers (black color) shown for 2 times at the finish line on the track level as soon as the jump start has been confirmed. Ignorance to the notice of the display board will not give the competitors the right to claim that they are unaware of the decision.
  - Penalty for a jump start will be STOP AND GO PROCEDURE During the race, the rider will be requested to stop in the penalty area. He/She must bring his/her motorcycle to a complete stop with one legs on the ground and remain stationary with the engine running for 10 seconds. He/She may then rejoin the race.
  - The 'STOP AND GO' penalty area is located at the Paddock area or any area within the track which is suitable and deem safe to carry out the 'STOP AND GO' procedure.
  - After notification has been made to the rider by displaying a Yellow Board with the rider's number (Black Color) shown at the finish line and subsequently another Yellow Board displaying "JUMP START" at the entrance to the Penalty area. The rider will be guided to stop at the penalty area.
  - In the event of a restarted or resumed race, the above regulations will also apply.

- In the case of race interruption or neutralised prior to the penalty being enforced, and there is a second part, or if the race is resumed, the rider will
  be required to stop after the start of the second part of the race or the start of resumed race.
- Failure by the relevant rider to stop, having been shown the yellow board with the rider's number for 2 times and subsequently a board displaying "STOP" at the entrance to the penalty area, will result in that riders' being shown the Black Flag.
- If more than one rider are penalised, the riders will be signalled to stop on the subsequent laps. The order of stops will be based on the qualifying times with the faster rider stopping first.
- In the case of a rider failing to respond to the instruction to stop in the "Stop and Go" penalty area for 2 times and there being more than one rider penalised, the next rider will be signalled to stop on subsequent laps.
  Meanwhile the previous rider fail to carry out the "Stop and Go" procedure will be shown the Black Flag.
- In case of Circuit race, the rider shall be penalised with a "Ride Through" penalty.
- In case where the organisation has been unable to carry out the "Stop and Go" penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 30 seconds.

1.29.5 There will not be any declaration of dry or wet race. A race will not be interrupted for climatic reasons except for extraordinary events.

1.30 FINISH OF RACE AND RACE RESULT

1.30.1 The chequered flag will be dropped as the winner crosses the finish line and will be held waved by an official standing at the finish line at track level.

1.30.2 The chequered flag will continue to be displayed to the subsequent riders until the last competitor completes the lap he is on.

1.30.3 To be classified as a finisher in the race and to be included in the results, a rider and vehicle must:

- Complete 75% of the race distance.
- Cross the finish line within two minutes of the race winner (applicable to race meeting held in the street). The rider must be in contact with his machine.
- Cross the finish line within three minutes of the race winner (applicable to race meeting held in the circuit). The rider must be in contact with his machine.

1.31 STOPPING THE RACE

1.31.1 Should it be deemed necessary to stop the race or practices by the Race Direction due to climatic conditions or some other reasons, red flag will be displayed at the start/finish line and followed by all flag marshal's posts to indicate the race has been stopped. All riders should stop racing immediately and proceed slowly to the paddock.

During a race, all participants shall proceed slowly to the start/ finish line, being prepared to stop at any point as requested by a Race Direction.

1.31.2 If a race or practice is stopped, an extension in time equivalent to the remaining time in a practice or qualifying session may not be given. In this case, no protest/appeal will be accepted.

1.31.3 The result of a stopped race is as follows:

i) Should two-third of the original race distance rounded down to the nearest whole number of laps completed by the leader of the race and by all other riders, then the race will be deemed to have completed and full championship points will be awarded.

ii) Should the race be completed for 2 laps and below it shall be restart and the 1st race will be null and void. A complete new race distance will be run minus one lap. All riders may re-start. If it is found impossible to re-start the race, it will be declared cancelled and the race then will not count for the championship.

iii) Should the riders complete 3 laps, but less than two-third of the original race distance, the remaining number of laps will be rounded down to the nearest (two-thirds of the original race distance).

- **Only riders who are classified as finishers in the first race may restart. To be able to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 5 minutes after the red flag was displayed in the interrupted race.**
- **Motorcycles may be repaired and Refueling is not permitted**
- **The number of laps of the second race will be number of laps required to complete two third of the original race distance rounded down to the nearest whole number of laps with a minimum of 2 laps.**
- **The grid position will be based on the finishing order of the first race.**
- **The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of last part of the race.**

iv) If necessary, only two team members per bike allowed repairing if necessary at starting grid.

v) Should any of the session of a race which a red flag is used for twice, the race may be re-started unless due to force majeure.
**Example of a race consisting of 14 laps:
- If a red flag is shown when the leader is on his 6th lap after completing his 5th lap and other riders have not completed the 5th lap, then the race result will be 4th lap completed, and the second part will consist of 8 laps.
- At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

vi) Within 2 minutes after the red flag has been displayed, riders who have not reach start/finish line, riding on their motorcycle, will not be classified.

Note: For both heats and final, riders will be entitled to take part in restart in Article 1.31 (ii)' only.

Definition of Two-Third

Total Race Lap	Two-Third (2/3)
8	5
10	6
12	7
15	9
20	14

1.32 RESTARTING DURING A RACE/PRACTICE

Once the machine/motorcycle is on the circuit, whether in practice or during race, no outside assistance is permitted. An official of the meet may assist a rider to move a stalled machine/motorcycle out of the dangerous position.

1.33 FLAGS USED TO PROVIDE INFORMATION AND INSTRUCTIONS

Marshals and other officials will display flags to convey information to the Riders All Flags will be waved

1.33.1 **Green Flag:**

i) The track is clear. The flag must be shown waved at each flag post for the first lap of each practice and warm up, for the sighting lap and for warm up lap.
ii) The flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.
iii) This flag must be waved by the starter to signal of the start of practice, qualifying and warm up lap

1.33.2 **Yellow and Red Stripped Flag:**

i) The adhesion on this section of the track could be affected by any reason.
ii) The flag must be shown waved at the flag marshal post.

1.33.3 **Blue Flag:**

i) Shown waved at the marshal post, overtaking signal, the blue flag indicates to a rider that he is about to be overtaken by one or more faster motorcycles.
ii) During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider pass him.
iii) During the race, the rider concerned is about to be lapped. He/she must allow the following rider(s) to pass him at the earliest opportunity.
iv) Infringement of this rule will be penalized with the following penalties:
   a) During 1st Practice - Warning
   b) During 2nd Practice or warm up
      - A Fine of RM100.00 for 1st Time Offender
      - A Fine of RM250.00 for 2nd Time Offender
   c) During Qualifying/SHOOTOUT
      - A Fine of RM300.00
   d) During Race
      - A Fine of RM300.00

   * Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

1.33.4 **Chequered Black/White Flag:**

i) This flag will be waved at the finish line on track level to indicate the finish of race or practices
ii) Infringement of Crossing Chequered flag more than once after being shown will be penalized with the following penalties
   a) During Practice/Qualifying/SHOOTOUT/Warm Up
      - Warning for 1st Time Offender
   b) During Practice/Qualifying/SHOOTOUT/Warm Up
      - A Fine of RM100.00 for 2nd Time Offender
      - A Fine of RM500.00 for 3rd Time Offender
   c) During Race
      - A Fine of RM100.00

1.33.5 **Chequered Black/White Flag and Blue Flag:**

i) The chequered black/white flag will be waved together with the blue flag at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

1.33.6 **Yellow Flag:**

i) Shown waved at each at the starting grid, this flag indicates the start of the race is delayed.

ii) Shown waved at the flag marshal post. The use of one or two of this flag indicates that there is a danger ahead. The riders must slow down and proceed with caution.

iii) Overtaking is forbidden up until the point where the green flag is shown.

iv) Any infringement of this rule will be penalized with the following penalties:

a) During Practice/Warm Up
- Best Lap Time Cancel

b) During Qualifying/SHOOTOUT
- A Fine of RM100.00 and Best Lap Time Cancel for 1st Time Offender
- A Fine of RM300.00 and Start from the pit lane for the race for 2nd Time Offender

c) During Race
- If immediately after overtaken, the rider realise that he/she committed an infraction, he/she must raise the hand let pass the Rider (s) they overtaken. In this case no penalty will be imposed.
- If the rider does not let pass the Rider (s) they overtaken a time penalty of 2 seconds will be imposed in lieu of penalty where necessary

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

v) During the final inspection lap, the flag must be waved at the exact place where the flag marshal will be positioned during the practice, the warm ups and races.

1.33.7 **Red Light/Green Flag:**

i) Race starting

ii) The Red lights will be switched on at the start line for between 2 and 5 seconds and will be switched off to start the race

1.33.8 **Red Flag or Red Light:**

i) When the race or practice is being interrupted, the red flag will be waved at each marshal post and the red lights (if made available) around the track will be switched on.

ii) In the final race session all riders must return slowly to the Start /Finish line.

iii) In a practice/qualifying session, riders must return slowly to the Paddock.

iv) When the pit exit is closed, this flag will be shown at the pit lane exit and light (if made available) will be switched on. Riders are not allowed to exit the pit-lane.
v) Any infringement of this rule will be penalized with one of the following penalties:
   a) During Practice/Qualifying/SHOOTOUT/Warm Up/Race
      - Warning for 1st Time Offender
      - A Fine RM300.00 for 2nd Time Offender

   * Note - The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

vi) The red flag will be shown motionless at the starting grid at the end of sighting lap and at the end of the warm up lap.
vii) The red flag may also be used to close the track.

1.33.9 **Black Flag with Number on Yellow Signalling Board:**

i) This Flag is designed to convey instructions to one rider only and is displayed waved at the start/finish line together with the rider's number.
   The rider must stop at the paddock at the end of current lap. He/she cannot restart when this flag results from a penalty
ii) Report to Race Direction at once if information given the flag was for a penalty
iii) Infringement of this rule will be penalized with the following penalties:
   a) During Practice/Qualifying/SHOOTOUT/Warm Up/Race
      - Warning for 1st Time Offender
      - A Fine RM500.00

   * Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

1.33.10 **Black Flag With Orange Disk (Æ 40 cm):**

i) This flag is used to convey instruction to one rider only and is displayed at Finish Line on track level together with the rider numbers.
ii) The flag informs the rider that his motorcycle has mechanical problem.
   likely to endanger himself or others, and that he/she must immediately leave the track.
iii) Any infringement of this rule will be penalized with the Black Flag refer to Art. 1.33.9
   a) During Practice or Warm up
      - A Fine of RM100.00 for 1st Time Offender
      - A Fine of RM250.00 for 2nd Time Offender

b) During Qualifying/Shoot Out
   - A Fine of RM300.00 and Best Lap Time Cancel
c) During Race
   - A Fine of RM300.00 and Disqualification

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

1.34 RIDER BEHAVIOUR DURING PRACTICE, QUALIFYING AND RACE

1.34.1 Riders must obey the flag signals, and the boards which convey instructions which is presented by the officials. Any infringement to this rule will be penalized according to Art. 1.33

1.34.2 Riders must ride in a responsible manner for safety reasons and which does not cause danger (Dangerous Riding) to other Rider (s), either on the track or pit lane. Any infringement of this rule will be penalized as follows

a) During Practice or Warm up
   - A Fine of RM200.00 for 1st Time Offender
   - A Fine of RM500.00 and Ride Through or Stop & Go for 10 seconds during the race for 2nd Time Offender

c) During Qualifying/Shoot Out
   - A Fine of RM500.00 for 1st Time Offender
   - Ride Through penalty during race or Stop & Go for 15 seconds for 2nd time Offender

d) During Race
   - A Fine RM2000.00
   - A Ride Through Penalty or Stop&Go penalty can be added in the following race.
   - Disqualification of the race can be added by the Race Direction.

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 1.35

1.34.3 Riders should use only the track and the pit lane. However, if a rider accidently leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to him and safe to do so.. If the Rider takes advantage he/she will be penalized as follows

i) During Practice, Qualifying,Superpole,SHOOTOUT and Warm Ups
   - Cancellation of lap time concerned

ii) During Race
- Before final lap A fine of RM300.00
- During final lap the Rider will be dropped 3 positions automatically.
  If he/she does realise and raise the hand let pass the Rider (s) they have overtaken there will be no penalty.
  Race Direction only will decide if there is advantage or disadvantage of this rule and that if it may affect the race results

1.34.4 Rider(s) are forbidden to cross white line or track limit (if any) at all time.
Any infringement of this rule will be penalized as follows:
i) During Practice, Qualifying,Superpole,SHOOTOUT and Warm Ups
- Cancellation of lap time concerned

ii) During Race
- Before final lap a maximum of 2 warnings will be shown
  If more then 2 warnings has already been given the rider will be penalized with a Ride Through penalty and if not possible it will be a time penalty of 20 seconds.
- During final lap the Rider will be dropped positions automatically.
  Race Direction only will decide if there is advantage or disadvantage of this rule and that if it may affect the race results.

1.34.5 Rider is forbidden to stop,slow down or block any other rider on the track during practice and qualifying. Any infringement of this rule will be penalized as follows:
i) During Practice & Warm Up
- A Fine RM100.00

ii) During Qualifying and SHOOTOUT (Penalty to be served during race)
- Ride Through penalty (Permanent Track).
- Stop and Go Penalty 10 seconds (Non Permanent Track).

1.34.6 For safety reasons all Riders must ride with both hands holding the handle bar at all time during practice,qualifying,shootout, superpole and race, failing which the rider will be penalised with a fine of minimum RM100. The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous or gaining advantage.

* Refer Art. 1.35

1.34.7 Any repairs or adjustments along the race track must be made by the rider alone with absolutely no outside assistance. The marshal 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 restart the machine.

1.34.8 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane.
The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

1.34.9 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.

1.34.10 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

1.34.11 Riders may enter the pits during the practice & qualifying & race but taking the motorcycle inside the pit box is not permitted. Infringement of this rules will be penalized with a disqualification.

1.34.12 Riders who stop their engines in their pits may be assisted to restart their motorcycle by the mechanics.

1.34.13 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).

1.34.14 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.

1.34.15 No signal of any kind may pass between a moving motorcycle and the riders team or anyone connected with the motorcycle's entrant or rider except 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.

1.34.16 Riders in the top 10 position may be required to carry two "on-bike" cameras on their motorcycle. The cameras and associated equipment will be carried during all practice sessions and the race where it is impractical to supply cameras and associated equipment for every motorcycle being used by the rider in practice or racing, then the company designated for the supply of the equipment of equivalent weight, size and mounting location to the functioning equipment.

Cameras and other equipment, functioning or dummy, will be supplied to the designated Teams by, at the latest 1400hrs on the day proceeding the first day of practice at an event. Teams must give reasonable access and assistance to the company designated for the for the supply of the camera equipment to facilitate the mounting of the equipment.

1.34.17 A speed limit of 60km/h will be enforced in the pit lane at all times during the event.
Riders must respect the speed limit from where the sign 60km/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 the prevailing a fine of RM50 for the first offence.
Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the Race Direction according Art. 1.35

1.34.18 During **QUALIFYING** only, practice starts are permitted;
i) When it is safe to do so, at the pit lane exit before joining the track
ii) After passing the chequered flag at the end of practice sessions and warm ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure as communicated to teams prior to the first practice session.
Infringement of this rule will incur an instant fine of RM100.00

1.34.19 If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface location to collect the flag and/or perform any celebrations and then rejoin the circuit when it is safe to do so.
It is forbidden to stop or slow down on the start-finish straight after the chequered flag for any celebrations of any kind.

1.34.20 After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc ferme.

1.34.21 Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised with a fine of RM500 by the Race Direction.

1.34.22 Any rider whose machine enters the pit box or in the paddock during a race will be considered to have finished the race and CANNOT re-enter the track.

1.34.23 Any rider who enters the pit lane twice during the race, to make adjustment (for other reason than changing tyre), may be forbidden by Race Direction to re-join the race.

1.34.24 The onus of responsibility for the conduct of crew will at all times be with the entrant/competitor. Any misbehaviour on the part of the crew will not be tolerated and the riders will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet.

No crews are permitted on the circuit at any time without the express permission of the Race Direction.
Once the rolling lap has commenced, all crew will return to the pits(only on permanent circuit) or paddock..

1.34.25 Smoking and Drinking of any alcoholic beverages or intoxication by any other means (e.g. Narcotics) is absolutely forbidden in the paddock, pit or its surrounding. Any rider's, crew's or his/her guest found guilty of such an offence will be Fine a minimum of RM100.00 by the Race Direction.

1.34.26 No testing of race motorcycles is allowed within 10km radius of the race venue.

1.34.27 Crew/Riders/Team Managers are not allowed to ride any motorised vehicle on track before event (for track sighting). Only allowed by foot or bicycle.

1.34.28 Teams or Riders are not allowed to fix any on-board camera/ go-pro/360 Camera on the motorcycle/helmet or on the rider body. A minimum penalty of RM500.00 will be imposed.

1.35 PENALTIES

1.35.1 The Race Direction has the authority to further penalised the rider if deem the actions of the Rider which causes danger to other Rider(s) and also for in view of safety reasons. The penalties as follows:

i) During Practice and Warm Ups
   - A time penalty of 20 seconds to be added on the final race results

ii) During Qualifying, SHOOTOUT & Superpole.
   - Disqualification and Withdrawal of 10 Championship points

iii) During Race
   - Suspension on minimum 2 rounds of the Championship

1.35.2 If any new evidence is found after the round is over the Race Direction will meet during the next round and impose the penalty to the Rider.

1.35.3 All penalties can be brought forward to the following round or to the next calendar year of the MCP championship

1.35.4 The MAM Stewards has the authority to refer to the Race Direction in order to impose a higher penalty than the Race Direction is empowered to do.

1.36 PROTEST AND APPEALS

1.36.1 A protest is an action taken by the rider,team coordinator,team manager, team owner, officials etc. against another rider, team(s), officials etc.

1.36.2 Right of protest
A protest can be lodged against:
- An entry of a Rider or a Team

- An alleged non-compliance of a machine with the MCP regulations
- A classification established at the end of a practice or a race
- A presumed wrongdoing behaviour of a Rider, not seen or not sanctioned by the Race Direction, having occurred only during the round event

However, no protest may be lodge against an immediate decision made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 1.33
- Penalties given in accordance with Art 1.34
- Any Ride Through Penalty
- Any Time Penalty or Stop & Go

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.
No protest may be lodge against the results of Photo Finish decision by the Race Direction.

1.36.3 Procedure and time limit for protest
All protest must be submitted in writing and signed only by the person directly concerned.
Each protest must specify:
- The relevant regulations
- The concerns of the protesting party
- Against whom the protest is lodged (when relevant)

Each protest must refer to a single subject only and the intention to protest must be notified to the Race Direction through the **Secretary of the Meet** within 30 minutes of the publication of the results.
The protest must then be notified in writing or withdrawn within 1 hour at the latest after the publication of the results.
A protest against the eligibility of a rider or team or a motorcycle to enter a class or event, must be made before the start of the 1st official practice. A protest against a machine on technical control compliance grounds (eg. weight,noise, materials, etc.) may be made after the start of the official practice.

1.36.4 Security Deposit for protest
Protest must be handed to the **Secretary of the Meet** together with the security deposit of RM500.00 per single subject matter.
This security deposit may only be returned if the protest is upheld
In the case of protest referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and reassembly of clearly defined part of a machine, an additional deposit of RM 2,000.00 will be needed as security deposit per part

of a machine. This additional deposit must be paid by the protester within 30 minutes upon notification of the Race Direction and before the dismantling has started.

1.36.5 Hearing of a protest
After an immediate hearing, The Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the regulations

1.36.6 The decision of the Race Direction of determination of the penalty is immediate.

1.36.7 Appeals
An appeal is an action taken by rider or team affected by a decision issued by Race Direction (whether arising from a protest or otherwise)

1.36.7.1 Right to appeal
The rules concerning appeals against Race Direction are:

i) To the MCP Stewards against a decision of the Race Direction.
However, no appeal may be lodge against made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 1.33
- Penalties given in accordance with Art 1.34
- Any Ride Through Penalty
- Any Time Penalty or Stop & Go

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race
No appeal may be lodge against the results of Photo Finish decision by the Race Direction.

ii) To the MAM against a decision MCP Stewards
However, no appeal may be lodge against made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 1.33
- Penalties given in accordance with Art 1.34
- Any Ride Through Penalty
- Any Time Penalty or Stop & Go

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.
No appeal may be lodge against the results of Photo Finish decision by the Race Direction.

1.36.7.2 Time limit for the lodging of an appeal
i) Against the decision of the Race Direction 30 minutes

ii) Against the decision of MCP Steward; As provided in PART XI of the NCR.
The time limits shall be taken from the date and time of receipt of the decision by the appellant.

1.36.7.3 The statement of appeal must be submitted in writing to the MCP Stewards and through electronic mail to MAM

1.36.7.4 Security deposit
The appeal must be handed to the Secretary of the Meet together with the security deposit of RM3,000 per single subject matter.
This security deposit may only be returned if the protest is upheld

1.36.7.5 Time limits to be observed for appeal hearings
The MCP Stewards must be convened to examine an appeal immediately after the brief of appeal is received.
The MCP Stewards must in all cases announce a decision immediately following the hearing of the appeal.
The MAM must convene to examine an appeal and pronounce a decision within the period stipulated in the NCR.

Note: All payment for the above must be made in cash in Ringgit Malaysia when submitting the protest/ appeal letter

1.37 RESULTS

Results will be posted at the Paddock Notice Board and at the Race Control at the conclusion of each race. The published results will stand official, half an hour after posting if there has not been any official protest against the result, subject to the final Management meeting.

1.38 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.38.1 CP150, CP125,WIRA and PRO AM CUP
Points will be awarded only in the final event for the day for the Championship award.

1.38.2 The total points from highest 10 rounds scoring of 10 rounds Championship in the WIRA, CP125 and CP150 categories will be used for the final placing in the Championship.

1.38.3 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 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.

The scoring for each final is as follows:

Position	Points
1	25
2	20
3	16
4	13
5	11
6	10
7	9
8	8
9	7
10	6
11	5
12	4
13	3
14	2
15	1

1.39 PRIZE GIVING

1.39.1 All podium prize winners must be present at the Official Prize Presentation after the conclusion of each race, failing which all trophies and cash awards shall be forfeited. Winners must also dress in proper attire.

1.39.2 All competitors taking the podium finish are compulsory to wear the event cap supplied by the organiser failing so, the competitor may be fined RM1,000.00 and a disqualification. Second time offender will be liable for penalty of their championship points.

1.39.3 All winning (first position) team manager must be at the podium for the prize presentation if any of their riders come in first. This applies only to all registered entrant license.

1.39.4 All winners must attend the official press conference after the podium ceremony and must wear the event cap supplied by the organizer.

1.39.5 All winners must hand over their garland and trophy immediately after the podium ceremony or after the official press conference. The garland and trophy shall be return to the respective riders during releasing of competition licence.

1.39.6 All winners MUST attend all official championship function. Prize money will be deducted if the winner does not attend.

1.40 AWARDS

1.40.1 Round Winner - Final:

CP150 Class: Rider (each)

1st	-	RM 2,500.00	+ Trophy
2nd	-	RM 1,800.00	+ Trophy
3rd	-	RM 1,200.00	+ Trophy
4th	-	RM 800.00	
5th	-	RM 600.00	
6th	-	RM 500.00	
7th	-	RM 400.00	
8th	-	RM 300.00	
9th	-	RM 250.00	
10th	-	RM 200.00	

1.40.2 CP150 Class: (For Teams taking part in the "Team Award")

1st	-	RM 2,500.00	+ Trophy
2nd	-	RM 1,800.00	
3rd	-	RM 1,200.00	
4th	-	RM 800.00	
5th	-	RM 600.00	
6th	-	RM 500.00	
7th	-	RM 400.00	
8th	-	RM 300.00	
9th	-	RM 250.00	
10th	-	RM 200.00	

1.40.3 CP125 Class: Rider (each)

1st	-	RM 1,500.00	+ Trophy
2nd	-	RM 900.00	+ Trophy
3rd	-	RM 700.00	+ Trophy
4th	-	RM 450.00	
5th	-	RM 350.00	
6th	-	RM 250.00	
7th	-	RM 200.00	
8th	-	RM 150.00	

1.40.4 WIRA Class: Rider (each)

1st	-	RM 600.00	+ Trophy
2nd	-	RM 400.00	+ Trophy
3rd	-	RM 250.00	+ Trophy
4th	-	RM 200.00	
5th	-	RM 150.00	

1.40.5 PRO-AM CUP : Rider (each)

1st	-	RM 1,000.00	+ Trophy
2nd	-	RM 700.00	+ Trophy
3rd	-	RM 500.00	+ Trophy
4th	-	RM 400.00	
5th	-	RM 300.00	

Cash awards in CP150, CP125, WIRA and PRO – AM CUP will be given as shown above respectively in the final event.
The organisers reserve the right to revise the awards if there are less than twelve (12) entries entered in any final race. However, trophies will only be given up to 3rd placing in all the classes in each final event.

1.40.6 Extra prize money for the top 10 riders qualified for the Superpole.

1st	-	RM	400.00
2nd	-	RM	350.00
3rd	-	RM	200.00
4th	-	RM	150.00
5th	-	RM	150.00
6th	-	RM	150.00
7th	-	RM	150.00
8th	-	RM	150.00
9th	-	RM	150.00
10th	-	RM	150.00

Note: The organiser/promoter reserved the rights to postpone, abandon and cancel the Superpole session. If the Superpole session is abandon and cancelled there won't be any Prize money (Superpole) for the particular round.

1.40.7 Overall Championship will awarded

1.40.8 CP150 Class:

1st	-	RM 5,000.00 +	Trophy
2nd	-	RM 3,000.00 +	Trophy
3rd	-	RM 1,800.00 +	Trophy
4th	-	RM 1,000.00	
5th	-	RM 700.00	

1.40.9 CP125 Class :

1st	-	RM 2,500.00+	Trophy
2nd	-	RM 1,800.00+	Trophy
3rd	-	RM 1,200.00+	Trophy
4th	-	RM 800.00	
5th	-	RM 500.00	

1.40.10 WIRA Class

1st	-	RM	800,00	+ Trophy
2nd	-	RM	500.00	+ Trophy
3rd	-	RM	300.00	+ Trophy

1.40.11 Pro-Am Cup Class

1st	-	RM 1,500.00 +	Trophy
2nd	-	RM 1,000.00 +	Trophy
3rd	-	RM 700.00 +	Trophy

1.40.12 Team Award – CP150 (Overall):

1st	-	RM 20,000.00	+ Trophy
2nd	-	RM 10,000.00	+ Trophy
3rd	-	RM 6,000.00	+ Trophy

1.40.13 Team Award – CP125 (Overall):

1st	-	RM12,000.00	+ Trophy
2nd	-	RM 7,000.00	+ Trophy
3rd	-	RM 4,000.00	+ Trophy

2. TECHNICAL CONTROL/IMPOUND BAY

Technical control/impound bay will be located in the paddock area designated as the technical checking area under the control of the chief technical scrutineer.
Motorcycle must be presented to the technical checking area and will be inspected under the name of rider within the time stipulated in the race programmed.

SIGNING-IN AND SCRUTINEERING
Signing-In & Scrutineering and other formalities will be held at the paddock as follows:

CP150,CP125 & WIRA	:	Fridays at 2.00pm to 5.30pm
PRO AM CUP & MANUFACTURES RACE	:	Saturdays at 8.00am to 9.00am

If the race should fall on Friday and Saturday, the Registration Documentation or Formalities and scrutineering shall be carry out one day earlier from published day.
The technical scrutineer will inspect the motorcycle for safety check, and may also at their discretion choose to check the motorcycle for technical compliance with other aspects of the regulations and re-inspect any motorcycle that has been involved in an accident.
At the end of any qualifying session and final race in any class, the selected motorcycles will be impounded in the technical control for 30 minutes.
At any one time, a maximum of two mechanics will be allowed at the technical control area to assist the technical scrutineer while the motorcycle is being checked.

i) ELIGIBILITY OF MOTORCYCLE & CATEGORIES:
Machine: General Specification
Motorcycle must be manufactured, assembled and sold in South East Asia before 1st March 2025.
Minimum quantity of 1,000 units assembled by 1st March 2025.
Below documents are compulsory to be submitted to the promoter for clarification purposes.
- Total number of units assembled as to the date of documents submission.
- Starting Chassis Number to current
- Type Approval from MITI (if similar to each respective country)
- Service Manual – Hard copy x3 & Softcopy x1
- Parts Catalogue – Hard copy x3 & Softcopy x1
- Sales Brochure
- Suggested retail price
- Royal Malaysia Custom Verifications (or similar in each respective country)

ii) All motorcycles used for the races must conform to the general specification of the declared motorcycle.

iii) Exhaust Noise limit not more than 125db/A at 6,000rpm All Classes except CP150 For CP150 please refer to Art2.1.23.6

iv) All competitors who have purchased their own transponder MUST equip a 12V DC power supply on their bike to power the transponder (if the transponder type used is of not rechargeable type). The transponder must be mounted on the rear section of the motorcycle (at the rear of the seat).

v) Rear Safety Lights
All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden into the paddock and the session is wet. All lights must comply with the following: example below:

- Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.
- Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
- The output must be continuous - no flashing safety light whilst on track
- Safety light power supply may be separated from the motorcycle.
- The Minimum size is 4cm X 1cm and the Maximum size is 9cm X 7cm
- The Technical Director has the right to refuse any light system not satisfying this safety purpose

vi) Penalty for breach of Technical Regulation stated eligibility of motorcycle will be as below:

1st time offender	Fine RM1,000	+	disqualification for the particular round.		
2nd time offender	Fine RM5,000	+	disqualification	+	banned 1 following race.
3rd time offender	Fine RM10,000	+	Disqualification and all Championship points will be deducted.		

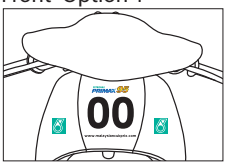
All Fine must be paid within 7 working days or The rider will be disqualified from the Championship for the year.

vii) The organizer will supply decals e.g. PRIMAX 95 X'tra and WIRA (For WIRA class only , etc. (Compulsory to affix on race bike) with competition numbers. The allocated number for the rider must appear three times on the machine. The Sponsor logos are allowed on the race bike, racing suit and helmets .

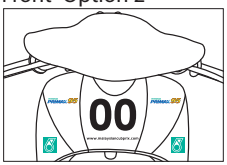
viii) PRO AM CUP No Oil/Fuel sponsor decals on the Racing Suit and Racing Motorcycle are not allowed except for PETRONAS decals.
Conflicting sponsor logos on the Racing Suit and Racing Motorcycle are not allowed. (For example if the Racing Motorcycle is declared a Honda model no other logo of bike model is allowed to be on the Racing Motorcycle or Racing Suits).

Sticker Position Drawing (Front, Left and Right)

Front "Option 1"



Front "Option 2"



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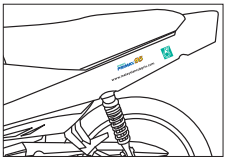

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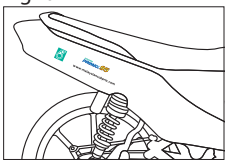

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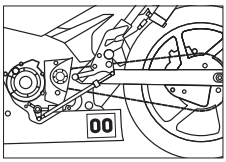

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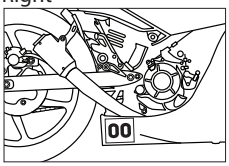
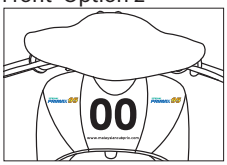


Sticker Position Drawing (Front, Left and Right) – for team paid decal fee.

Front "Option 1"

Front "Option 2"



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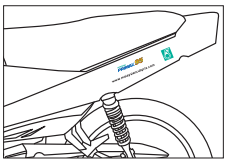

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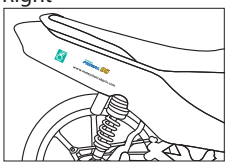

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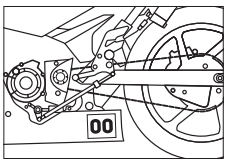

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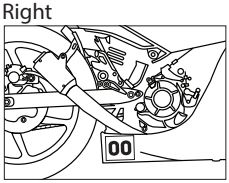


UPDATE ON SAFETY GEARS - 2026

PROTECTIVE CLOTHING AND HELMETS

i) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.

ii) Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

iii) Riders must also wear Leather Gloves and Boots, which with the leather suit provide complete coverage from the neck down.

iv) Leather substitute materials may be used, providing they have been checked by the Technical Committee.

v) Use of a Chest and Back Protector is compulsory. A Penalty of RM500.00 will be penalized for not compliance of this rule.

vi) Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened. All competitors taking part are compulsor to use the "Double D" buckle with FIM approved standards helmet

vii) Helmets must be of the full face type (integral) and conform to one of the recognised international standards:

EUROPE	-	ECE 22-05 (only "P" type)
JAPAN	-	JIS T 8133:2007 (valid until 31.12.2025)
	-	JIS T 8133:2015 (only "Type 2 Full face")
USA	-	SNELL M 2010 (valid until 31.12.2025)
	-	SNELL M 2015

FIM - FRHPhe-01 - 2018 (FIM Racing Homologation Programme helmet)

Visors must be made of a shatterproof material.
Disposable "tear-offs" are permitted. Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.
Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

EUROPE	 **051406/J-1952** a = 8 mm min. 3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.
JAPAN	
USA	

2. CLASSES : CP150

CP150 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

IF A CHANGE TO A PART OR SYSTEM IS NOT SPECIFICALLY PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

CP150 motorcycles must acquire the homologation of Malaysian Cub Prix Championship Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the approval, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Motorcycles must conform to the homologated or originally manufactured shape by the manufacturer (except when otherwise stated). The appearance of the exhaust system is excluded from this rule.

2.1 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle.
  All Motorcycles must be normally aspirated and without Electrical Motor assist (Hybrid Motor and etc.)

2.1.1 Eligible Motorcycles

The following Motorcycles are approved to compete:

- Approved production Underbone motorcycles with an engine capacity of 138 cc to 150 cc, utilising a 4-stroke, vertical or inclined cylinder layout.
- **Modenas Z15GT (subject to pending homologation)**
- **Yamaha Y16ZR (subject to pending homologation), with the following conditions:**
  Maximum bore limited to 57 mm (150cc).

These rules are intended for production road Motorcycles only. Production street enduro/motocross based off-road Motorcycles are specifically excluded. The Malaysian Cub Prix Technical Committee reserves the right to decide which Motorcycles will be eligible in the class.

2.1.2. Weight Control

After all timed sessions and practices, riders may be asked to submit themselves and their Motorcycle to the weight control. In all cases the rider must comply with this request. At any time of the event, the total combined weight including fuel and all fluid contents must not be lower than the following.

2.1.2.1 Minimum Combined Weight: 168 kg

2.1.2.2 At the end of the race and during the final technical inspection all participants will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.

2.1.2.3 There is NO TOLERANCE on the Minimum Combined Weight limit.

2.1.2.4 To conform to the Combined Weight, the following are permitted.

2.1.2.4.1 To increase weight - add weight ballast.

- All ballast must be securely fastened with bolts of adequate strength (minimum size M8) and declared to the Technical Team during the safety inspection.

2.1.2.4.2 To reduce weight - replace parts with lightweight materials, such as carbon composites or titanium, EXCEPT for the following parts;

- Rotating parts (e.g., wheel assemblies, spockets).
- All engine parts.
- Main chassis frame and swingarm.
- Rear subframe modifications and material changes are permitted.

* *Combined Weight is defined as: The Motorcycle's weight plus the rider's weight while wearing their full racing gear.*

2.1.3 Competition Numbers

Each rider accepted for the Malaysian Cub Prix Championship is free to choose their own Competition Numbers which will be valid for the whole race season. Once a number is assigned, no changes will be allowed in any circumstances.

The numbers "1" until "10" will be reserved for the previous year's competitors according to their previous years' Overall Championship Points Standing.

2.1.3.1 Design for Competition Number is free and it must confirm to the following basic requirements.

2.1.3.2 The allocated number for the rider must be affixed on the Motorcycles as follows,

2.1.3.2.1 Front Number - Once on front, either in the centre of the Front Centre Panel or slightly offset to one side; the number must be centred to their background.

2.1.3.2.1.1 The Colour Combination must be of HIGH CONTRAST, if the background colour is white (or a very Light Colour) then the Number should be Black (or a very Dark Colour).

2.1.3.2.1.2 The size for the Front Number is:

- **Minimum height - 130 mm**
- **Minimum width - 74 mm**
- **Minimum stroke - 23 mm**
- **Minimum space - 9 mm** (between numbers)

2.1.3.2.2 Side Number (Belly Pan Numbers)

Side Numbers must be affixed only at the Bellypan. Once, on each side of the Belly Pan. The number must be centred to their background.

2.1.3.2.2.1 The background colour is STRICTLY White and the numbers are in black.

2.1.3.2.2.2 The sizes for the Belly Pan Numbers are:

- Minimum height - 95 mm
- Minimum width - 55 mm
- Minimum stroke - 12 mm
- Minimum space - 6 mm (between numbers)

2.1.3.3 If a design incorporates an outline then it must be of a contrasting colour and the maximum width of the outline is 3 mm.

2.1.3.4 Numbers cannot overlap each other.

2.1.3.5 Reflective, Chrome or mirror type numbers are not permitted.

2.1.3.6 Recommended Fonts types are:

2.1.3.6.1 Futura Heavy and Futura Heavy Italic.

2.1.3.6.2 Univers Bold and Univers Bold Italic.

2.1.3.6.3 Olivers Med and Olivers Med Italic.

2.1.3.6.4 Franklin Gothic and Franklin Gothic Italic.

In case of a dispute concerning the legibility of the numbers, the decision of the Malaysian Cub Prix Technical Director will be final.

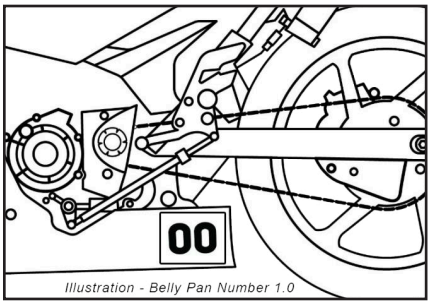
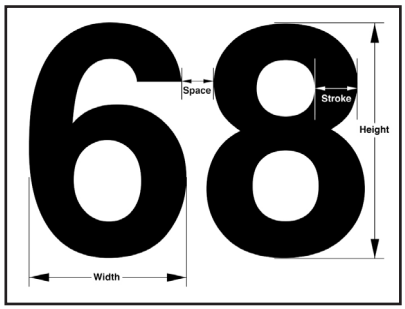


Illustration - Belly Pan Number 1.0



2.1.4 Fuel

Only **Petronas Primax 95** fuel supplied by the organiser/promoter is permitted.

2.1.5. Tyres

2.1.5.1. The quantity of tyres to be used is free.

2.1.5.2. For safety reasons, competing motorcycle should only use tyres with at least 60% thread depth or 2.5 mm of thread depth.

2.1.5.3. For safety checks, the measurement will be carried out on the worst worn part of the tyre.

2.1.5.4. Slick, hand cut or rain tyres are not permitted.

2.1.5.5. Any modification, treatment, cutting or re-grooving is forbidden.

2.1.6. Engines

2.1.6.1 Each competitor is allowed Two (2) main engines and for each race round and they must be declared, registered, and sealed at the scheduled Motorcycle Technical and Safety Inspection check (Scrutineering).

2.1.6.2 Each team consisting of 3 riders must only have a maximum allocation of 6 engines (2 engines for each rider)

2.1.6.3 Each competitor can choose to use either of the Two (2) Sealed Main Engines for any of the sessions (Practices/Qualifying/Superpole/Shootout/ Race) over the race round.

2.1.6.4 The Two (2) Sealed Main Engines when used, must be submitted for technical checks after the final race of the race round.

2.1.6.5 All machines must have holes (drilled or otherwise) to facilitate the attachment of seal wires.

2.1.6.6 LH and RH side Engine Crankcase Covers (magneto and clutch cover) will NOT be sealed.

2.1.6.7 NO permission will be approved on Engine Seal removal for repair, servicing, and any other reasons.

2.1.6.8 All Engine Seals must NOT be tampered or removed. If for any reason whatsoever and when any of the engine seals are tampered or removed that Competitor will be DISQUALIFIED

2.1.6.9 Contingency Engine

2.1.6.9.1 When a competitor's Two (2) Sealed Main Engines fail or is damaged, the competitor may use an engine from their team's allocation of any of their Sealed Engines and must submit a written notification to the Race Direction to use them.

2.1.6.9.2 Once the Contingency Engine (3rd engine) is used, the competitor will be penalised. The penalty is as following:

2.1.6.9.2.1 At the Petronas Sepang International Circuit: the Competitor will start the Race from the Pit Lane.

2.1.6.9.2.2 All Other Circuits: the Competitor will start the Race from the last position of the Starting Grid

2.1.6.9.3 The gear ratio of this Contingency Engine may differ from the rider's main engines.

2.1.6.9.4 This Contingency Engine must be submitted for technical checks after the final race of the race round.

2.1.7. Fuel Injection and Intake System

2.1.7.1 The Fuel Injection System refers to the Throttle Bodies, Fuel Injectors, Fuel Pump and Fuel Pressure Regulator.

2.1.7.2 Quantity of Injector must remain as the originally manufactured Motorcycle

2.1.7.3 The fuel pump must be the original, homologated, or factory-installed part, but it can be modified.

2.1.7.4 Wiring Harness and Wiring Connecting Sockets to the Fuel Pump is free.

2.1.7.5 Throttle Body

Only the homologated or originally fitted throttle body is permitted and with the following modifications permitted.

2.1.7.5.1 Adding a fixed length Air Funnel is permitted.

2.1.7.5.1.1 For installing an Air Funnel, the outer diameter of the external lip of Throttle Body can be reduced.

2.1.7.5.2 Throttle Position Sensor (TPS) can be modified or changed.

2.1.7.5.3 For all machines, the maximum diameter at the venturi adjacent to the Throttle Valve (Butterfly Valve) Spindle is ø30 mm.

2.1.7.5.4 The Stock Spindle Shaft and the Fastener Screws of the Throttle Valve Plate (Butterfly Valve) can be modified.

2.1.7.5.5 If the diameter at the venturi adjacent to the Throttle Valve (butterfly valve) spindle is more than **ø30 mm** then the said throttle body must be modified to meet the specified maximum diameter of **ø30 mm.** For this modification , the following is permitted,

2.1.7.5.5.1 The Throttle Valve Plate (Butterfly Valve) can be modified or replaced.

2.1.7.6 The Intake Pipe/Manifold and Insulator must be the homologated or originally manufactured part with the following modifications permitted.

2.1.7.6.1 The intake pipe/manifold can be slightly modified to install a non-original duel injector, but this modification is permitted only for the installation of the fuel injector.

2.1.8 Fuel Supply.

2.1.8.1 Fuel pump and fuel pressure regulator must be the originally fitted and the originally manufactured part and modification to these parts permitted.

2.1.8.2 Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.

2.1.8.3 Fuel vent lines may be replaced.

2.1.8.4 Fuel filters may be added.

2.1.8.5 Quick connectors may be used or added. E.g. Dry Break connectors.

2.1.9 Cylinder Head.

2.1.9.1 Cylinder Head must be the originally fitted or originally manufactured part with the following modifications permitted;

2.1.9.1.1 Spark plug insertion hole at cylinder head may be altered to accommodate bigger or smaller spark plug. Welding is permitted for this purpose.

2.1.9.1.2 For cylinder heads with three (3) spark plugs as stock, the central spark plug insertion hole must be used and remaining spark plug insertion holes must be sealed accordingly.

2.1.9.1.3 It is NOT PERMITTED modify the Cylinder Head to change compression ratio.

2.1.9.1.4 Porting and polishing of the cylinder head is NOT PERMITTED.

2.1.9.1.5 Cylinder Head maintenance: Valve lapping and mild valve seat angle trimming is permitted.

2.1.9.2 Cylinder head gasket is free.
2.1.9.3 Cylinder Heads' Nuts and Washers are free.
2.1.9.4 Redundant Sensor Holes can be plugged or welded.
2.1.9.5 PAIR (Pulse Secondary Air Injection) Valve may be dismantled or sealed.

2.1.10 Valves.

2.1.10.1 The number of valves per cylinder must remain identical to the configuration originally fitted and homologated for that motorcycle model.

2.1.10.2 Valve sizes must conform to the homologated or the originally fitted size as specified by the manufacturer for that model.

2.1.10.3 Aftermarket replacement valves are permitted provided they are of equivalent weight, shape, and dimensions to the original valves.

2.1.10.4 The valve material for both intake and exhaust must remain identical to that homologated and originally fitted to the production motorcycle.

2.1.10.5 Valve guides must remain as homologated and as originally fitted in the production motorcycle.

2.1.10.6 Valve Springs can be replaced with springs of a different spring rate(s)

2.1.10.7 Valve spring seats, cotter pins, and retainers must remain as homologated and originally fitted.
2.1.10.8 The valve angle must not be altered under any circumstances.
2.1.10.9 Valve stem seals may be replaced but must be properly installed.

2.1.11 Camshaft.

2.1.11.1 The Quantity of Camshaft must be same as the originally fitted or originally manufactured. (SOHC, DOHC)
2.1.11.2 Camshaft(s) must remain as homologated and originally fitted in the originally manufactured motorcycle.
2.1.11.3 Rocker Arm and Rocker Arm Shaft must remain as homologated and originally fitted in the originally manufactured motorcycle Cam Sprocket and Cam bearings are free.
2.1.11.3.1 Cam Sprocket Inspection Cap and Camshaft Cover is free.

2.1.11.4 Camshaft Cover can be modified from original; to incorporate Breather Hose and the Breather Hose must be channelled to a Catch Tank with the volume not less than 250ml.

2.1.11.5 Timing Chain, Timing Chain Tensioner and Timing Chain Guide is free.

2.1.11.6 Camshaft Retainer Plate can be replaced with an aftermarket option part or modified.

2.1.12 Cylinder Block

2.1.12.1 Cylinder Block must be the originally equipped unit or a Homologated Aftermarket option **with following modification permitted.**

2.1.12.2 Cylinder Block base surface and deck surface may be skimmed to reduce overall Cylinder Block height/ length.

2.1.12.3 Cylinder Block Gasket is free.

2.1.12.4 The Bolt Studs (securing the cylinders) may be replaced, and the quantity of Bolt Studs and their diameter must remain as the originally fitted or originally manufactured specifications.

2.1.12.5 For Yamaha Y16ZR: Cylinder Block can be sleeved to fit a smaller diameter piston.

2.1.12.5.1 Cylinder Block Homologation

2.1.12.5.1.1 The Cylinder Block must be sent to the Malaysian Cubprix Technical Committee to be homologated.
This process requires approximately 14 days after the sample unit and all the relevant data has been submitted.

2.1.12.5.1.2 The following Homologated Aftermarket options are currently approved.

Machin	Brand & Description	Code/Part Number
Honda RSX, RS150R	SCK Racing, Blok Kit RS15	EGBK-2357-FG00-00
Modenas Z15GT	TBC	TBC
VOGE FR150	SCK Racing Ceramic Cylinder 57.3 mm	EGBK-2357-FGVO-GE
Yamaha Y15ZR	Cardinal Racing Block Racing Set Forged Y15ZR	TWS57Y
	SCK Racing, Blok Kit Y15	EGBK-5857-FGSD-OM
	UMA Racing, Ceramic Cylinder Block	02B00370/02B00960
Yamaha Y16ZR	TBC	TBC

2.1.13 Piston and Piston rings.

2.1.13.1 The Piston can be changed, and it must adhere to the following.

2.1.13.1.1 The homologated bore specification and for Yamaha Y16ZR the bore-down size for 150cc.

2.1.13.1.2 Piston must have a minimum 3 ring grooves, and all piston rings must be fitted.

2.1.13.2 Piston ring type is free.
2.1.13.3 Piston surface is free and the depth width and height of the piston is free.
2.1.13.4 Piston pin & Piston pin clips are free.

2.1.14 Connecting Rod and Crankshaft Assembly.

2.1.14.1 Crankshaft assembly must be the homologated or same as the originally fitted type or originally manufactured part with no modification permitted.
2.1.14.2 No machining or polishing is permitted on the Crankshaft Web.
2.1.14.3 Connecting rod type must be the same as the originally fitted type or originally manufactured part with the following modification permitted.
2.1.14.3.1 Connecting Rod bearings are free and can be changed.

2.1.14.4 Connecting Rod big end pin must be the originally fitted type or the originally manufactured part.
2.1.14.5 Crankshaft Balancer Gear (Balance Weight Gear) may be remove or modified.
2.1.14.5.1 The attached and adjacent Buffer Boss, Compression Spring and Dowel Pin may be remove or modified.

2.1.15. Crankcases and Engine Covers

2.1.15.1. Crankcases and Engine Covers must be the originally fitted or originally manufactured parts with the following modifications permitted.
2.1.15.2. Additional Protective Covers to the Lateral (Side) Crankcase Covers are highly recommended.
2.1.15.3. The mating surface of the Engine Cranckcases to Cylinder Block <u>CANNOT</u> be modified to change compressions ratio.
2.1.15.4. Magneto/Stator Engine Crankcase Cover may be replaced a similar part from a different model of the same engine series.
2.1.15.5. Magneto/Stator Engine Crankcase Cover may be replaced with an aftermarket part that incorporates an additional support bearing or the stock item can be modified to fit such Bearing.
2.1.15.5.1. The Inspection Cap may be removed.

2.1.15.6. Oil Level Plug/Gauge (Oil Filler Cap) is free and can incorporate breather hose. The Breather Hose must be securely clamped and channelled into a Catch Tank with the volume of 250ml or more. It must be properly and tightly safety wired.

2.1.15.7. All Drain Plugs (Engine Oil Release Bolt) must be securely and tightly safety wired.
2.1.15.8. All Bearings and Oil Seals types attached to the Engine Crankcase are free.
2.1.15.9. Front Sprocket Cover may be drilled. However for safety reasons, the holes must be ≤ 10mm in diameter.

2.1.16 Transmission and Gearbox

2.1.16.1. Gear ratio can be changed and adapted for every race round to suit the designated racetrack.
2.1.16.2. For each competitor, only One (1) variation of gear ratio is permitted for each race round. Both engines allocated for each competitor must be of the same gear ratio
2.1.16.3. The installed gear ratios of each engine must be submitted and declared at Technical/Scrutineering Form on every race round.
2.1.16.4. The gearbox maximum number of Speed is Six (6) only.
2.1.16.5. Machines with Five (5) speed gearbox as stock may be replaced with a Six (6) speed type from the same engine series of same manufacturer. E.g. FZ150/Y16ZR into Y15R
2.1.16.6. Construction of Gearshift Forks and Gearshift Shafts are free.
2.1.16.7. Construction and material of Countershaft is free.
2.1.16.8. Construction and mechanism of Gearshift Cam is free.
2.1.16.9. Quick shifters are permitted for both; the gear lever sensor type or button switch type.
2.1.16.10. Electronic or Hydraulic Actuated Shifters are not permitted, and gearshift must remain operated manually by foot.
2.1.16.11. Front and Rear Sprockets size, Chain Size and Chain Pitch may be changed.
2.1.16.12. Rear Sprocket hub is free
2.1.16.13. For safety reasons, it is compulsory to use "Lock Washer" or "Self-Locking Nut" when installing the Front and Rear Sprocket.
2.1.16.14. Top chain guard if it is not incorporated in the rear fender may be removed.

2.1.17 Starter System

2.1.17.1 Kick Starter Assembly may be removed and when removed Kick Starter Shaft Hole must be sealed.
2.1.17.2 Starter Motor and Starter One-Way Clutch may be removed.
2.1.17.3 Starter Gear and Bearing may be removed.

2.1.18 Clutch.

2.1.18.1 Clutch system must remain as the "wet type"
2.1.18.2 Hydraulic clutch system is not permitted.
2.1.18.3 Slipper clutch or back torque limiting system is permitted.
2.1.18.4 Other clutch components are free.

2.1.19 Primary Drive

2.1.19.1 Primary drive ratio cannot be changed.

2.1.19.2 Primary Drive and Driven Gears (Clutch Gear) can be modified to reduce weight.

2.1.20 Oil Pump

2.1.20.1 Internal Oil Pump can be modified and or replaced with an aftermarket type.

2.1.20.2 External Electric Pump is NOT permitted.

2.1.20.3 Oil filter is free.

2.1.21. Water Radiator and Cooling System.

2.1.21.1. Only Water is permitted to be used inside the Water Radiator and the entire Cooling System.

2.1.21.1.1. No Additives, Antifreeze, "Radiator Coolant" or any other liquid is permitted.

2.1.21.2. Water Radiator size, location and mount point may be changed.

2.1.21.3. An additional Water Radiator may be fitted but the appearance of the front, the rear and the Profile of the Motorcycle must not be changed.

2.1.21.3.1. Adding extra Mounting Brackets to accommodate the additional Water Radiator is permitted.

2.1.21.4. Additional Radiator Shroud and Inner Air Ducts to improve the air stream towards the radiator is permitted but the appearance of the front, the rear and the Profile of the Motorcycle must not be changed.

2.1.21.5. Protective meshes may be added in front of the Water Radiator(s).

2.1.21.6. Water Pump can be changed.

2.1.21.7. Electrical Water Pump can be fitted to replace Original Water Pump.

2.1.21.7.1. Plumbing and Fitment Adaptors can be fabricated for this purpose.

2.1.21.7.2. Wiring Harness can be modified for this purpose.

2.1.21.8. Water Radiator Cap is free.

2.1.21.9. Water Radiator Fan is free.

originally manufactured part with the following modifications permitted.

2.1.22.1 The Air Box may be modified for better flow.

2.1.22.2 Stock Air Box Ducts/Joints/Hoses can be modified.
2.1.22.2.1 For safety reason all air boxes must be able to hold & contain 250ml of fluid after modifications.

2.1.22.3 Ram Air System is not allowed.
2.1.22.3.1 No protrusion tubes are allowed at the Air Box.
2.1.22.3.2 No air ducts can connect to the airbox except from Air Box into the Throttle Body.

2.1.22.4 All Breather Hoses and Drainpipes attached to the air box must be routed to an Oil Catch Tank or be sealed/plugged. (Refer to Illustration OCR 1.0)

2.1.23. Exhaust System

2.1.23.1. Exhaust Pipe can be changed, and it MUST be fitted with an Output Restrictor at the exit end with the following size;
2.1.23.1.1. Minimum Length : 100mm
2.1.23.1.2. Maximum Inner Diameter : 38 mm

* *Refer to Appendix 1F for Illustration of Output Restrictor*

2.1.23.2. Material to construct the Exhaust Pipe, Silencers, Mounting Stays or Brackets is free.
2.1.24.2.1. Titanium and Carbon Fibre is permitted.

2.1.23.3 Exhaust Sensor can changed and relocated.

2.1.23.4. The orientation and the discharge of the Exhaust Pipe must be backward and in a position as not to annoy other riders.

2.1.23.5. The rear edge of the Exhaust Pipe must not exceed the Rear Wheel.

2.1.23.6. For safety reasons, the Exhaust Pipe must be securely mounted and the exposed edges of the Exhausts Pipe(s) outlet must be rounded to avoid any sharp edges.

2.1.24. Ignition System and Engine Control Unit (ECU)

2.1.24.1. Only the aRacer RC Super X and **RC Super XX** ECU is approved.

2.1.24.2. Traction and Launch Control System is **NOT** permitted.
2.1.24.2.1. Fuel and Ignition Maps are free.
2.1.24.2.2. Map Selection Switch can be added.

2.1.24.3. Ignition Coil is and HT Lead Wire is free.

2.1.24.4. Spark Plug and Spark Plug Cap is free.

2.1.25 Electrical and Battery

2.1.25.1 Wire Harness is free.

2.1.25.1.1 For safety, the wire harness must be securely routed and check for any current leakage.

2.1.25.2 The Key/Ignition Lock may be relocated, replaced, or removed.

2.1.25.3 The Electrical Charging System must be retained as Homologated or as in the originally manufactured Motorcycle.

2.1.25.4 The Rotor(Magneto) must remain as homologated or the originally manufactured unit with the following changes permitted.

2.1.25.4.1 Threading the Rotor (Magneto) centre boss to facilitate utilising Magneto Puller Tools is permitted.

2.1.25.4.2 Strengthening the Rotor (Magneto) by welding and adding rivet studs is permitted.

2.1.25.5 Stator Coil must be as homologated or as in the originally manufactured Motorcycle.

2.1.25.6 **Battery**

2.1.25.6.1 Only Lead Acid and Gel type is permitted.

2.1.25.6.2 All types of Lithium Batteries are NOT permitted.

2.1.25.6.3 Battery must be securely mounted and must not be exposed.

2.1.25.6.4 Regulator, Voltage Stabiliser & Rectifier is free.

2.1.26 Chassis

2.1.26.1 Chassis frame must be the originally fitted or originally manufactured part.

2.1.26.2 Chassis frame may be strengthened. Welding is permitted for this purpose.

2.1.26.3 Unused stays may be cut, modified or removed.

2.1.26.4 Head set bearing may be changed.

2.1.26.5 Modification for relocation of rear absorber mounting is permitted.

2.1.26.6 Modification to facilitate the installation of a bigger diameter rear shock absorber and shock spring is permitted.

2.1.26.7 The rear part of the chassis frame may be cut and removed for the purpose of reducing weight.

2.1.26.8 Holes may be drilled in the chassis frame for the purpose of mounting approved components (i.e fairing, steering damper, sensors).

2.1.27 Complete Spare Motorcycle

2.1.27.1 A Complete motorcycle can only function or serve as spare parts to be removed individually for replacement to the registered Race Motorcycle.

2.1.27.2 Only one motorcycle is permitted to be registered for each round.

2.1.27.3 To change a Complete Motorcycle, it is ONLY permitted when;

2.1.27.3.1 The registered Race Motorcycle is severely damaged and cannot be repaired for the upcoming Race, Qualifying or Superpole.

2.1.27.3.2 The Team Manager must write a Request Letter to the Malaysian Cub Prix Technical Director informing and requesting of such an intended change. The request Letter must include important details such as Engine and Chassis Number of both motorcycles.

2.1.28 Front Forks and Steering Damper.

2.1.28.1 Only conventional "RWU - Right Way UP" front forks are permitted.

2.1.28.1.1 Machines that have stock "USD - Up Side Down" front fork must change to production conventional "RWU - Right Way Up" front forks from another Malaysian market production model (of any motorcycle manufacturer) while abiding to rules stated in this article.

2.1.28.2 Fork oil type and fork oil volume is free.

2.1.28.3 Internal spring and dampers system can be modified or changed.

2.1.28.4 Original (Stock) Cap Bolt/Upper Spring Seat can be modified to facilitate spring preload and damping adjustment.

2.1.28.4.1 Alternatively, the Original/stock Fork Cap Bolt (Upper Spring Seat) can be replaced with an aftermarket option item that provides additional spring preload and damping adjustment functions only.

2.1.28.5 Guards or Covers can be added to protect the Front Fork Inner Tube (Chrome tube)

2.1.28.6 Additional external damper units are not permitted.

2.1.28.7 Dust seals may be modified changed or removed.

2.1.28.8 All Front forks must be properly oil-sealed.

2.1.28.9 The wheel spindle shaft hole at the lower front fork outer tube may be machined to accommodate bigger spindle shaft.

2.1.28.10 ONLY for Half Front Fork Type Motorcycle Models the following changes are permitted;
- 2.1.28.10.1 The "Under bracket complete" (fork clamps) is free including custom fabrication.
- 2.1.28.10.2 Fork inner tube maximum diameter is 31mm.
- 2.1.28.10.3 31mm Front Forks Assembly from another Asian production make/models can be used.

2.1.28.11 For Full Front Fork Type Motorcycle Models.
- 2.1.28.11.1 The front fork assembly (top bridge, fork yoke, inner tube and outer tubes) must be the homologated, originally fitted or originally manufactured part.

2.1.28.12 Aftermarket non-electronic steering damper is permitted, can be clamp and mounted directly on the front fork inner tube but it cannot act a steering lock limiting device.

2.1.29 Shock Absorber (Rear Suspension Unit)

2.1.29.1 The shock absorber unit and spring is free.

2.1.29.2 Top & bottom shock absorber mounting point can be relocated.
- 2.1.29.2.1 The chassis frame and the swingarm can be modify for this specific function.
- 2.1.29.2.2 There should be only one mounting point at any time and adjustable mounting points are not permitted.
- 2.1.29.2.3 No multi holes or elongated holes for adjustment is permitted.

2.1.29.3 A Mounting Adaptor can be utilised to MANUALLY adjust the length of the Rear Shock Absorber.
- 2.1.29.3.1 No electronics, hydraulic or automatic system is permitted.
- 2.1.29.3.2 The Mounting Adaptor must solely function for length adjusment of the Rear Shock Absorber only.

2.1.30 Swingarm (Rear Arm)

2.1.30.1 Swingarm must be the originally fitted or originally manufactured part with the following modifications permitted.
- 2.1.30.1.1 Reinforcement by adding Gusset and Tubes are permitted.
  - 2.1.30.1.1.1 The material used for strengthening must be ferrous.

2.2.30.1.1.2 The dimension of the strengthening parts must not be larger than the dimensions of the stock swingarm.

2.1.30.1.1.3 Welding and brazing is permitted for this specific reinforcement purpose.

2.1.30.2 Swingarm bush is free.

2.1.30.3 Swingarm Shaft (Pivot) and Nut may be changed or modified to incorporated Rearsets/Footrest and must adhere to the following;

2.1.30.3.1 The diameter of the swingarm shaft must remain as the originally fitted and homologated or originally manufactured part.

2.1.30.3.2 The material must remain the ferrous type which includes stainless steel (SUS).

2.1.30.4 Modification to chain adjustment slot to adjust wheel base is permitted.

2.1.30.5 Final drive chain guide may be altered, removed or replaced.

2.1.30.6 Modification to the swingarm for relocating of Rear Absorber Mounting is permitted. (Refer to 2.1.30).

2.1.31 Wheels.

2.1.31.1 Wheels can be changed to aftermarket Cast Alloy Wheels or Spokes Type Wheels.

2.1.31.1.1 For spokes type wheels the wheel hub may be changed or altered.

2.1.31.1.2 Wheel diameter must remain at 17 inches

2.1.31.1.3 The maximum width of the wheel rims are,

2.1.31.1.3.1 Front : 2.5 inches.

2.1.31.1.3.2 Rear : 3.15 inches.

2.1.31.1.4 The minimum weight of the wheel assy. (wheel assy. is inclusive of wheel, tyre, inner tube (if any), air inflation valve, brake disc/ rotor, pre-installed Wheel Balance Weights and bearing) are;

2.1.31.1.4.1 Front : 6 kg.

2.1.31.1.4.2 Rear : 6.5 kg.

2.1.31.1.5 The Cushion Drive (Sprocket Damper) must be retained except if it is not incorporated in original form.

2.1.31.1.5.1 The Cushion Drive (Sprocket Damper) may be changed or altered but NOT totally removed.

2.1.31.2 Front Wheel Spindle Shaft size is free and must be of ferrous material, including sus (stainless steel).

2.1.31.3 For the purpose of wheel balancing, the balance weights may be added, discharged or changed.

2.1.31.3.1 The wheel balance weights must be securely installed and safety taped.

2.1.31.4 A non-slip coating/treatment may be applied to the bead area of rim.

2.1.31.5 Any Inflation Valve type and Valve Cap may be used.

2.1.31.6 The speedometer drive may be removed and replaced with spacer.

2.1.31.7 Wheel spacers & collars may be modified, added or replaced.

2.1.31.8 Wheel bearings and the wheel bearing sizes are free.

2.1.32 Brakes.

2.1.32.1 Aftermarket Non-ceramic type Brake Disc and aftermarket disc carried is permitted.

2.1.32.2 The quantity of the brake disc (single or double) must be same as the homologated or originally manufactured motorcycle.

2.1.32.3 Front Brake Disc can be made floating, using original Brake Disc and mounting points.

2.1.32.4 The number of floaters is free.

2.1.32.5 The dimensions of the Brake Disc is free.

2.1.32.6 Front brake system Cooling Ducts or Brake Air Scoops are permitted.

2.1.32.6.1 Fully enclosed disc covers are not permitted**.** **Refer Illustration - CP150-2.0.*

2.1.32.6.2 It must be fabricated from non-metallic material e.g. nylon, plastic, CRP & etc.

2.1.32.6.3 The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop.

2.1.32.6.4 The Malaysian Cub Prix Technical Committee reserves the right to refuse any Brake Cooling Ducts of Brake air Scoops assy, that are Deemed as dangerous.

2.1.32.7 The front brake caliper's mount, carrier or hanger may be change to accommodate for different Brake disc diameter.

2.1.32.8 The front and rear master cylinders and brake calipers are free.

2.1.32.9 In order to reduce the transfer of heat to the brake fluid it is permitted to add shims to the calipers.

2.1.32.10 Front and rear brake lines/Hoses may be changed and Lines/hoses must be neatly routed as not to endanger the rider or other competitors.

2.1.32.11 Brake pad locking pins may be modified for quick-change type.

2.1.32.12 Brake pads are free.

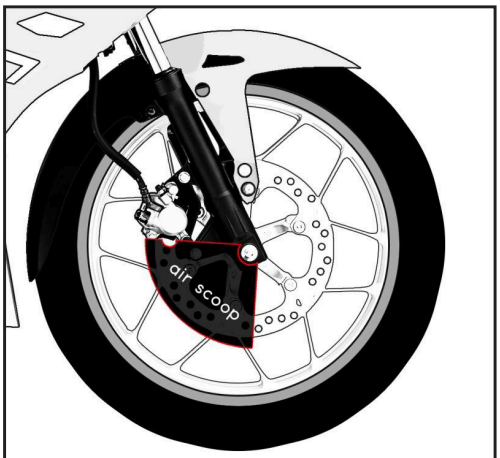


Illustration – CP150-2.0

2.1.33 Handlebar and Hand Controls

2.1.33.1 Handlebar may be replaced.

2.1.33.2 The handlebar minimum length permitted is 450mm.

2.1.33.3 For safety reasons, the edge of the Handlebar must not have sharp edges and must be plugged.

2.1.33.4 Handlebar mounting and hand controls may be relocated except for the brake master cylinder.

2.1.33.5 Throttle assembly and associated cables may be modified or replaced but the connection to the throttle controls must remain as on the homologated motorcycles.

2.1.33.6 Throttle cable may be replaced.

2.1.33.7 Throttle controls must be self-closing when not held by the hand, For safety reasons, the throttle cable must be routed neatly as not to endanger the rider or other competitors.

2.1.33.8 Brake and clutch levers, clutch perch may be replaced.

2.1.33.9 Motorcycles MUST be equipped with brake lever protection intended to protect the brake lever from being accidentally activated in case of collision with another motorcycle.

2.1.33.10 The edge of the levers should be round with a minimum diameter of 16mm and a minimum thickness of 14mm.

2.1.33.11 The length of the levers should not be more than 200 mm measured from centre of pivot point to the lever's edge.

2.1.33.12 For adjustment of the lever travel an adjuster to the lever is permitted.

2.1.33.13 Switches can be modified and its mount location may be changed.

2.1.33.14 Motorcycles must be equipped with a RED coloured functional Ignition Kill Switch.

2.1.33.14.1 It must be mounted on the right side of the handlebar.

2.1.33.14.2 It must be within reach of the right thumb while the hand is on the grip.

2.1.33.15 All redundant switches may be removed.

2.1.34 Foot Rest and Foot Controls

2.1.34.1 Footrest may be relocated and the bracket must be rigidly mounted.

2.1.34.2 Footrests must be of a Rigid Type and all type of Folding Footrest is not permitted.

2.1.34.3 End of footrest must maintain a minimum 15mm in diameter without any sharp edges.

2.1.34.4 Footrest must have an End Plug which is permanently fixed made of plastic, nylon or an equivalent type material.

2.1.34.4.1 The end plug should have a minimum of 8mm radius.

2.1.34.4.2 The Malaysian Cub Prix Technical Director has the right to refuse any plug not satisfying this safety aim.

2.1.34.5 Rear brake pedal is free.

2.1.34.6 Gear shift lever is free.

2.1.35. Fuel Tank

2.1.35.1 Fuel Tank material can be changed permitted.

2.1.35.1.1 Addition of Fins is permitted inside the Fuel Tank to reduce fuel sloshing.

2.1.35.1.2 Modification to the existing Fuel Tank to bigger capacity is permitted.

2.1.35.2. Motorcycles with Fuel Tank originally mounted to the front can relocate its position.

2.1.35.2.1 The Position, Mounting Method and the Fuel Tank will be specified by the Malaysian Cub Prix Technical Committee for Safety reasons.

2.1.35.3 Fuel Tank Caps can be changed.

2.1.35.3.1 Fuel Tank Caps cannot be modified or drilled and when closed must be leak-proof.

2.1.35.4 Fuel Hoses and its' Clips may be replaced. The size and length of the Fuel Hoses is free.
2.1.35.5 For safety reasons, the Fuel Hoses must not disrupt the rider's movement at any time.
2.1.35.6 "Quick Connectors" may be use along with the Fuel Hose.
2.1.35.7 Fuel Tanks with Tank Breather Hoses must be fitted with Non-Return Valves that discharge into a Catch Tank with a minimum volume of 250ml made of a suitable material.
2.1.35.8 Fuel Tanks can be completely filled with Fire Retardant Material (Open Celled Mesh i.e. Explosafe).

2.1.36 Bodyworks (Complete Body Covers and Leg Shields)

2.1.36.1 A single-seater cover may be added.
2.1.36.2 It is permitted to combine single seater cover with the tailpiece, LH & RH side panels to form a single unit.
2.1.36.3 Single seater cover assembly must be a removable unit and must not perform or replace the structural part of the Subframe or chassis Frame.
2.1.36.4 Materials such as Carbon Fibre and Carbon Kevlar are permitted for the construction of Bodyworks, Streamlining and Seat Cowling.
2.1.36.5 All Bodywork (including Leg Shields, Body Panels, Handlebar Covers) can be replaced, slightly trim, drilled or cut, while maintaining the Original Silhouette and outlook.
2.1.36.5.1 All handlebar covers must be installed; excessive trimming & modification is not permitted.
2.1.36.6 The Front Mudguard may be replaced with a similar duplicate.
2.1.36.7 Front Visor may be added to Handlebar Cover
2.1.36.8 All edges of covers must be rounded for safety reasons.
2.1.36.9 The Cushion Seat unit is free.

2.1.37 Bolts & Nuts (Fasteners)

2.1.37.1 Standard fasteners may be replaced with fasteners of any design and material (including titanium)
2.1.37.1.1 The strength and design must be sufficient, equal or exceed the strength of the standard fastener it is replacing.
2.1.37.2 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.
2.1.37.3 Fairing/bodywork fasterners may be replaced with the quick-release type.
2.1.37.4 Aluminium fasteners may only be used in Non-structural locations.

2.1.38. The following items MAY BE ALTERED or replaced from those fitted to originally manufactured Motorcycle.

2.1.38.1. Any type of Lubrication, Brake or Suspension Fluid may be used.

2.1.38.2. All gaskets, Oil-Seals and O-rings and its' respective materials are free.

2.1.38.3. External paintwork decals and colour scheme is free.

2.1.38.4. Instruments (Including Gauge and Meters) and associated Cables and Mounting Brackets are free.

2.1.38.5. Material for brackets connecting Non-Original Parts (Fairing, Instruments etc.) to the frame (or engine) <u>can be made from Titanium or Carbon Fibre or similar composites.</u>

2.1.38.6. Protective covers for the Chassis Frame, Chain and Footrests may be made in other materials like Fibre Composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.

2.1.39 Following Items MAY BE REMOVED

2.1.39.1 Instruments (including gauge and meters) and associated Cables and Mounting Brackets.

2.1.39.2 Tachometer & Speedometer.

2.1.39.3 Radiator Fan and Fan Wiring.

2.1.39.4 Thermal Switches, Water Temperature Sensors and Thermostats may be removed from the cooling system.

2.1.39.5 Bolt-On Accessories on the Rear Subframe.

2.1.39.6 Redundant Handlebar Switches.

2.1.39.7 Emission control items (anti-pollution) in or around the Air Box and engine (O2 sensors, PAIR valves & etc)

2.1.39.8 Top chain guard as long as it is not incorporated in the rear fender.

2.1.39.9 Small secondary covers that does serve any function or purpose however, it must not affect the outlook or silhouette of the motorcycle.

2.1.40 The Following Items MUST BE REMOVED

2.1.40.1 Head Lamp, Tail Lamp and Turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.

2.1.40.2 Rear-View Mirrors, Horns, License Plate Bracket and Toolkit.

2.1.40.3 Helmet hooks and luggage carrier hooks.

2.1.40.4 Passenger's foot rests and it's removable mounting brackets (if any).

2.1.40.5 Passenger's grab rails.

2.1.40.6 Safety bars centre and side stand must be removed (fixed brackets must remain).

2.1.40.7 Exhaust Catalysers and Catalytic Convertors.

2.1.41. The Following Items MUST BE Altered.

2.1.41.1. External Oil Filter(s), Bolts that enter an oil cavity must be safety lock wired (i.e. on Crankcases, Cylinder Head and etc.).

2.1.41.2. To prevent any oil and liquid from spilling onto the track all Oil Breather Hose(s) MUST BE CONNECTED AN OIL CATCH TANK.

2.1.41.2.1. The Oil Catch Tank must have capacity to hold at least 250ml of liquid or more.

2.1.41.2.2. All Machines and its Oil Catch Tank must have a closed breather system. Open atmospheric discharge is not permitted.

2.1.41.2.3. All Breather Hoses and Overflow Hoses must be connected and securely clamped with a hose clip, may pass through an oil catch tank and exclusively discharge via a Ventilation Filter or into the Air Box (with a sealed bottom)

2.1.41.2.4. Unused or redundant Ventilation or Drainage Hose(s) or Exit Holes(s) must be securely sealed or plugged to prevent oil or liquid from spilling to the track.

* *Refer to Illustration – OCT 1.0*

2.1.41.3. All Motorcycles are REQUIRED TO INSTALL A BELLY PAN (Lower Fairing) and it must to be constructed to hold in case of an engine breakdown a minimum 1 litre of oil/fluid.

2.1.41.3.1. The Lower Edge of all the openings in the Belly Pan must be positioned at least 50 mm above the bottom floor of the Belly Pan.

2.1.41.3.2. The Upper Edge of the Rear Transverse Wall of the Belly Pan must be at least 50 mm above the bottom floor of the Belly Pan and the angle between this wall and the floor must be ≤ 90°

2.1.41.3.3. The Belly Pan must incorporate a single hole of ≥15 mm diameter in the front lower area and this hole must remain sealed with a Rubber Plug in Dry Conditions.

2.1.41.4. All Motorcycles are required to install a Chain Guard (Shark Fin) fitted to rear section of the Swingarm adjacent to the Rear Sprocket to prevent any rider's body part that may become trapped between the Lower Chain Rungs and the Rear Sprocket.

2.1.42 Additional Equipment

2.1.42.1 Telemetry is NOT permitted.

2.1.42.2 Data Logging Connectors are permitted.

2.1.42.3 NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

2.1.42.4 Data loggers can be used anf the following 'data logging sensors' (connected to the additional data logger) may be added to the original sensors on the motorcycle.

2.1.42.4.1 Fork Position Sensor
2.1.42.4.2 Shock Position Sensor
2.1.42.4.3 Front And Rear Brake Pressure Sensor.
2.1.42.4.4 Brake Disc Temperature Sensor
2.1.42.4.5 Fuel Pressure Sensor (Not Temperature)
2.1.42.4.6 Oil Pressure Sensor
2.1.42.4.7 Oil Temperature Sensor.
2.1.42.4.8 Transponder Or Lap Time Signal.
2.1.42.4.9 GPS Unit (Lap Timing And Track Position)
2.1.42.4.10 Tyre Pressure Sensor (TPMS)

2.1.43 Balance of Performance (BoP)

The Organiser together with Malaysian Cub Prix Technical Committee reserves the right to apply balancing methods to the Motorcycles in the class as they see fit in order to maintain performance balance among Motorcycles Makes. The Organiser together with Malaysian Cub Prix Technical Committee will review the position and the performances of the Motorcycles Makes during the race season.

2.1.43.1 Balancing Various Motorcycle Concept - Concession.

At the start of the race season all machines must adhere to the Base Maximum RPM Limit of 12,500 rpm.

2.1.43.1.1 Concession Window Structure.

The Championship season shall be devided into three (3) Concession Windows as follows:

2.1.43.1.1.1 Window 1: Round 1.
2.1.43.1.1.2 Window 2: Round 2 and 3.
2.1.43.1.1.3 Window 3: Round 4,5 and 6.
2.1.43.1.1.4 The concession status of each Manufactured shall be evaluated at the conclusion of each Concession Window.
2.1.43.1.1.5 The revised concession status shall take effect from the subsequent race round.

2.1.43.1.2 Maximum Total Points Amassed (MTPA)

For **concession evaluation**, only the top three (3) classified motorcycles per Manufacturer per race shall be considered.

2.1.43.1.2.1 The maximum achievable points per Manufacturer per race is 61 points.
2.1.43.1.2.2 The maximum Total Points Amassed (MTPA) per Concession Window shall be:
2.1.43.1.2.3 Window 1: 61 points
2.1.43.1.2.4 Window 2: 122 points (61 x 2 races)
2.1.43.1.2.5 Window 3: 183 points (61 x 3 races)

2.1.43.1.3 Manufacturer Scoring Method.

2.1.43.1.3.1. For each Manufacturer, the points scored by their top three (3) classified motorcycles in each race shall be counted.
2.1.43.1.3.2. Where a Manufacturer does not have sufficient point-scoring finishers in a race, the missing positions shall be substituted using the starting grid positions, provided that a valid grid position has been obtained.
2.1.43.1.3.3. The grid position substitution shall simulate race classification points based on the official points scale (25, 20, 16, 13, 11, etc.).
2.1.43.1.3.4. All points scored within a Concession Window shall be accumulated.
2.1.43.1.3.5. The total accumulated points shall be compared against the applicable MTPA to determine the Manufacturer's Concession Grade.

2.1.43.1.4 Concession Grades.

After each Concession Window, Manufacturers shall be classified based on the percentage of MTPA achieved:

Grade	*Percentage of MTPA*	*Status*
Grade A	≥ 85%	No concession benefit
Grade B	42% – 84%	Eligible for Concession 1
Grade C	< 42%	Eligible for Concession 2

2.1.43.1.5 Concession Measures

2.1.43.1.5.1. Grade B (Concession 1)
a) Magneto rotor weight **reduction of 300 g** relative to the homologated standard.
b) Engine rev limit **increase of +100 rpm** from the base rpm limit

2.1.43.1.5.2. Grade C (Concession 2)
a) Magneto rotor weight **reduction of 500 g** relative to the homologated standard.
b) Engine rev limit **increase of +200 rpm** from the base rpm limit.

2.1.43.1.5.3. Grade A Adjustment.
Manufacturers classified as Grade A shall not receive concession benefits and shall be subject to the following balancing adjustment:
a) Engine rev limit **reduced by –100 rpm** from the base rpm limit.

2.1.43.1.6 Homologation Reference.
The reference weight of the magneto rotor shall be the homologated standard weight as declared in the Manufacturer's official homologation documentation.

2.1.43.1.7 Concession Reset.
All concession measures and balancing adjustments shall be reset following each Concession Window. New concession statuses shall be applied based on the results of the preceding Concession Window.

2.1.43.1.8 Uniform Grade Condition.

2.1.43.1.8.1. If all Manufacturers are classified within the same Concession Grade following evaluation, no concessions or balancing adjustments shall be applied.

2.1.43.1.8.2. In such circumstances, all Manufacturers shall compete under the base technical specification until the next evaluation.

2.1.43.2 Balance of Performance (BoP) - 3 Stage Riders Equaliser.

2.1.43.2.1. First Equaliser - The First Equaliser will be executed on.

2.1.43.2.1.1. TRIGGER: Once Rider(s) in the top 6 lead by twenty-five (25) points or more over competitors ranked 7th in the Championship.

2.1.43.2.1.2. ADJUSTMENT: The said Competitor(s) Motorcycle(s) will be applied a 200rpm reduction to its **Base Maximum RPM Limit or the Concession Grade adjusted RPM Limit, whichever is lower on the next Championshi Round.**

2.1.43.2.1.3. DURATION: The adjusted Base Maximum RPM Limit will stay throughout the race season or to be further adjusted if they hit the Second Equaliser where they will be adjusted accordingly.

2.1.43.2.2 Second Equaliser - Thye Second Equaliser will be executed on.

2.1.43.2.2.1 TRIGGER: Once Rider(s) in the top 6 lead by fifty (50) points or more over competitors ranked 7th in the Championship.

2.1.43.2.2.2. ADJUSTMENT: The said Competitor(s) Motorcycle(s) will be applied a 200rpm reduction to its **Base Maximum RPM Limit or the Concession Grade adjusted RPM Limit, whichever is lower on the next Championship Round.**

2.1.43.2.2.3. DURATION: The adjusted Reduced Maximum RPM Limit will stay throughout the race season or to be further adjusted they hit the Third Equaliser where they will be adjusted accordingly.

2.1.43.2.3 Third Equaliser - The Third Equaliser will be executed on.

2.1.43.2.3.1. TRIGGER: Once Rider(s) in the top 6 lead by sixty-two (62) points or more over competitors ranked 7th in the Championship.

2.1.43.2.3.2. ADJUSTMENT: The said Competitor(s) Motorcycle(s) will be applied a 100rpm reduction to its **Base Maximum RPM Limit or the Concession Grade adjusted RPM Limit, whichever is lower on the next Championship Round.**

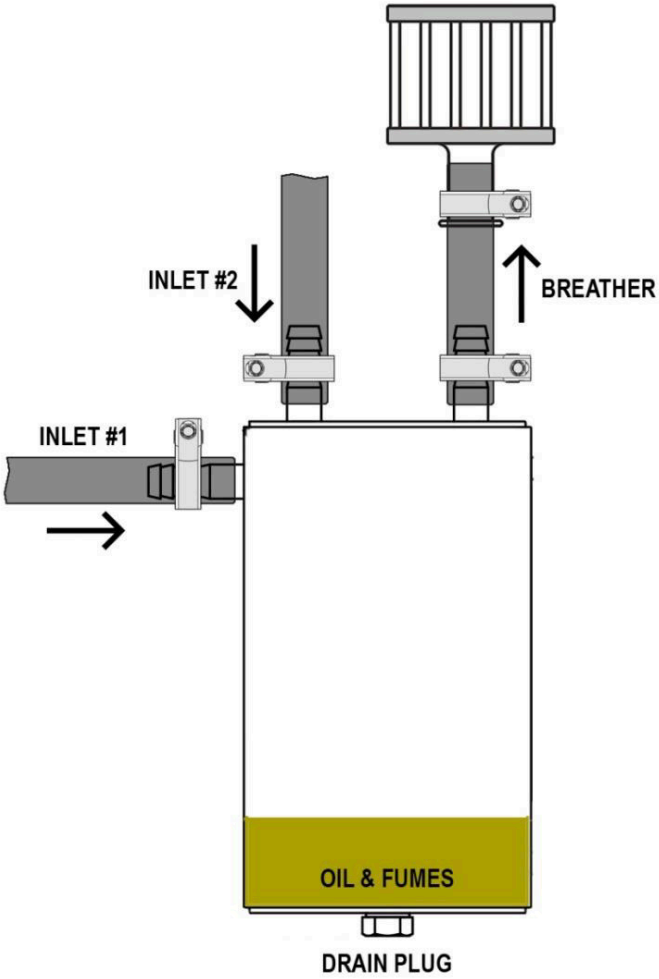
2.1.43.2.3.3. DURATION: The adjusted Reduced Maximum RPM Limit will stay throughout the race season.

2.1.44 Amenments.

Malaysian Cub Pric Technical Committee reserves the right to amend the rules periodically in the effort to improve this Race Championship, especially in the Safety aspects.

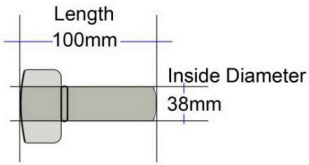
Illustration OCT - 1.0

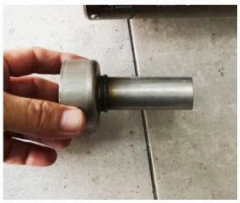
OIL CATCH TANK (min. 250ml)

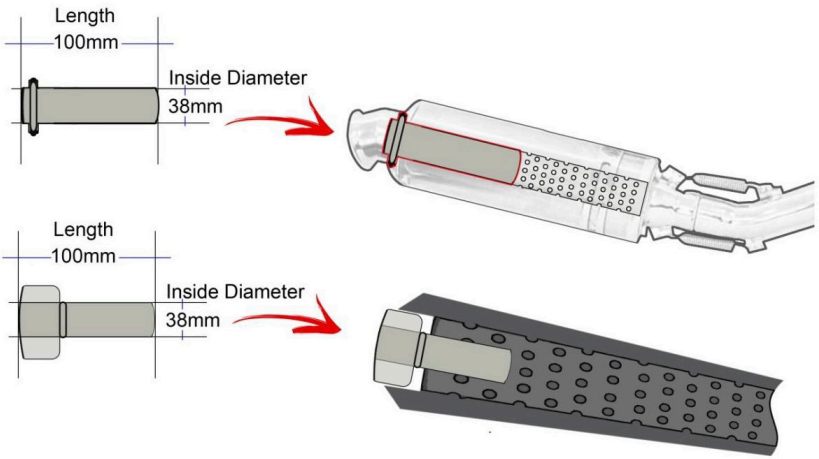


Appendix 1E

Controlled Exhaust (Output Restrictor) for CP150







CLASSES : CP125

CP125 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

IF A CHANGE TO A PART OR SYSTEM IS NOT SPECIFICALLY PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

Motorcycles must acquire the homologation of Malaysian Cub Prix Championship Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the approval, it may be used for racing in the corresponding class for a maximum period of **5 years** or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Motorcycles must conform to the homologated or originally manufactured shape by the manufacturer (except when otherwise stated). The appearance of the exhaust system is excluded from this rule.

2.2 General Motorcycle Specifications

- All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;
- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle.

2.2.1 Eligible Motorcycle

The following Motorcycles are approved to compete:

2.2.1.1 105cc to 130cc Underbone Motorcycles with 4-stroke horizontal layout engine.

2.2.1.2 Only Motorcycles that are originally equipped with fuel injection systems are approved in this race category.

2.2.1.3 Motorcycles must be of current production or ones that ceased production not longer than 8 year ago.

2.2.1.4 These rules are intended for Production Road Motorcycles only. Production street Enduro/Motocross based off-Road Motorcycles are specifically excluded.
The Malaysian Cob Prix Technical Committee reserves the right to decide which Motorcycles will be eligible in the class.

2.2.2 Weight Control

At any time of the event, weight of the whole Motorcycle including the tank and its fuel contents must not be lower than the minimum weight. The use of ballast is permitted to conform to the minimum motorcycle weight.

2.2.2.1 Ballast may be added to conform to the combined target weight; a total maximum of 5kg may be added.

2.2.2.2 All weight ballast must be SECURELY fitted and declared to Technical Team during safety inspection.

2.2.2.3 Minimum Motorcycle weight : 85 kg

2.2.2.4 Maximum Motorcycle weight : 90 kg

2.2.2.5 Total *Combined Target Wight : 149 kg

* Combined Target Weight is defined as: The Motorcycle weight plus the rider's weight while wearing their full racing gear. If the combined weight is less than **149 kg** and when maximum motorcycle weight is already **90 kg** or more, there will not be any additional weight penalty.

2.2.2.6 During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the weight control. In all cases the rider must comply with this request. During the final technical inspection at the end of the race, the selected Motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.

2.2.2.7 There is **NO TOLERANCE** on the minimum weight of the Motorcycle.

2.2.3 Competition Numbers

Each rider accepted for the Malaysian Cub Prix Championship is free to choose their own Competition Numbers which will be valid for the whole race season.

Once a number is assigned, no changes will be allowed in any circumstances.

The number "1" until "10" will be reserved for the previous year's competitors according to their previous year's Overall Championship Points Standing.

2.2.3.1 Design for Competition Numbers is free and it must conform to the following basic requirements.

2.2.3.2 The allocated number for the rider must be affixed on the Motorcycle as follows,

2.2.3.2.1 Front Number - Once on the front, either in the centre of the Front Centre Panel or slightly offset to one side; the number must be centred to their background.

2.2.3.2.1.1 The Colour Combination must be of HIGH CONTRAST, if the background colour is white (or a very Light Colour) thank the number should be Black (or a very Dark Colour)

2.2.3.2.1.2 The size for the Front Number is:

- **Minimum Height - 130mm**
- **Minimum width - 74mm**
- **Minimum stroke - 23mm**
- **Minimum space - 9mm (between numbers)**

2.2.3.2.2 Belly Pan Numbers - Once, on each side of the Belly Pan. The number must be centred to their background.

2.2.3.2.2.1 The background colour is STRICTLY White and the Numbers are in Black.

2.2.3.2.2.2 The sizes for the Belly Pan Numbers are:

- Minimum height - 95mm
- Minimum width - 55mm
- Minimum stroke - 12mm
- Minimum space - 6mm between numbers

2.2.3.2 If a design incorporates an outline then it must be of a contrasting colour and the maximum width of the outline is 3mm.

2.2.3.4 Numbers cannot overlap each other.

2.2.3.5 Reflective, Chrome or mirror type numbers are not permitted.

2.2.3.6 Recommended Fonts Type are;

- 2.2.3.6.1 Futura Heavy and Futura Heavy Italic.
- 2.2.3.6.2 Univers Bold and Univers Bold Italic
- 2.2.3.6.3 Olivers Med and Olivers Med Italic
- 2.2.3.6.4 Franklin Gothic and Franklin Gothic Italic.

In case of a dispute concerning the legibility of the numbers, the decision of the Malaysian Cub Prix Technical Director will be final.

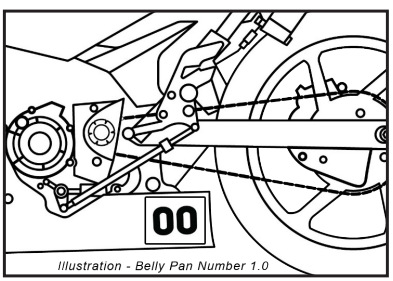
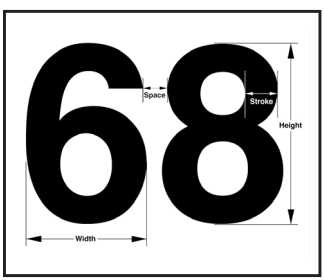


Illustration - Belly Pan Number 1.0



2.2.4 Tyres

2.2.4.1 The quantity of tyres to be used is free.

2.2.4.2 For safety reasons, competing motorcycle should only use tyres with at least 60% thread depth or 2.5mm of thread depth.

2.2.4.2.1 For safety checks, the measurement will be carried out on the most worn part of the tyre.

2.2.4.3 Purpose made Racing Slicks, Intermediate or Rain Tyres are prohibited.

2.2.4.4 A non-slip coating/treatment may be applied to the bead area of the rim.

2.2.4.5 Any modification, treatment, cutting or re-grooving is prohibited.

2.2.5 Engines

2.2.5.1 Type of Engine: 105cc to 130cc, 4-stroke horizontal layout.

2.2.5.2 Engine stroke must remain as originally manufactured.

2.2.5.3 All engines will be sealed after the end of either the qualifying or shootout/superpole or at any time during the course of the event by the Malaysian Cub Prix Technical Team.

2.2.5.4 Engine seals should not be tempered or removed until the end of the race.

2.2.6 Fuel Injection and Intake System

The Fuel Injection and Intake System refers to the Throttle Bodies, Fuel Injectors. Fuel Pump and Fuel Pressure Regulator and attached/related parts. Any throttle bodies from any Motorcycle Models that are used to compete in Malaysian Cub Prix Championship (including CP150) can be used. These throttle bodies must be the homologated or originally fitted ones with the following modifications permitted.

2.2.6.1 Adding a fixed length Air Funnel (Velocity Stack) is permitted.

2.2.6.2 The stock spindle shaft can be modified.

2.2.6.3 The fastener screws og the throttle valve plate (butterfly valve) of can be modified or replaced.

2.2.6.4 If the diameter at the venturiadjacent to the throttle valve (butterfly valve) spindle of the throttle body is not equal to ø26mm then the said throttle body can be modified to meet the specified maximum diameter of ø26mm.

2.2.6.4.1 For these modifications, it is permitted to bore-up or sleeve-down to meet the maximum diameter limit of ø26mm.

2.2.6.4.2 For these modification, the throttle valve plate (butterfly valve) can be replaced.

2.2.6.4.3 In any cases, the maximum diameter is ø26mm at the venturi adjacent to the throttle valve (butterfly valve) spindle.

2.2.6.5 The Fuel Injector can be changed.

2.2.6.5.1 Installation location of fuel Injector is free after/downstream of the butterfly valve.

2.2.6.5.2 Quantity of Fuel Injector must remain same as in the originally manufactured Motorcycle.

2.2.6.6 Throttle Position Sensor (TPS) can be modified or changed.

2.2.6.7 The Intake Pipe or Intake Manifold and the Intake Pipe Insulator is free.

2.2.6.8 Intake air MUST go into the combustion chamber exclusively through the throttle body by.

2.2.6.9 The homologated or originally manufactured Fuel Pump must be utilised and it can be modified.

2.2.6.9.1 Wiring Harness and Wiring Connecting Sockets to the Fuel Pump is free

2.2.7 ECU & RPM Limit.

2.2.7.1 Maximum engine ceiling RPM Limit - 12,500

2.2.7.1.1 The Technical Control Team or its Representative will download the RPM data for checks at selected session(s) of race event.

2.2.7.1.2 The team or the ECU provider must provide tool for this purpose.

2.2.7.2 The ECU controlling the Fuel Delivery System and Ignition System is free.

2.2.7.2.1 Fuel Map and Ignition Timing Maps are free.

2.2.7.2.2 Map selection Switch can be added.

2.2.8. Fuel Supply

2.2.8.1 All participants must ONLY use fuel provided by the Organiser.

2.2.8.2 No alternative Fuel or Additives are permitted

2.2.8.3 Fuel Hoses from the Fuel Tank up to the injectors (Fuel Line/Hoses, Delivery Pipe Assembly, Joints, Clamps, Fuel Canister) may be replaced and must be routed neatly and protected from crash damage.

2.2.8.4 Fuel Vent Lines may be replaced.

2.2.8.5 Fuel Filters may be added

2.2.8.6 Fuel Hoses must be securely clamped with a Hose Clamp

2.2.8.7 Quick Connectors may be used or added. E.g. Dry Break connectors

2.2.9 Cylinder Head

2.2.9.1 Cylinder Head must be the homologated part or the originally fitted/manufactured part with the following modifications permitted;

- 2.2.9.1.1 It is permitted to modify the compression ratio.
- 2.2.9.1.2 Modifying the intake & exhaust ports is permitted by removing material (commonly known as porting & polishing)
- 2.2.9.1.3 Position of both intake and exhaust ports may be altered and/or changed, welding is permitted of this position change.
- 2.2.9.1.4 Adding epoxy to change port shape is permitted.

2.2.9.2 Cylinder Head cover can be modified to incorporate a breather hose.

- 2.2.9.2.1 Breather hose must be securely clamped and channelled to an Oil Catch Tank with the volume of not less than 250ml.

* *Refer to Illustration OCT 1.0*

2.2.9.3 Cylinder bolt studs, nuts and washer are free.

2.2.9.4 PAIR (Pulse Secondary Air Injection) Valve may be dismantled or sealed.

2.2.9.5 The spark plug insertion hole and thread size is free and welding is permitted for this purpose.

2.2.9.6 Redundant Sensor Holes can be plugged or welded.

2.2.9.7 Apart for the above mention no additional welding is permitted.

2.2.10 Valves

2.2.10.1 The quantity of Valves must be remain as originally fitted or as in originally manufactured motorcycle

2.2.10.2 Valves can be changed and the maximum permitted valve size is:

- 2.2.9.10.1 Intake Valve: 26 mm and Exhaust Valve: 21 mm

2.2.10.3 Valve material is free and the minimum weight for each valves is 13 grams.

2.2.10.4 Valve Guides can be changed and it is permitted to be cut and ground.

- 2.2.9.10.1 Valve Guide material is free
- 2.2.9.10.2 The Valve Guide Angle and location cannot be altered. (must remain as a press fit type)

2.2.10.5 Valve Springs can be changed to similar springs of a different spring rate.

2.2.10.6 Material and dimensions of Valve Spring Seat and Valve Spring Retainer is free.
2.2.10.7 Valve SEAL may be replaced and must be installed.
2.2.10.8 Cam Cover, Valve Inspection Caps may be replaced or modified from original, to incorporate Breather Hose.
2.2.10.8.1 These Breather Hoses must be securely clamped and channelled to an Oil Catch Tank with the volume of not less than 250ml. Refer to *Illustration OCT 1.0*

2.2.11 Camshaft

2.2.11.1 Camshaft can be changed and the quantity of Camshaft must be the same as the homologated part or the originally fitted/manufactured (E.g. Twincam or Single cam).
2.2.11.2 Camshaft sprocket/gear and bearing are free.
2.2.11.3 Camshaft sprocket inspection cap is free.
2.2.11.4 Rocker arm and rocker arm shaft is free.
2.2.11.5 Timing Chain, Chain Guide and Chain Tensioner is free.

2.2.12 Cylinder Block

2.2.12.1 Cylinder block must be the homologated part or the originally fitted/manufactured part with the following modifications permitted.
2.2.12.1.1 Re-boring or bored-up to meet the Class Capacity Limit.
2.2.12.1.2 The Sleeve Liner is permitted to be changed with a liner of the same material type and with external diameter of maximum 4mm larger than the Standard Sleeve Liner.
2.2.12.1.3 The Engine Crankcases is permitted to be bored-up to accept this Up-Sized Sleeve Liner.
2.2.12.1.4 Machining the cylinder block deck or base surface is permitted to modify the compression ratio.

2.2.12.2 Material and thickness of cylinder block gasket is free.
2.2.12.3 Aftermarket bolt studs (securing the cylinders) with the same thread and dimensions are permitted.

2.2.13 Piston and Piston rings

2.2.13.1 Piston & piston ring materials can be changed.
2.2.13.2 Piston dimension is free except that the diameter must correspond to race class engine capacity (cc) limit.
2.2.13.3 Piston surface is free.
2.2.13.4 Piston ring type is free.

2.2.13.5 A minimum of three (3) piston rings must be fitted.
2.2.13.5.1 The third ring (from the top) or the oil-control ring is considered as ONE ring even though it is a three (3) piece design.

2.2.13.6 Piston pin & lock-wire circlips are free.

2.2.14 Connecting Rod

2.2.14.1 Connecting rod can be changed and the weight must be same or heavier than the homologated part or the originally fitted/manufactured part.
2.2.14.2 Connecting Rod Small-End inner diameter may be modified to a bigger diameter (to accommodate bigger piston pin)
2.2.14.3 Big-end bearing is free.

2.2.15 Crankshaft

2.2.15.1 Crankshaft must be the homologated part or the originally fitted/manufactured part with only the following modifications permitted.
2.2.15.1.1 It is permitted to further re-enforce the big-end pin fitment by welding it to the crank web.
2.2.15.1.2 Only a maximum of 4 welding spots is permitted.

2.2.15.2 No machining or polishing is permitted on the crank web.

2.2.16. Engine Crankcase and Crankcase Covers

2.2.16.1 Engine Crankcases must be the homologated part or the originally fitted/manufactured parts with the following modifications permitted.
2.2.16.1.1 The Mating Surface of the Engine Crankcases to the Cylinder Block Base may be machined to allow changing of compression ratio
2.2.16.1.2 Additional Protective Covers to the LH side and RH Lateral Crankcase Covers are highly recommended

2.2.16.2 Magneto/Stator Crankcase Cover type is free and must be installed
2.2.16.3 Magneto/Stator Crankcase Cover and Front Sprocket Cover may be drilled with holes of ≤10mm
2.2.16.3.1. The Inspection Cap on the Magneto/Stator Crankcase Cover may be removed.

2.2.16.4 Oil Level Plug/Gauge (Oil Filler Cap) must be properly and securely safety wired

2.2.16.5 Aftermarket option Oil Level Plug/Gauge (Oil Filler Cap) which incorporates a breather hose is permitted.
2.2.16.5.1 The breather hose must be securely clamped and channelled into an Oil Catch Tank with the volume of not less than 250 ml. Refer to Illustration OCT 1.0

2.2.16.6 Kick Starter Assembly may be removed and when removed Kick Starter Shaft Hole must be sealed.
2.2.16.7 Oil Drain Plug (Engine Oil Release Bolt) must be properly and tightly safety wired.
2.2.16.8 All Bearings and Oil Seals Types attached to the Engine Crankcases are free

2.2.17 Transmission and Gearbox.
2.2.17.1 Gearbox must be of a maximum number of four (4) speeds only.
2.2.17.2 Gear ratio is free.
2.2.17.3 Construction of gearshift forks and gearshift shafts are free.
2.2.17.4 Construction and material of countershaft is free.
2.2.17.5 Construction and mechanism of gearshift cam is free.
2.2.17.6 Quickshifters are permitted for both; the gear lever sensor type or button switch type.
2.2.17.7 Gear shifting process must remain operated manually by foot only and electronic or hydraulic actuation shifters are prohibited.
2.2.17.8 Electric Starter Motor and Starter One-Way Clutch may be removed.
2.2.17.9 Drive Chain's size and pitch may be changed along with the front and rear sprockets.
2.2.17.10 It is compulsory to use "lock washer" or "self-locking nut" for installing both the front and rear sprockets.
2.2.17.11 Top chain guard may be removed.

2.2.18 Clutch.
2.2.18.1 Auto Clutch equipped motorcycles can replace its' Auto Clutch parts with parts of an aftermarket option or Manual Clutch System from a similar Asian model.
2.2.18.1.1 These parts may include the Clutch Cover.

2.2.18.2 Alternatively a manual clutch system can be modified, fabricated to replace auto clutch system. The Clutch Engagement is permitted to be on either side of the Engine.
2.2.18.3 Clutch system must remain as the "Wet Type".
2.2.18.4 Incorporating a Hydraulic Clutch actuation system to replace the clutch cable is permitted and the Hydraulic Hose must be neatly routed and secured.
2.2.18.5 Clutch Plate Housing is free.

2.2.18.6 Clutch Damper within the Primary Priven Gear may be replaced or removed.
2.2.18.7 The quantity and type of Clutch Drive and Driven Plates are free.
2.2.18.8 Clutch Springs and Spring Retainer Bolts and Washers are free.

2.2.19 Primary Ratio and Primary Drive.
Primary Drive & Driven Gears must be the originally fitted and homologated or originally part with no modification permitted.

2.2.20 Oil Pump
2.2.20.1 Internal Oil Pump can be modified and or replaced with an Aftermarket Option.
2.2.20.2 Oil pump gear ratio is free.
2.2.20.3 Oil filter is free.

2.2.21 Cooling System
2.2.21.1 Air Scoops attached to the cylinder head & cylinder block for cooling purposes are permitted and must meet the following specifications;
2.2.21.1.1 Air Scoops must be made from non-metallic material
2.2.21.1.2 Air Scoops must be securely attached with a minimum of 3 Steel Bolts

2.2.21.2 Incorporating an Oil Cooling System and its' related parts are permitted, including (but not limited to the following parts;
2.2.21.2.1 Oil Cooler, Mounting Brackets, Clamps and Oil Hoses can be added
2.2.21.2.2 Oil Temperature Sensor and Gauge Can Be Added
2.2.21.2.3 Location Oil Feed and Return Hoses are free.
2.2.21.2.3.1 All Oil Hoses must be securely fitted and clamped.

2.2.21.3 For preventions of crash induced oil leaks, side mounting of the Oil Cooler is NOT permitted. It is only permitted to be Centrally Mounted at;
2.2.21.3.1 Above the Cylinder Head and behind the Front Fender (at the location of the original Airbox).
2.2.21.3.2 In front of the Steering Stem and covered by the Front Centre Panel and it must be flush or below the external surface that panel.

2.2.21.4 The Oil Cooler Assy. (Radiator, Mounts, Hoses, etc.) must be safely and securely mounted within the stock physical dimensions of the leg shield or other cover/panels.

2.2.22 Air Box

2.2.22.1 Stock Air Box may be removed and if not removed all attached breather hoses and drain pipes must be routed to an Oil Catch Tank or be sealed/plugged.

* *Refer to Illustration OCT 1.0*

2.2.22.2 Fabricating a custom air box is permitted and the installed box (dimension) must be within the width of the leg shield.

2.2.23 Exhaust System

2.2.23.1. Exhaust Pipe can be changed, and it MUST be fitted with an Output Restrictor at the exit end with the following size.
- 2.2.23.1.1. Minimum Total Length: 100mm
- 2.2.23.1.2. Maximum Inner Diameter: 38 mm.

* Refer to Appendix 1E for Illustration of Output Restrictor

2.2.23.2. Material to construct the Exhaust Pipe, Silencers, Mounting Stays or Brackets is free.
- 2.2.23.2.1. Titanium and Carbon Fibre is permitted.

2.2.23.3. The orientation and the discharge of the Exhaust Pipe must be backward and, in a position, as not to annoy other riders.

2.2.23.4 Exhaust Sensor can be changed and relocated.

2.2.23.5. For safety concerns:
- 2.2.23.5.1. Exposed edge of the exhaust's tailpipe must be rounded, or back folded, or with a pipe material thickness of minimum two (2) mm.
- 2.2.23.5.2. The edge of the exhaust's tailpipe must not exceed the Rear Wheel.
- 2.2.23.5.3. The Exhaust Pipe must be securely mounted.

2.2.23.6. The Noise Emissions of the Exhaust System must not exceed 128dB/A @ 5.700 rpm.
- 2.2.23.6.1. A tolerance of +3 dB/A is permitted after the Race.

2.2.24 Ignition & Engine Control Unit (ECU)

2.2.24.1. Magneto/Rotor and Charging System is free.
2.2.24.2. ECU/CPU is free, and its' mounting point may be relocated.
2.2.24.3. Fuel and Ignition Maps are free.
2.2.24.4. Map Selection Switch can be added.

2.2.24.5. Traction and Launch Control System is permitted.
2.2.24.6. Ignition Coil, Lead Wire, Spark Plug and Spark Plug Cap are free.
2.2.24.7. The Key/Ignition Lock may be removed.

2.2.25 Electrical

2.2.25.1. Wire Harness and Socket is free.
2.2.25.2. For safety, the wire harness must be securely routed and check for any current leakage.
2.2.25.3. The Key/Ignition Lock may be relocated, replaced, or removed.
2.2.25.4. The Electrical Charging System must be retained as Homologated or as in the originally manufactured Motorcycle.
2.2.25.5. The homologated or the originally manufactured Rotor (Magneto) can be lightened to the minimum weight of 700 grams.
2.2.25.6. Threading the Rotor (Magneto) centre boss to facilitate utilising Magneto Puller Tools is permitted.
2.2.25.7. Strengthening the Rotor (Magneto) by welding and adding rivet studs is permitted.
2.2.25.8. Stator Coil must be as homologated or as in the originally manufactured Motorcycle.

2.2.26 Battery

2.2.26.1 Only Lead Acid and Gel type is permitted.
2.2.26.2 All types of Lithium Batteries are NOT permitted.
2.2.26.3 Battery must be securely mounted and must not be exposed.
2.2.26.4 Regulator, Voltage Stabiliser ' Rectifier is free.
2.2.26.5 Fuse box, Junction Box is free.

2.2.27 Chassis Frame

2.2.27.1. Chassis Frame must be the originally fitted and homologated or originally manufactured part with the following modifications permitted.
2.2.27.2. Chassis Frame may be strengthened, and welding is permitted for this purpose.
2.2.27.3. Unused Stays may be cut, modified, or removed.
2.2.27.4. Head Set Bearing and Race may be changed.

2.2.28 Complete Spare Motorcycle

2.2.28.1 Only one motorcycle is permitted to be registered to race for each race round.
2.2.28.2 Complete motorcycle can only function or serve as spare parts and parts are to be removed individually for replacement to the Registered Race Motorcycle.

2.2.28.3 Change to a Complete Motorcycle is ONLY permitted when;
- 2.2.28.3.1 The Registered Race Motorcycle is severely damaged and cannot be repaired in time for the upcoming Race, Qualifying or Superpole Session.
- 2.2.28.3.2 For this change the Team Manager must write a Request Letter to the Malaysian Cub Prix Technical Director requesting and informing of such a change.
- 2.2.28.3.3 Letter must mention important details such as engine and chassis number of both motorcycle.

2.2.29 Front Suspension and Steering Damper

2.2.29.1 Front suspension must be the originally fitted and homologated or originally manufactured part with the following modification permitted.
- 2.2.29.1.1 Fork oil type and volume is free.
- 2.2.29.1.2 Internal parts including spring and damper system can be modified or changed.

2.2.29.2 Original (Stock) Cap Bolt (Upper Spring Seat) can be modified to facilitate ONLY Spring Preload Adjustment.

2.2.29.3 Dust seals may be modified changed or removed.

2.2.29.4 All front forks must be properly oil-sealed.

2.2.29.5 Additional external damper units are prohibited.

2.2.29.6 Steering damper may also be added and can be mounted at the directly on the front fork inner tube or other parts of the front suspension.

2.2.29.7 Guards or Covers can be added to protect the Front Fork Inner Tube (Chrome tube)

2.2.29.8 The Wheel Axle (Spindle Shaft) Hole at the lower Front Fork Outer Tube may be machined to accommodate Bigger Wheel Axle (Spindle Shaft).

2.2.29.9 Fork Outer Tube may be replaced with another part from the same Make to incorporate The Disc Brake System for models with Drum Brakes as equipped originally.

2.2.30 Shock Absorber (Rear Suspension Unit)

2.2.30.1. Rear Suspension System (of Monoshock or Twin Shock) must remain as homologated or originally manufactured.

2.2.30.2. The Shock Absorbers are free.

2.2.30.3. The Top Mounting of the Shock Absorber(s) can be relocated by 25mm towards the front of the Motorcycle.

2.2.30.4. The Chassis Frame can be modified and welded for this relocation purpose.

2.2.30.5. Adjustable Mounting Point or Multiple Mounting Points are prohibited and there should only be one Mounting Point at any one time.

2.2.30.6. The Bottom Shock Absorber Mounting must remain as the homologated or originally manufactured location with no relocation permitted.

2.2.31 Swingarm (Rear Arm)

2.2.31.1. Swingarm must be the originally fitted and homologated or originally manufactured part with the following modifications permitted.

2.2.31.2. Reinforcement by adding Gusset and Tubes is permitted.

2.2.31.2.1. Welding is permitted for this purpose.

2.2.31.3. The material used for strengthening must be ferrous.

2.2.31.4. The dimension of the strengthening parts must not be bigger than the dimensions of the stock Swingarm.

2.2.31.5. Swingarm Shaft (Pivot) and Nut may be changed or modified to incorporated Rearsets/Footrest and must adhere the following.

2.2.31.5.1. The diameter of the Swingarm Shaft must remain as the originally fitted and homologated or originally manufactured part.

2.2.31.5.2. The material must remain the ferrous type which includes Stainless Steel (SUS).

2.2.31.5.3. Swingarm Bushes are free.

2.2.31.6. Drive Chain Guide may be altered, removed, or replaced.

2.2.32 Wheels

2.2.32.1. Wheels can be changed to aftermarket Cast Alloy Wheels or Spokes Type Wheels

2.2.32.2. For Spokes Type Wheels, the Wheel Hub may be changed or altered.

2.2.32.3. Wheel diameter is seventeen (17) inches.

2.2.32.4. The maximum width of the wheel rims is:

2.2.32.4.1. Front : 2.5 inches.

2.2.32.4.2. Rear : 3.15 inches.

2.2.32.5. Minimum Weight of the Wheel Assembly. The wheel assembly includes the wheel, tyre, inner tube (if applicable), air inflation valve, brake disc, pre-installed wheel balance weights, and bearings. The minimum required weight for each is as follows:

2.2.32.6. Front Wheel : 6.0 kg

2.2.32.7. Rear Wheel : 6.5 kg

2.2.32.8. The Cushion Drive (Sprocket Damper) must be retained except if it is not incorporated in original form.

2.2.32.9. The Cushion Drive (Sprocket Damper) may be changed or altered but NOT totally removed.

2.2.32.10. Front Wheel Spindle Shaft size is free and must be of ferrous material, including Stainless Steel (SUS).
2.2.32.11. The Rear Wheel Axle or spindle shaft size must remain the originally fitted and homologated or originally manufactured size.
2.2.32.12. The washers and nuts for wheel axles can be replaced, and the material should remain a ferrous type, such as Stainless Steel (SUS).
2.2.32.13. For wheel balancing, Balance Weights may be added, removed, or changed.
2.2.32.14. The Wheel Balance Weights must be securely installed and safety taped.
2.2.32.15. A Non-Slip Coating/Treatment may be applied to the bead area of the rim.
2.2.32.16. Inflation Valves and Caps are free.
2.2.32.17. The Speedometer Drive may be removed and replaced with a Spacer.
2.2.32.18. Wheel Spacers and Collars may be modified, added, or replaced.
2.2.32.19. Wheel bearings and the Wheel Bearing Sizes are free.

2.2.33 Brakes

2.2.33.1. The quantity of the Brake Disc (single or double) must be same as the homologated or originally manufactured motorcycle.
2.2.33.2. Aftermarket non-ceramic type Brake Disc and aftermarket Disc Carrier is permitted.
2.2.33.3. The dimension of the Brake Disc is free.
2.2.33.4. The Brake Caliper Mount, Carrier or Hanger may be changed to accommodate for different Brake Disc diameter.
2.2.33.5. Stock Brake Disc is permitted to be modified into a Floating Disc type.
2.2.33.6. The Brake Master Cylinders, Caliper and Pads are free.
2.2.33.7. Shims and/or Insulator Plates can be added to the Backing Plate of Brake Pads
2.2.33.8. Rubber Brake Hoses or Brake Lines must be changed to the Steel Braided type and must be neatly routed and secured.
2.2.33.9. Brake Pad Locking Pins may be modified for a Quick-Change Type.
2.2.33.10. Front Brake System Cooling Ducts or Brake Air Scoops are permitted.
2.2.33.10.1. It must be made of non-metallic materials, e.g., nylon, plastic, CRP, etc.
2.2.33.10.2. The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop
2.2.33.10.3. Fully enclosed Brake Disc covers are not permitted. *Refer Illustration – CP125-2.1

2.2.33.10.4. The Malaysian Cub Prix Technical Committee reserves the right to refuse any Brake Air Scoop assy. that is deemed as dangerous.

2.2.33.11. Only hydraulic disc brakes are allowed on the front wheel.

2.2.33.12. The rear drum brake can be replaced with a disc brake system, provided the above rules are followed.

2.2.33.12.1. Related parts for this change can be fitted, changed, or added, E.G., Brake Caliper, Wheel or Wheel Hub, Spacers, Bushes, etc.

2.2.33.13. The stopper arm or tension bar of the Rear Drum Brake is free & can be modified.

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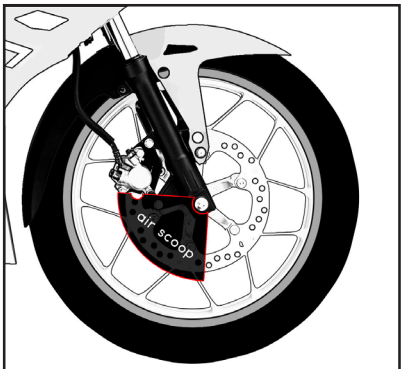


Illustration – CP125-2.1

2.2.34 Handlebar and Hand Controls

2.2.34.1. The Handlebar may be replaced with a different type & design.

2.2.34.2. The minimum Handlebar length is 450mm.

2.2.34.3. For safety reasons, the edge of the Handlebar must not have sharp edges and must be plugged.

2.2.34.4. Handlebar mounting and hand controls may be relocated except for the Brake Master Cylinder.

2.2.34.5. Throttle Assembly and associated cables may be modified or replaced but the connection to the Throttle Controls must remain as on the homologated Motorcycle.

2.2.34.6. Throttle Controls must be self-closing when not held by the hand and they must be routed neatly as not to endanger the rider or other competitors.

2.2.34.7. Brake and Clutch Levers, and Clutch Perch may be replaced.

2.2.34.8. Motorcycles MUST be equipped with Brake Lever Protection intended to protect the Brake Lever from being accidentally activated in case of collision with another Motorcycle.

2.2.34.9. The edge of the Levers should be round (ball) with a minimum diameter of 16 mm and a minimum thickness of 14 mm.

2.2.34.10. The length of the Levers should not be more than 200 mm measured from centre of Pivot Point to the Lever's Edge.

2.2.34.11. For adjustment of the Lever travel an Adjuster to the Brake Lever is permitted

2.2.34.12. Switches can be modified, and its mount location may be changed.

2.2.34.13. Motorcycles must be equipped with a RED Coloured functional Ignition Kill Switch

2.2.34.13.1. It must be mounted on the right side of the Handlebar.

2.2.34.13.2. It must be within reach of the right thumb while the hand is on the Handgrip.

2.2.34.14. All redundant Handlebar Switches may be removed.

2.2.35 Foot Rest and Foot Controls

2.2.35.1. Footrest may be relocated, and the Bracket must be rigidly mounted.

2.2.35.2. Footrests must be of a Rigid Type and all Folding Footrest Types are prohibited.

2.2.35.3. The end of all Footrest must maintain a minimum 15mm in diameter without any sharp edges.

2.2.35.3.1. Footrest must have an End-Plug which is permanently fixed made of Plastic, Nylon, or an equivalent type of material. The End-Plug should have a minimum of 8mm radius.

2.2.35.3.2. Note: The Malaysian Cub Prix Technical Director has the right to refuse any End-Plug not satisfying this safety aim.

2.2.35.4. Rear Brake Pedal and Gear Shift Lever are free.

2.2.36. Fuel Tank

2.2.36.1. Modification to the existing Fuel Tank to hold a bigger volume is permitted.

2.2.36.2. Addition of partitions to reduce fuel sloshing inside the Fuel Tank is permitted.

2.2.36.3. Relocation or changing of the Fuel Tank is prohibited except for when the stock Fuel Tank location is mounted at the front of the motorcycle.

2.2.36.4. The Position, Mounting Method, and Fuel Tank Type to be used for such relocation will be specified by the Malaysian Cub Prix Technical Committee.
2.2.36.5. Fuel Caps may be changed.
2.2.36.6. Fuel Caps must be leak-proof when closed.
2.2.36.7. The Fuel Hose size and length and Securing Clamps are free.
2.2.35.7.1. The Fuel Hoses must be routed neatly.

2.2.36.8. "Quick connectors" may be use along with the Fuel Hose.
2.2.36.9. A functional Fuel Cock must be fitted and be easily accessible.
2.2.36.10. Fuel Tanks with Tank Breather Pipes must be fitted with Non-Return Valves that discharge into a Catch Tank with a minimum volume of 250 ml made of a suitable material.

2.2.37 Streamlining, Complete Body Covers and Leg Shield

2.2.37.1. Materials such as Carbon Fibre and Carbon Kevlar are prohibited for used in construction of Streamlining and Seat Cowling.
2.2.37.2. The replaced streamlining panels should maintain the production Motorcycle's outlook and silhouette.
2.2.37.3. All Bodywork (including Leg Shields, Body Covers, Handle Covers, Fenders, panels) can be replaced, slightly trim, drilled or cut, while maintaining the production Motorcycle's outlook and silhouette.
2.2.37.4. The Side Covers or Body Covers Overall Installed Width from Aerial View can be reduced.
2.2.37.5. Side Covers or Body Covers adjacent to the installed Rearsets (footrest) can be slightly modified for clearance only.
2.2.37.6. Front Visor may be added to Handlebar cover.
2.2.37.7. Both the handlebar covers must be installed; excessive trimming & modification is not permitted.
2.2.37.8. The Cushion Seat unit is free.
2.2.37.9. The Front Fender may be replaced with a similar duplicate.
2.2.37.10. All edges of covers must be rounded for safety reasons.

2.2.38 Fasteners, Bolts and Nuts

2.2.38.1. Stock Fasteners, Bolts and Nuts may be replaced with similar aftermarkets parts.
2.2.38.2. The strength and design must be sufficient, equal or exceed the strength of the Stock Fasteners, Bolts and Nuts that it is replacing.
2.2.38.3. Unless specifically mentioned, Titanium cannot be used for this replacement.
2.2.38.4. Aluminium Fasteners may only be used in Non-Structural Locations.

2.2.38.5. Fasteners may be drilled for Safety Wire, but intentional weight-reduction modifications are prohibited.
2.2.38.6. Fairing/Bodywork Fasteners may be replaced with the Quick-Release Type.

2.2.39 The following items MAY BE ALTERED or replaced from those fitted to originally manufactured Motorcycle

2.2.39.1 Any type of Lubricants, Brake Or Suspension Fluid may be used.
2.2.39.2 Any brand and type of Spark Plug is permitted.
2.2.39.3 All Gaskets, Oil-Seals, O-rings and its' material is free.
2.2.39.4 External paintwork decals and colour scheme is free.
2.2.39.5 Instruments (including Gauge and Meters) and associated Cables and Mounting Brackets are free.
2.2.39.6 Material for brackets connecting non-original parts (Fairing, Instruments etc.) to the Chassis Frame (or Engine) cannot be made from Titanium Or Carbon Fibre or similar Composites unless it is clearly stated they can - E.g. Exhaust.
2.2.39.7 Protective Covers for the Chassis Frame, Chain and Footrests may be made in other materials like Fibre Composite Material if these parts do not replace Original Parts mounted on the homologated or originally manufactured model.

2.2.40 Following Items MAY BE REMOVED

2.2.40.1 Instruments (Including Gauge and Meters) and associated Cables and Mounting Brackets.
2.2.40.2 Bolt on Accessories on Rear Subframe.
2.2.40.3 Redundant Handlebar Switches
2.2.40.4 Stock Wiring Harness and Connectors
2.2.40.5 Emission control items (anti-pollution) in or around the Air Box and Engine like O2 sensors, PAIR valves and similar sensors.
2.2.40.6 Top Chain Guard as long as it is not incorporated in the Rear Fender.
2.2.40.7 Small Secondary Covers that does not serve any function or purposes.
2.2.40.8 This removal must not affect the Outlook or Silhouette of the Motorcycle.

2.2.41 The Following Items MUST BE REMOVED

2.2.41.1. Head Lamp and Turn Indicators
2.2.41.2. Outlook and Silhouette must be retained and by covering the openings with a suitable material.
2.2.41.3. Rear-View Mirrors, Horns,
2.2.41.4. License Plate Bracket and Toolkit.
2.2.41.5. Helmet Hooks and Luggage Carrier Hooks

2.2.41.6. Passenger Footrests (and their removable Mounting Brackets, if any)
2.2.41.7. Passenger Grab Rails.
2.2.41.8. Safety Bars and Stands (fixed brackets must remain).

2.2.42 The Following Items MUST BE Altered or Made Available

2.2.42.1 An Oil Catch Tank with the capacity of 250 ml or more must be installed or added. Refer to Illustration OCT 1.0
2.2.42.2 All Breather Systems, including the Engine and Catch Tank must be a Closed Breather System and Direct Atmospheric Discharge is prohibited.
2.2.42.3 All Catch Tank Hoses and Breather Pipes must be securely clamped with a Hose Clamp
2.2.42.4 Unused or redundant ventilation or Drainage Exit Holes(s) must be securely seal or plugged.
2.2.42.5 All Motorcycles are REQUIRED TO INSTALL ONE (1) BELLY PAN (Lower Fairing), and it must be constructed to hold in case of an engine breakdown a minimum 1 litre of oil/fluid.
2.2.42.6 The Lower Edge of all the openings in the Belly Pan must be positioned at least 50 mm above the bottom floor of the Belly Pan.
2.2.42.7 The Upper Edge of the Rear Transverse Wall of the Belly Pan must be at least 50 mm above the bottom floor of the Belly Pan and the angle between this wall and the floor must be ≤ 90°.
2.2.42.8 The Belly Pan must incorporate a single hole of ≥15 mm diameter in the front lower area and this hole must remain sealed with a Rubber Plug in Dry Conditions
2.2.42.9 The following items must be tightly and securely safety lock wired.
- 2.2.42.9.1 Drain plugs (Engine Oil Release Bolt)
- 2.2.42.9.2 Oil Level Plug/Gauge (Oil Filler Cap)
- 2.2.42.9.3 External Oil Filters

2.2.42.10 All Wheel Axle Nuts (except for Locknut Type) must be attached with Safety Pins or alteratively being tightly and securely Safety Lock-Wired.
2.2.42.11 All Motorcycles are REQUIRED to install a Chain Guard (Shark Fin) fitted to bottom rear section of the Swingarm adjacent to the Rear Sprocket to prevent any rider's body part that may become trapped between the Lower Chain Rungs and the Rear Wheel Sprocket.

2.2.43 Additional Equipment

2.2.43.1 Telemetry is NOT permitted.
2.2.43.2 NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

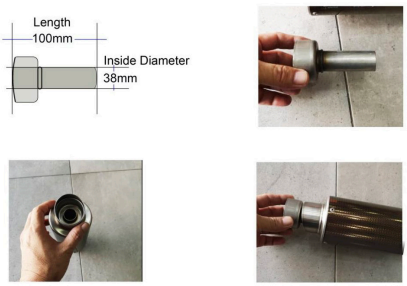
2.2.43.3 Data loggers can be used and the following 'data logging sensors. (connected to the additional data logger) may be added to the original sensors on the motorcycle. Data Logging Connectors are permitted.

2.2.43.3.1 Fork Position Sensor.
2.2.43.3.2 Shock Position Sensor.
2.2.43.3.3 Front And Rear Brake Pressure Sensor.
2.2.43.3.4 Brake Disc Temperature Sensor.
2.2.43.3.5 Fuel Pressure Sensor (Not Temperature)
2.2.43.3.6 Oil Pressure Sensor
2.2.43.3.7 Oil Temperature Sensor.
2.2.43.3.8 Transponder Or Lap Time Signal.
2.2.43.3.9 GPS Unit (Lap Timing And Track Position)
2.2.43.3.10 Tyre Pressure Sensor (TPMS)

2.2.44 Amendments

The Malaysian Cub Prix Technical Committee reserves the right to amend the rules periodically in the effort to improve this Race Championship, especially in the regards of Safety Aspects.

Controlled Exhaust (Output Restrictor) for CP125



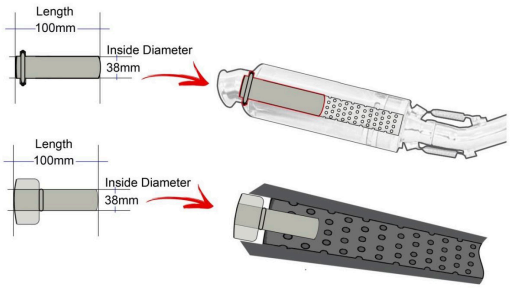
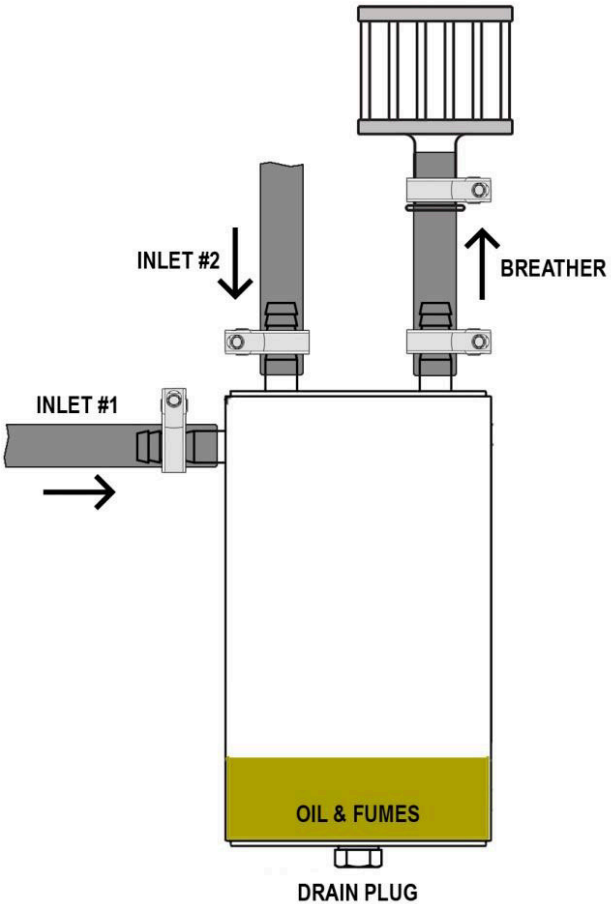


Illustration OCT - 1.0

OIL CATCH TANK (min. 250ml)



CLASSES : WIRA-KBS

WIRA KBS TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

IF A CHANGE TO A PART OR SYSTEM IS NOT SPECIFICALLY PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

Motorcycles must acquire the homologation of Malaysian Cub Prix Championship Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the approval, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Motorcycles must conform to the homologated or originally manufactured shape by the manufacturer (except when otherwise stated). The appearance of the exhaust system is excluded from this rule.

2.3 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the Manufacturer.
- As originally fitted or equipped on the homologated Motorcycle

2.3.1 Eligible Motorcycles

The following Motorcycles are approved to compete:

- Underbone Motorcycles with 4-Stroke Horizontal Layout Engine.
- These rules are intended for Production Road Motorcycles only. Production Street Enduro/Motocross based Off-Road Motorcycles are specifically excluded.

The Malaysian Cub Prix Technical Committee reserves the right to decide which Motorcycles will be eligible in the class.

2.3.2 Weight Control

At any time of the event, the weight of the whole Motorcycle including the Tank and its Fuel contents must not be lower than the Minimum Weight. The use of ballast is permitted to conform to the Minimum Motorcycle Weight.

2.3.2.1 Ballast may be added to conform to the combined target weight; a total maximum of 5 kg may be added.

2.3.2.2 All Weight Ballast must be SECURELY fitted and declared to Technical Team during safety inspection

2.3.2.2.1 Minimum Motorcycle weight : 86 kg
2.3.2.2.2 Maximum Motorcycle target weight : 91 kg
2.3.2.2.3 Total *Combined Target Weight : 150 kg

If the combined weight is less than **150 kg** and when maximum motorcycle weight is already reached **91 kg** (or more), there will not be any additional weight penalty.

* *Combined Target Weight is defined as: The Motorcycle Weight plus the Rider's Weight while wearing their Full Racing Gear.*

2.3.2.3 During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the Weight Control. In all cases the rider must comply with this request. During the final technical inspection at the end of the race, the selected Machines will be weighed in the condition they finished the Race, and the Established Weight Limit must be met in this condition. Nothing may be added to the Motorcycle. This includes all Fluids.

2.3.2.4 There is NO TOLERANCE on the minimum weight of the Motorcycle.

2.3.3 Competition Numbers

Each Rider accepted for the Malaysian Cub Prix Championship is free to choose their own Competition Numbers which will be valid for the whole Race Season. Once a Number is assigned, no changes will be allowed in any circumstances.

The numbers "1" until "10" will be reserved for the previous year's Competitors according to their previous years' Overall Championship Points Standing.

2.3.3.1 The allocated number for the Rider must be affixed on the Motorcycle as follows,

2.3.3.1.1 Front Number - Once on the front, either in the centre of the Front Centre Panel or slightly offset to one side; the Number must be centred to their background.

2.3.3.1.2 The Colour Combination must be of HIGH CONTRAST, if the background colour is White (or a very Light Colour) then the Number should be Black (or a very Dark Colour).

2.3.3.1.3 The size for the Front Number is:
- Minimum height 140 mm
- Minimum width 80 mm
- Minimum stroke 25 mm
- Minimum space between numbers 10 mm

2.3.3.1.4 Belly Pan Numbers - Once, on each side of the Belly Pan. The Number must be centred to their background.

2.3.3.1.5 The background Colour is STRICTLY White and the Numbers are in Black.

2.3.3.1.6 The sizes for the Belly Pan Numbers are:
- Minimum height 95 mm
- Minimum width 55 mm
- Minimum stroke 12 mm
- Minimum space between numbers 6 mm

2.3.3.2 If a design incorporates an outline then it must be of a contrasting colour and the maximum width of the outline is 3mm.

2.3.3.3 Numbers cannot overlap each other.

2.3.3.4 Reflective, Chrome or Mirror Type numbers are not permitted.

2.3.3.5 Recommended Fonts types are;

2.3.3.5.1 Futura Heavy and Futura Heavy Italic

2.3.3.5.2 Univers Bold and Univers Bold Italic

2.3.3.5.3 Olivers Med and Olivers Med Italic

2.3.3.5.4 Franklin Gothic and Franklin Gothic Italic

In the case of a dispute concerning the legibility of the Numbers, the decision of the Malaysian Cub Prix Technical Director will be final.

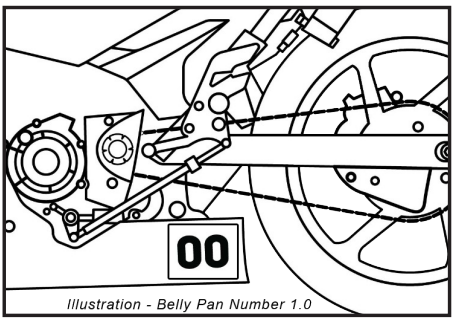


Illustration - Belly Pan Number 1.0

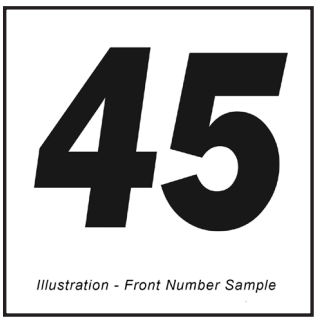


Illustration - Front Number Sample

2.3.4 Tyres

2.3.4.1 Only One (1) set of tyres is allowed from Qualifying session until the end of the Race(s).

2.3.4.2 The Tyres will be marked after the Qualifying session.

2.3.4.2.1 If the Marked Tyre(s) are damaged in an event of an accident, a similar Tyre type must be submitted to the Malaysian Cub Prix Technical Director for approval to use and Re-marking.

2.3.4.3 For safety reasons, all competing motorcycle should only use tyres with at least 60% Thread Depth or 2.5 mm of Thread Depth.

2.3.4.3.1 For safety checks, the measurement will be carried out on the worst worn part of the Tyre.

2.3.4.4 Slicks, Hand Cut or Rain Tyres are not permitted.

2.3.4.5 Any modification, treatment, cutting or re-grooving is forbidden.

2.3.5 Engines

2.3.5.1 Type of Engine: 105cc to ~~**115cc**~~ **125cc,** 4-Stroke horizontal layout.

2.3.5.2 Only Fuel Injected Motorcycles that are originally equipped with fuel injection systems are approved in this race category

2.3.5.3 Engine Stroke must remain as homologated or originally manufactured.

2.3.6 Fuel Injection and Intake System

The Fuel Injection and Intake System refer to the Throttle Body, Fuel Injector, Fuel Pump and Fuel Pressure Regulator and attached/related parts. Any throttle bodies from any Manufacturers that are used to compete in this category can be used. These throttle bodies must be the homologated or originally fitted ones with the following modifications permitted.

2.3.6.1. Adding a fixed length Air Funnel (Velocity Stack) is permitted.

2.3.6.2. The stock spindle shaft can be modified.

2.3.6.3. The fastener screws of the throttle valve plate (butterfly valve) of can be replaced.

2.3.6.4. If the diameter at the venturi adjacent to the throttle valve (butterfly valve) spindle of the throttle body is not equal to Φ24 mm then the said throttle body can be modified to meet the specified maximum diameter of Φ24 mm.

2.3.6.4.1. For this modification, the machining or boring must be straight and it is not permitted to taper bore at both ends.

2.3.6.4.2. For these modifications, the throttle valve plate (butterfly valve) can be replaced.

2.3.6.4.3. In any cases, the maximum diameter is Ø24 mm at the venturi adjacent to the throttle valve (butterfly valve) spindle.

2.3.6.5. The Fuel Injector can be changed.

2.3.6.5.1. Installation location of Fuel Injector is free after/ downstream of the butterfly valve.

2.3.6.5.2. Quantity of Fuel Injector must remain same as in the originally manufactured Motorcycle.

2.3.6.6. Throttle Position Sensor (TPS) can be modified or changed.

2.3.6.7. The Intake Pipe or Intake Manifold and the Intake Pipe Insulator is free.

2.3.6.8. Intake air MUST go into the combustion chamber exclusively through the throttle body

2.3.6.9. The homologated or originally manufactured Fuel Pump must be used, and it can be modified.

2.3.6.9.1. Wiring Harness and Wiring Connecting Sockets to the Fuel Pump is free.

2.3.7 ECU & RPM Limit

2.3.7.1 Maximum engine ceiling RPM Limit - 12,200

2.3.7.1.1 The Technical Control Team or its Representative will download the RPM data for checks at selected session(s) of race event.

2.3.7.1.2 The team or the ECU provider must provide tool for this purpose.

2.3.7.2 The ECU controlling the Fuel Delivery System and Ignition System is free.

2.3.7.2.1 Fuel Map and Ignition Timing Maps are free.

2.3.7.2.2 Map selection Switch can be added.

2.3.8 Fuel

2.3.8.1 All participants must ONLY use Fuel provided by the Organiser.

2.3.8.2 No alternative Fuel or Additives are permitted

2.3.8.3 Fuel Vent Lines may be replaced.

2.3.8.4 Fuel filters may be added

2.3.8.5 Fuel Lines must be securely clamped with a hose clamp

2.3.8.6 Quick Connectors may be used or added. E.g. Dry Break Connectors.

2.3.9 Cylinder Head

2.3.9.1 Aftermarket Cylinder Head Options are NOT permitted.

2.3.9.2 Cylinder Head must be the homologated part or the originally itted and manufactured part with the following modifications permitted;

2.3.9.2.1 Position of both Intake and Exhaust Port can be changed & can be relocated by re-construction after welding or epoxy build-up or any other method of port position relocation.

2.3.9.2.2 Porting the intake & exhaust ports is permitted by removing material (commonly known as porting & polishing).

2.3.9.2.3 Cylinder Head Surface can be skimmed to modify Compression Ratio.

2.3.9.3 Cylinder Heads' Nuts and Washers are free.

2.3.9.4 Cylinder Head Gasket is free.

2.3.9.5 Both Valve Inspection Caps may be changed or modified from original, to incorporate Breather Hose.

2.3.9.5.1 These Breather Hoses must be securely clamped and channelled to an Oil Catch Tank with the volume of not less than 250ml

2.3.9.6. Cam Sprocket Inspection Cover must remain as homologated or originally fitted original.

2.3.9.7 Spark Plug Installation Hole diameter must remain original. It can be repaired back to the same size by the means of Helicoil, Recoil or similar type.

2.3.9.8 Redundant Sensor Holes can be plugged or welded.

2.3.9.9 "PAIR Valve" may be dismantled or sealed and Exhaust Sensors may be relocated

2.3.10 Valves

2.3.10.1 The quantity of Valves must be remain as homologated, originally fitted or originally manufactured Motorcycle.

2.3.10.2 Valve Material is free and the minimum Weight for each Valves is 13 grams.

2.3.10.3 Valves can be changed and the maximum permitted Valve. Size is:

2.3.10.3.1 Intake Valve : 26 mm

2.3.10.3.2 Exhaust Valve : 21 mm

2.3.10.4 Valve SEAL may be replaced and must be installed.

2.3.10.5 Valve Guide can be changed and MUST remain as a press fit type. Screw-in type Valve Guides are NOT permitted

2.3.10.6 Valve Springs can be changed to similar springs but of a different Spring Rate.

2.3.10.7 Material and dimensions of Valve Spring Seat and Valve Spring Retainer is free.

2.3.10.8 Valve Cotter Pin is free

2.3.11 Camshaft

2.3.11.1 Camshaft can be changed and the quantity of amshaft must be same as the homologated part or the originally fitted/manufactured (E.g. Twincam or Single cam)

2.3.11.2 Camshaft Sprocket/Gear and its Bearings are free.

2.3.11.3 Camshaft Sprocket Inspection Cap is free.

2.3.11.4 Rocker Arm and Rocker Arm Shaft is free.

2.3.11.5 Timing Chain Size and the total number of Chain Links are free.

2.3.11.6 Timing Chain Guide and Timing Chain Tensioner is free.

2.3.12 Cylinder Block

2.3.12.1 After market Cylinder Blocks are allowed. Material must remain same as original. In built Chain Tensioner is allowed (Only aftermarket Cylinder Block)

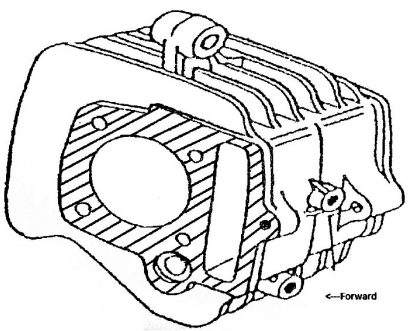
2.3.12.2 Cylinder Block may be altered to incorporate Timing Chain Tensioner.

2.3.12.3 Re-Boring or Bored-Up to meet the Class Capacity Limit is permitted.

2.3.12.4 Machining the Cylinder Block Deck or base surface is permitted to modify the Compression Ratio.

2.3.12.5 Cylinder Block Gasket is free.

Refer following illustration;



2.3.13 Piston And Piston Ring

2.3.13.1 The Material and Construction is free

2.3.13.2 Piston must have 3 Ring Grooves

2.3.13.3 Piston Dimension is free except for the diameter which must adhere to the CC limits

2.3.13.4 Piston Ring is free

2.3.12.4.1 There is no limitation on the number of Piston Rings used.

2.3.13.5 Piston Surface is free.
2.3.13.6 Piston Pin dimension is free.
2.3.13.7 Piston Pin Circlips are free.

2.3.14 Connecting Rod

2.3.14.1 Connecting Rod must remain as the homologated part or the originally fitted.
2.3.14.2 Big-End Bearing is free .
2.3.14.3 Big End Pin must remain as the homologated part or the originally fitted.

2.3.15 Crankshaft Assembly

2.3.15.1 Crankshaft Assembly must be the homologated part or the originally fitted part with no modifications permitted.
2.3.15.2 No Machining or Polishing is permitted.

2.3.16 Engine Crankcase Covers

2.3.16.1 Engine Crankcases and Crankcase Covers must be the homologated part or the originally fitted/ manufactured parts with the following modifications permitted.
2.3.16.1.1 The Mating Surface of the Engine Crankcases to the Cylinder Block may be machined to allow changing of Compression Ratio.
2.3.16.1.2 Additional Protective Covers to the Lateral Crankcase Cover (LH and RH) is highly recommended.

2.3.16.2 The Stud Bolts may be replaced and the number of Stud Bolts and its diameter must be as homologated or the originally fitted/manufactured.
2.3.16.3 Oil Level Plug/Gauge (Oil Filler Cap) must be properly and securely safety wired.
2.3.16.4 Aftermarket option Oil Level Plug/Gauge (Oil Filler Cap) which incorporates a Breather Hose is permitted.
2.3.16.4.1 The Breather Hose must be securely clamped and channelled into an Oil Catch Tank with the volume of not less than 250 ml. Refer to Illustration OCT 1.0

2.3.16.5 Kick Starter Assembly may be removed and when removed Kick Starter Shaft Hole must be sealed.
2.3.16.6 Oil Drain Plug (Engine Oil Release Bolt) must be properly and tightly Safety Wired.
2.3.16.7 All Bearings and Oil Seals types attached to the Crankcase are free.

2.3.16.8 Front Sprocket Cover may be drilled with holes ≤10mm in diameter.

2.3.17 Transmission (Gearbox)

2.3.17.1 Gearbox must be of a maximum number of four (4) Speeds only.
2.3.17.2 Gear Ratio is free
2.3.17.3 Construction of Gearshift Forks and Gearshift Shafts are free.
2.3.17.4 Construction and Material of Countershaft is free.
2.3.17.5 Construction and Mechanism of Gearshift Cam is free.
2.3.17.6 Quickshifters are permitted for both; the Gear Lever Sensor Type or Button Switch Type.
2.3.17.7 Gear shifting process must remain operated manually by foot only and Electronic or Hydraulic Actuation Shifters are prohibited.
2.3.17.8 Electric Starter Motor and Starter One-Way Clutch may be removed.
2.3.17.9 Drive Chain's Size and Pitch may be changed along with the Front and Rear Sprockets,
2.3.17.10 It is compulsory to use "Lock Washer" or "Self-Locking Nut" for installing both the Front and Rear Sprockets.
2.3.17.11 Top Chain Guard may be removed.

2.3.18 Clutch

2.3.18.1 Auto Clutch Machines can replace its' Auto Clutch parts with parts of a Manual Clutch System from a similar Asian model
2.3.18.1.1 These parts may include the Clutch Cover

2.3.18.2 Alternatively a Manual Clutch System can be modified, fabricated to replace Auto Clutch System. The Clutch Engagement is permitted to be on either side of the engine
2.3.18.3 Clutch System must remain as the "Wet Type".
2.3.18.4 Clutch Plate Housing is free.
2.3.18.5 Clutch Damper within the Primary Driven Gear may be replaced or removed.
2.3.18.6 The quantity and type of Clutch Drive and Driven Plates are free.
2.3.18.7 Clutch Springs and Spring Retainer Bolts and Washers are free.

2.3.19 Primary Ratio and Primary Drive

Primary Drive and Driven Gears must be the homologated or originally manufactured part with no modification permitted.

2.3.20 Oil Pump

2.3.20.1 Internal Oil Pump can be modified and or replaced with an Aftermarket Option.
2.3.20.2 External Electric Pump is NOT permitted.
2.3.20.3 Oil Pump Gear Ratio is free
2.3.20.4 Oil Filter is free.

2.3.21 Oil Cooler

2.3.21.1 Incorporating an Oil Cooling System and its' related parts are permitted, including (but not limited to the following parts;
2.3.21.1.1 Oil Cooler, Mounting Brackets, Clamps and Oil Hoses can be added.
2.3.21.1.2 Oil Temperature Sensor and Gauge can be added.
2.3.21.1.3 Location Oil Feed and Return Hoses are free.
2.3.21.1.3.1 All Oil Hoses must be securely fitted and clamped.

2.3.21.2 For preventions of crash induced oil leaks, side mounting of the Oil Cooler is NOT permitted. It is only permitted to be Centrally Mounted at;
2.3.21.2.1 Above the Cylinder Head and behind the Front Fender (at the location of the original Airbox).
2.3.21.2.2 In front of the Steering Stem and covered by the Front Centre Panel and it must be flush or below the external surface that panel.

2.3.21.3 The Oil Cooler Assy. (Radiator, Mounts, Hoses, etc.) must be safely and securely mounted within the stock physical dimensions of the leg shield or other cover/panels.

2.3.22 Air Box

2.3.22.1 Stock Air Box may be removed and if not removed all attached Breather Hoses and Drain Pipes must be routed to an Oil Catch Tank or be sealed/plugged. Refer to Illustration OCT 1.0.
2.3.22.2 Fabricating a Custom Air Box is permitted and the installed Air Box (dimension) must be within the width of the Leg Shield.
2.3.22.3 Ram Air System is not allowed.
2.3.22.3.1 No Protrusion Tubes are allowed at the Air Box.
2.3.22.3.2 No Air Ducts can connect to the Airbox except from Airbox into the Throttle Body.

2.3.23 Exhaust System

2.3.23.1 Exhaust Pipe is free and it MUST be fitted with an Output Restrictor at the exit end of the following size;

2.3.23.1.1 Minimum Total Length : 100mm

2.3.23.1.2 Maximum Inner Diameter : 35 mm

2.3.23.2 Exhaust Pipe Material

2.3.23.2.1 Titanium is **NOT** permitted for the exhaust system.

2.3.23.2.2 Carbon Fibre is permitted for use on the Muffler/Silencer Sleeve only.

2.2.23.3 Exhaust Sensor can be changed and relocated.

2.3.23.4 For safety reasons on Exhaust Pipe.

2.3.23.4.1 The Exhaust Pipe must be securely mounted.

2.3.23.4.2 The orientation and the discharge of the exhaust must be backward and, in a position as not to annoy other Riders.

2.3.23.4.3 The Rear End Edge of the Exhaust Pipe must not exceed the Rear Wheel.

2.3.23.4.4 Exposed Tailpipe-End Edge of the Exhausts Pipe Outlet must be rounded (or back folded) or a minimum pipe material thickness of 2 mm.

2.3.23.5 The Mounting Stays for the Exhaust and Muffler (Silencer) are free.

2.3.24 Magneto and Stator Coil Assembly

2.3.24.1 The Electrical Charging System including but not limited to the Lighting/Charging Coil) must remain be as homologated and cannot be removed

2.3.24.2 Magneto/Rotor must be the originally fitted and homologated or originally manufactured part with the following modification permitted;

2.3.24.2.1 Original Magneto/Rotor may be lightened by removing material to a minimum weight limit of 700grams

2.3.24.3 Pick-up Coil (Pulsar Coil) may be replaced or changed.

2.3.24.3.1 The position of the Pick-Up Coil (Pulsar Coil) may be relocated to adjust Ignition timing.

2.3.24.4 Magneto/Stator Crankcase Cover may be drilled and the holes must ≤10mm in diameter.

2.3.24.4.1 The Inspection Cap on the Magneto/Stator Crankcase Cover may be removed

2.3.25 Electrical

2.3.25.1 Only Lead Acid or Gel Type Battery is permitted and it must be securely mounted and in an enclosure.

2.3.25.1.1 Lithium based batteries are not permitted.

2.3.25.2 Wire Harness and Connecting Sockets are free.

2.3.25.2.1 For safety reasons, the Wire Harness must be securely routed and checked for proper insulation to prevent any current leakage.

2.3.25.3 Fuse box, Junction Box, Regulators, Voltage Stabilisers and Rectifire are free.

2.3.25.4. Ignition Coil is free.

2.3.25.5 Ignition Coils, Lead Wires, Spark Plugs and Spark Plug Caps are free.

2.3.25.6 The Key/Ignition Lock may be removed.

2.3.26 Chassis Frame

2.3.26.1 Chassis frame must be the originally fitted and homologated or originally manufactured part with the following modifications permitted;

2.3.26.1.1. Chassis frame may be strengthened and welding is permitted for this purpose.

2.3.26.1.2. Unused Stays may be cut, modified or removed.

2.3.26.2. Head Set Bearing and Race may be changed.

2.3.27. Front Suspension and Steering Damper

2.3.27.1. Front Suspension must be the originally fitted and homologated or originally manufactured part with the following modification permitted.

2.3.27.1.1. Internal parts including Spring and Damper System can be modified or changed.

2.3.27.1.2. Fork Oil type and volume is free.

2.3.27.1.3 Stock Fork Cap Bolt (Upper Spring Seat) can be modified to facilitate Spring Preload adjustment.

2.3.27.1.3.1 Alternatively, the Stock Fork Cap Bolt (Upper Spring Seat) can be replaced with an aftermarket option item that provides spring preload adjustment functions only.

2.3.27.2. Dust Seals may be modified changed or removed.

2.3.27.3. All Forks must be properly oil-sealed

2.3.27.4. Guards or Covers can be added to protect the Front Fork Inner Tube (Chrome Tube)

2.3.27.5. Additional External Damper units are prohibited.

2.3.27.6. Steering Damper may also be added and can be mounted at the directly on the Front Fork Inner Tube or other parts of the Front Suspension.

2.3.27.7. The Wheel Axle (Spindle Shaft) Hole at the lower Front Fork
Outer Tube may be machined to accommodate Bigger Wheel Axle (Spindle Shaft)

2.3.27.8. Fork Outer Tube may be replaced with another part from the same Make to incorporate The Disc Brake System for models with Drum Brakes as equipped originally.

2.3.28. Shock Absorber (Rear Suspension Unit)

2.3.28.1. Rear Suspension System (of Monoshock Or Twin Shock) must remain as homologated or originally manufactured.

2.3.28.2. The Rear Linkage must be the originally fitted and homologated or originally manufactured part

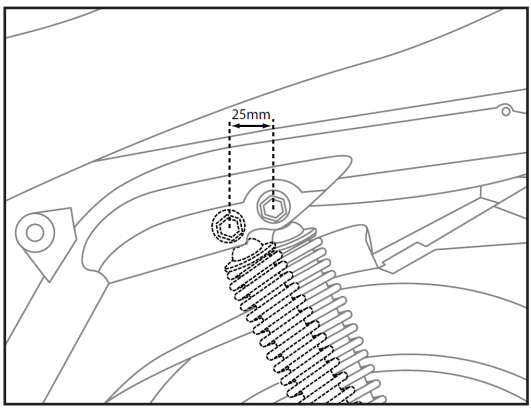
2.3.28.3. The Shock Absorbers are free.

2.3.28.4. The Top Mounting of the Shock Absorber(s) can be relocated by 25mm towards the front of the Motorcycle.

2.3.28.4.1. The Chassis Frame can be modified and welded for this relocation purpose.

2.3.28.4.2. Adjustable Mounting Point or Multiple Mounting Points are prohibited and there should be only be One (1) Mounting Point at any one time.

2.3.28.5. The Bottom Shock Absorber mounting must remain as the homologated or originally manufactured location with no relocation permitted.



2.3.29. Swingarm

2.3.29.1. Swingarm must be the originally fitted and homologated or originally manufactured part with the following modifications permitted;

2.3.29.1.1. Reinforcement by adding Gusset and Tubes is permitted.

2.3.29.1.1.1. Welding is permitted for this purpose

2.3.29.1.2. The material used for strengthening must be ferrous.

2.3.29.1.3. The dimension of the strengthening parts must not be bigger than the dimensions of the stock Swingarm.

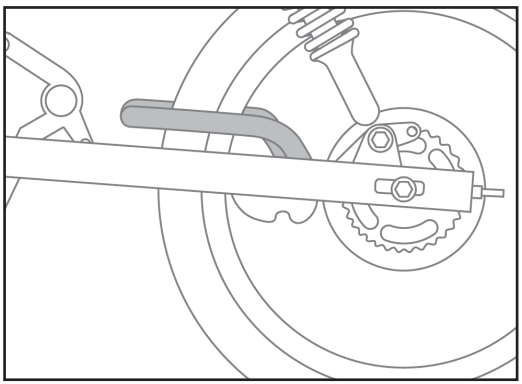
2.3.29.2. Swingarm Shaft (Pivot) and Nut may be changed or modified to incorporated Rearsets/Footrest and must adhere the following;

2.3.29.2.1. The diameter of the Swingarm Shaft must remain as the originally fitted and homologated or originally manufactured part.

2.3.29.2.2. The material must remain the ferrous type which includes Stainless Steel (SUS).

2.3.29.3. Swingarm Bushes are free.

2.3.29.4. Drive Chain Guide may be altered, removed or replaced.



2.3.30. Wheels

2.3.30.1 Wheels can be changed to aftermarket Cast Alloy Wheels or Spokes Type Wheels

2.3.30.1.1 For Spokes Type Wheels the Wheel Hub may be changed or altered.

2.3.30.1.2 Wheel diameter must remain at 17 inches.

2.3.30.1.3 The maximum width of the Wheel Rims is,
2.3.30.1.3.1 Front : 2.5 inches.
2.3.30.1.3.2 Rear : 3.0 inches.

2.3.30.1.4 The minimum weight of the wheel assy. (wheel assy. is inclusive of Wheel, Tire, Inner Tube (if any), Air Inflation Valve, Brake Disc, Pre-Installed Wheel Balance Weights, and Bearings) are.
2.3.30.1.4.1 Front : 6 kg.
2.3.30.1.4.2 Rear : 6.5 kg.

2.3.39.1.5 The Cushion Drive (Sprocket Damper) must be retained except if it is not incorporated in original form.
2.3.30.1.6 The Cushion Drive (Sprocket Damper) may be changed or altered but NOT totally removed.

2.3.30.2 Front Wheel Spindle Shaft size is free and must be of ferrous material, including Stainless Steel (SUS).
2.3.30.3 The Rear Wheel Axle or spindle shaft size must remain the originally fitted and homologated or originally manufactured size.
2.3.30.4 Washers and nuts on wheel axles may be replaced, provided that the material remains ferrous, including stainless steel (SUS).
2.3.30.5 Balance Weights may be added, discarded, or hanged for the purpose of wheel balancing.
2.3.30.5.1 The Wheel Balance Weights must be installed, taped, safely and securely.

2.3.30.6 A non-slip coating/treatment may be applied to the bead area of the rim.
2.3.30.7 Inflation Valves and Caps are free.
2.3.30.8 The Speedometer Drive may be removed and replaced with a Spacer.
2.3.30.9 Wheel spacers and collars may be modified, added, or replaced.
2.3.30.10 Wheel Bearings and the Wheel Bearing Sizes are free.

2.3.31. Brakes

2.3.31.1. The quantity of the Brake Disc (rotor), single or double must be same as the homologated or originally manufactured Motorcycle.
2.3.31.2. Aftermarket Non-Ceramic Type Brake Disc and aftermarket disc carrier is permitted
2.3.31.2.1. The dimensions of the Brake Disc are free.

2.3.31.3. Stock Brake Disc is allowed to be modified into a "Floating Disc" Type.

2.3.31.3.1. The Brake Caliper's Mount, Carrier or Hanger may be change to accommodate for different Brake Disc diameter.

2.3.31.4. The Master Cylinders, Calipers and Pads are free

2.3.31.5. Shims and/or Insulator Plates can be added to the Backing Plate of Brake Pads

2.3.31.6. Brake Pad Locking Pins may be modified for a quick-change type.

2.3.31.7. Rubber Brake Hoses or Brake Lines must be changed to the Steel Braided Type and must be neatly routed and secured.

2.3.31.8. Rear Drum Brakes system must remain as on the homologated Motorcycle

2.3.31.8.1. Rear Drum Brake Mechanism and its parts may be altered or changed.

2.3.31.8.2. Rear Brake Drum Shoes are free.

2.3.31.9. Drum brake system are not permitted on the front wheel.

2.3.32. Handlebar and Hand Controls

2.3.32.1. Throttle Assembly and associated Cables may be modified or replaced but the connection to the Throttle Controls must remain as on the homologated Motorcycle.

2.3.32.1.1. Throttle Controls must be self-closing when not held by the hand.

2.3.32.1.2. Throttle Cable must be routed neatly.

2.3.32.2. Handlebar may be replaced

2.3.32.2.1. The Handlebar minimum length permitted is 450mm.

2.3.32.2.2. Handlebar must not have sharp edges and Bar Ends must be plugged.

2.3.32.2.3. Handlebar Mountings and hand controls may be relocated except for The Brake Master Cylinder.

2.3.32.3. All Handlebar Switches can be changed and its mounting location may be changed.

2.3.32.3.1. Redundant Switches may be removed.

2.3.32.4. Motorcycles must be equipped with a functional Ignition Kill Switch or button mounted on the right hand Handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine.

2.3.32.4.1. The Button or Switch must be Red in colour.

2.3.32.5. Brake and Clutch Lever, Clutch Perch may be replaced.

2.3.32.5.1. The edge of the Levers must consist of a ball-end with a minimum diameter of 16 mm and/or a minimum thickness of 14 mm.

2.3.32.5.2. The length of the Levers should not be more than 200 mm measured from centre of Pivot Point to the Lever's Edge.

2.3.32.5.3. To adjust the Lever travel (gain) an adjuster to the Brake Lever is permitted.

2.3.32.6. All Machines must be equipped with Hand Lever Protection intended to protect the Handlebar Levers from being accidentally activated in case of collision with another Motorcycle.

2.3.33. Foot Rest and Foot Controls

2.3.33.1. Footrest may be relocated but the Bracket must be Rigidly Mounted.

2.3.33.2. Footrests must be of a Rigid Type and all Folding Footrest types are prohibited.

2.3.33.3. The end of all Footrest must maintain a minimum 15mm in diameter without any sharp edges.

2.3.33.4. Footrest must have an End Plug which is permanently fixed made of Plastic, Nylon or an equivalent type material. The End Plug should have a minimum of 8mm radius.

2.3.33.4.1. The Malaysian Cub Prix Technical Director has the right to refuse any End Plug not satisfying this Safety Aim.

2.3.33.5. Rear Brake Pedal and Gear Shift Lever are free.

2.3.34. Fuel Tank

2.3.34.1. Modification to the existing Fuel Tank to hold a bigger volume is permitted.

2.3.34.2. Addition of Partitions to reduce Fuel sloshing inside the Fuel Tank is permitted.

2.3.34.3. Relocation or changing of the Fuel Tank is prohibited except for when the stock Fuel Tank location is mounted at the front of the Motorcycle.

2.3.34.3.1. The position, mounting method and Fuel Tank type to be used for such relocation will be specified by the Malaysian Cub Prix Technical Committee.

2.3.34.4. Fuel Caps may be changed.

2.3.34.4.1. Fuel Caps must be leak proof when closed.

2.3.34.5. The Fuel Hose Size and length and Securing Clamps are free.

2.3.34.5.1. The Fuel Hoses must be routed neatly.

2.3.34.6. "Quick connectors" may be use along with the Fuel Hoses.

2.3.34.7. A functional Fuel Cock must be fitted and be easily accessible.

2.3.34.8. 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.

2.3.35. Streamlining (Complete Body Covers and Leg Shield)

2.3.35.1. Materials such as Carbon Fibre and Carbon Kevlar must not be used in construction of streamlining and seat cowling.

2.3.35.2. The Outlook of the replaced streamlining should look the same as production Motorcycle.

2.3.35.3. The Leg Shield may be replaced with a similar duplicate

2.3.35.4. All Bodywork (including Leg Shields, Body Covers, Handle Covers) can be replaced, slightly trim, drilled or cut, while maintaining the original Silhouette and Outlook.

2.3.35.4.1 All handlebar covers must be installed; excessive trimming & modification is not permitted.

2.3.35.5 Front visor may be added to Handlebar Cover.

2.3.35.6 Side Covers or Body Covers adjacent to the installed Rearsets (footrest) can be slightly modified for clearance only.

2.3.35.7 The Cushion Seat unit is free.

2.3.35.8 The Front Fenders may be replaced with similar duplicate.

2.3.35.9 All edges of covers must be rounded for safety reasobs.

2.3.36. Fasteners, Bolts and Nuts

2.3.36.1. Stock Fasteners, Bolts and Nuts may be replaced with similar aftermarkets parts.

2.3.36.2. The strength and design must be sufficient, equal or exceed the strength of the Stock Fasteners, Bolts and Nuts that it is replacing.

2.3.36.3. Unless specifically mentioned, titanium cannot be used for this replacement/

2.3.36.4. Aluminium Fasteners may only be used in Non-Structural locations.

2.3.36.5. Fasteners may be drilled for safety wire but intentiona weight-reduction modifications are prohibited.

2.3.36.6. Fairing/Bodywork Fasteners may be replaced with the Quick-Release Type.

2.3.37. The following items MAY BE ALTERED or replaced from those fitted to originally manufactured Motorcycle.

2.3.37.1. Any type of Lubricants, Brake Or Suspension Fluid may be used.

2.3.37.2. Any brand and type of Spark Plug is permitted.

2.3.37.3. All Gaskets, Oil-Seals, O-Rings and its' material is free.

2.3.37.4. External Paintwork decals and Colour Scheme is free.

2.3.37.5. Instruments (including Gauge And Meters) and associated Cables and Mounting Brackets are free

2.3.37.6. Material for brackets connecting Non-Original Parts (Fairing, Instruments etc.) to the Chassis Frame (or Engine) cannot be made from Titanium Or Carbon Fibre or similar composites unless it is clearly stated they can - E.g. Exhaust.

2.3.37.7. Protective Covers for the Frame, Chain and Footrests may be made in other materials like Fibre Composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.

2.3.38. Following Items MAY BE REMOVED

2.3.38.1. Instruments (including Gauge And Meters) and associated Cables and Mounting Brackets.

2.3.38.2. Bolt on accessories on Rear Subframe.

2.3.38.3. Redundant Handlebar Switches

2.3.38.4. Stock Wiring Harness and Connectors

2.3.38.5. Emission control items (anti-pollution) in or around the Air Box and Engine (O2 sensors, PAIR Valves and etc.).

2.3.38.6. Top Chain Guard as long as it is not incorporated in the Rear Fender.

2.3.38.7. Small Secondary Covers that does not serve any function or purposes.

2.3.38.7.1. This removal must not affect the Outlook or Silhouette of the motorcycle.

2.3.39. The Following Items MUST BE REMOVED

2.3.39.1. Head Lamp and Turn Indicators

2.3.39.1.1. Outlook and Silhouette must be retained and by covering the openings with a suitable material.

2.3.39.2. Rear-View Mirrors, Horns,

2.3.39.3. License Plate Bracket and Toolkit.

2.3.39.4. Helmet Hooks and Luggage Carrier Hooks

2.3.39.5. Passenger Footrests and it's removable mounting brackets, (if any)

2.3.39.6. Passenger Grab Rails.

2.3.39.7. Safety Bars and Stands (fixed brackets must remain).

2.3.40. The Following Items MUST BE Altered or Made Available

2.3.40.1. An Oil Catch Tank with the capacity of 250 ml or more must be installed or added.

* *Refer to Illustration OCT 1.0*

2.3.40.2. All Breather Systems, including the Engine and Catch Tank must be a Closed Breather System and Direct Atmospheric Discharge is strictly prohibited.

2.3.40.2.1. All Catch Tank Hoses and Breather Pipes must be securely clamped with a Hose Clamp.

2.3.40.3. Unused or redundant ventilation or Drainage Exit Holes(s) must be securely seal or plugged.

2.3.40.4. All Motorcycles are REQUIRED TO INSTALL A BELLY PAN (Lower Fairing) and it must to be constructed to hold in case of an engine breakdown a minimum 1 litre of oil/fluid.

2.3.40.5. The Lower Edge of all the openings in the Belly Pan must be positioned at least 50 mm above the bottom floor of the Belly Pan.

2.3.40.6. The Upper Edge of the Rear Transverse Wall of the Belly Pan must be at least 50 mm above the bottom floor of the Belly Pan and the angle between this wall and the floor must be ≤ 90°.

2.3.40.7. The Belly Pan must incorporate a single hole of ≥15 mm diameter in the front lower area and this hole must remain sealed with a Rubber Plug in Dry Conditions.

2.3.40.8. The following items must be tightly and securely safety lock wired

2.3.40.8.1. Drain plugs (Engine-Oil Release Bolt)

2.3.40.8.2. Oil Level Plug/Gauge (Oil Filler Cap)

2.3.40.8.3. External Oil Filters.

2.3.40.9. All Wheel Axle Nuts (except for Locknut Type) must be attached with Safety Pins or alternatively being tightly and securely Safety Lock-Wired

2.3.40.10. All Motorcycles are REQUIRED to install a Chain Guard (Shark Fin) fitted to bottom rear section of the Swingarm adjacent to the Rear Sprocket to prevent any rider's body part that may become trapped between the Lower Chain Rungs and the Rear Wheel Sprocket.

2.3.41 Additional Equipment.

2.3.41.1 Telemetry usage is NOT permitted.

2.3.41.2 NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running, or the motorcycle is moving.

2.3.41.3 Competitors may use Data loggers and the following 'data logging sensors (connected to the additional data logger) can be added to the original sensors on the motorcycle. Data Logging Connectors are permitted.

2.3.41.3.1 Fork Position Sensor

2.3.41.3.2 Shock Position Sensor

2.3.41.3.3 Front And Rear Brake Pressure Sensor

2.3.41.3.4 Brake Disc Temperature Sensor

2.3.41.3.5 Fuel Pressure Sensor (Not Temperature)

2.3.41.3.6 Oil Pressure Sensor

2.3.41.3.7 Oil Temperature Sensor

2.3.41.3.8 Transponder Or Lap Time Signal

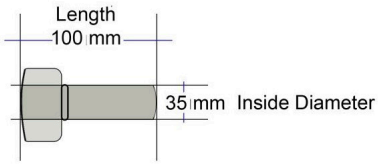
2.3.41.3.9 GPS Unit (Lap Timing and Track Position)

2.3.41.3.10 Tyre Pressure Sensor (TPMS)

2.3.42. Amendments

The Malaysian Cub Prix Technical Committee reserves the right to amend the rules periodically in the effort to improve this Race Championship, especially in the regards of Safety Aspects.

Controlled Exhaust (Output Restrictor) for Wira



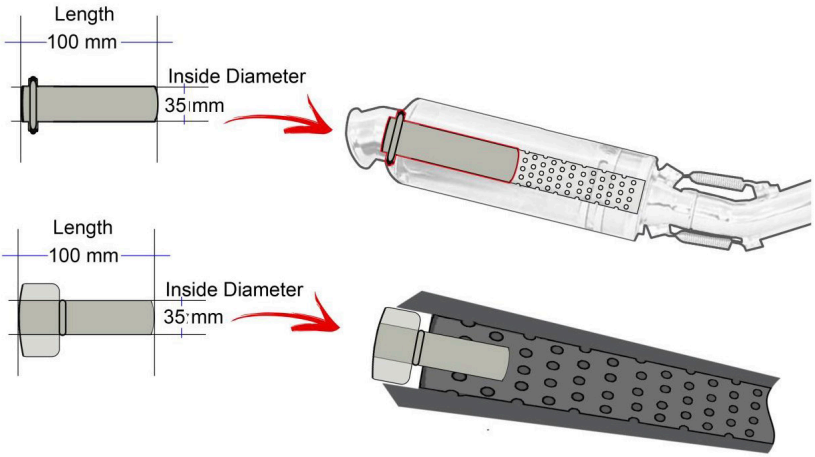
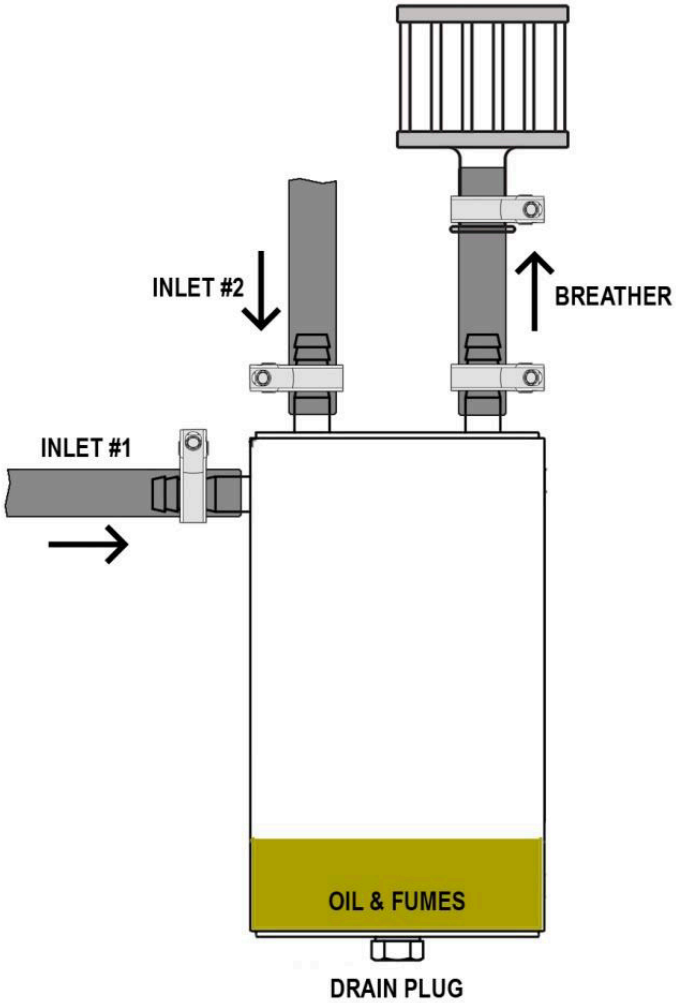


Illustration OCT - 1.0

OIL CATCH TANK (min. 250ml)



CLASSES : PRO-AM CUP

PRO-AM CUP TECHNICAL SPECIFICATIONS.

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

IF A CHANGE TO A PART OR SYSTEM IS NOT SPECIFICALLY PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

Motorcycles must acquire the homologation of Malaysian Cub Prix Championship Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the approval, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Motorcycles must conform to the homologated or originally manufactured shape by the manufacturer (except when otherwise stated). The appearance of the exhaust system is excluded from this rule.

2.4 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the Manufacturer.
- As originally fitted or equipped on the homologated Motorcycle.

2.4.1. Eligible Motorcycles

The following Motorcycles are approved to compete:

- Benelli RFS150i
- Honda RS150R
- Honda RSX150
- **Modenas Z15GT (Pending Homologation)**
- Yamaha Y150ZR
- Voge FR150

The Malaysian Cub Prix Technical Committee reserves the right to decide which Motorcycles will be eligible in the class.

2.4.2. Weight Control

At any time of the event, the weight of the whole Motorcycle including the Tank and its Fuel contents must not be lower than the Minimum Weight. The use of ballast is permitted to conform to the Minimum Motorcycle Weight.

2.4.2.1. Ballast may be added to conform to the combined target weight; a total maximum of 5 kg may be added.

2.4.2.2. All Weight Ballast must be SECURELY fitted and declared to Technical Team during safety inspection

2.4.2.2.1. Minimum Motorcycle weight: 102 kg

2.4.2.2.2. Maximum Motorcycle target weight: 107 kg

2.4.2.2.3. Total *Combined Target Weight: 162 kg

If the Combined Weight is less than 162 kg and when Maximum Motorcycle Weight is already 107kg or more, there will not be any additional weight penalty.

* Combined Target Weight is defined as: The Motorcycle weight plus the rider's weight while wearing their Full Racing Gear.

2.4.2.3. During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the Weight Control. In all cases the rider must comply with this request. During the final technical inspection at the end of the race, the selected Machines will be weighed in the condition they finished the Race, and the established weight limit must be met in this condition. Nothing may be added to the Motorcycle. This includes all Fluids.

2.4.2.4. There is **NO TOLERANCE** on the Minimum Weight of the Motorcycle

2.4.3. Competition Numbers

Each rider accepted for the Malaysian Cub Prix Championship is free to choose their own Competition Numbers which will be valid for the whole Race Season. Once a Number is assigned, no changes will be allowed in any circumstances.

The Numbers "1" until "10" will be reserved for the previous year's competitors according to their previous years' Overall Championship Points Standing.

2.4.3.1. The allocated Number for the rider must be affixed on the Motorcycle as follows,

2.4.3.2. Front Number - Once on the front, either in the centre of the Front Centre Panel or slightly offset to one side; the Number must be centred to their background.

2.4.3.3. The Colour Combination must be of HIGH CONTRAST, if the background colour is White (or a very Light Colour) then the Number should be Black (or a very Dark Colour)

2.4.3.4. The size for the Front Number is:

- Minimum Height	140 mm
- Minimum Width	80 mm
- Minimum Stroke	25 mm
- Minimum space between Numbers	10 mm

2.4.3.5. Belly Pan Numbers - Once, on each side of the Belly Pan. The number must be centred to their background.

2.4.3.6. The background colour is STRICTLY White and the Numbers are in Black.

2.4.3.7. The sizes for the Belly Pan Numbers are:

- Minimum Height	95 mm
- Minimum Width	55 mm
- Minimum Stroke	12 mm
- Minimum space between Numbers	6 mm

2.4.3.8. If a design incorporates an Outline then it must be of a Contrasting Colour and the maximum width of the Outline is 3mm.

2.4.3.9. Numbers cannot overlap each other.

2.4.3.10. Reflective, Chrome or Mirror Type numbers are not permitted.

2.4.3.11. Recommended Fonts types are;

2.4.3.11.1. Futura Heavy and Futura Heavy Italic

2.4.3.11.2. Univers Bold and Univers Bold Italic

2.4.3.11.3. Olivers Med and Olivers Med Italic

2.4.3.11.4. Franklin Gothic and Franklin Gothic Italic

In the case of a dispute concerning the legibility of the numbers, the decision of the Malaysian Cub Prix Technical Director's decision will be final.

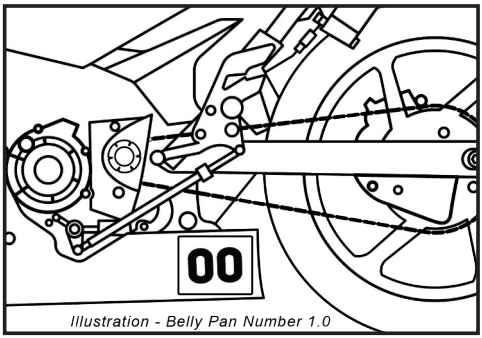
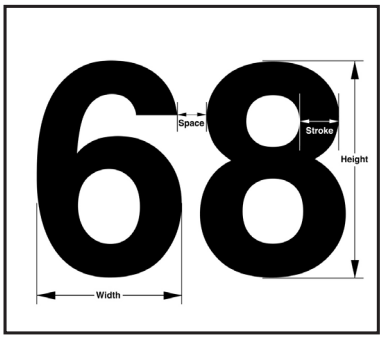


Illustration - Belly Pan Number 1.0



2.4.4. Tyres

2.4.4.1. The quantity of Tyres to be used is free.

2.4.4.2. For safety reasons, competing motorcycle should only use Tyres with at least 60% thread depth or 2.5 mm of thread depth.

2.4.4.3. For safety checks, the measurement will be carried out on the worst worn part of the Tyre.

2.4.4.4. Slick, hand cut or rain tyres are not permitted.

2.4.4.5. Any modification, treatment, cutting or re-grooving is forbidden.

2.4.5. Engines

2.4.5.1. Type of Engine: 138cc to 150cc, vertical-inclined layout engine.

2.4.5.2. Engine Bore and Stroke must remain as homologated or originally manufactured.

2.4.6 Water Radiator and Cooling System.

2.4.6.1 Radiator must be as the homologated or as originally manufactured.

2.4.6.2 Only water is permitted in the radiator and the entire cooling system.

2.4.6.2.1 No Additives, Antifreeze, (Radiator Coolant) or any other liquid is permitted.

2.4.7 Intake System

The Fuel Injection System refers to the Throttle Bodies, Fuel Injectors, Fuel Pump and Fuel Pressure Regulator.

2.4.7.1. The Fuel Injector may be replaced with a mass production fuel injector and it must be fitted to the original location as the homologated or originally manufactured machine.

2.4.7.1.1. Quantity of Injector must remain as the originally manufactured Motorcycle

2.4.7.2. Fuel Pump Wiring Harness and Wiring Connecting Sockets are free.

2.4.7.3 Throttle Body must be the homologated or originally manufactured part.

2.4.7.3.1 For all DOHC machines, the maximum diameter at the venturi adjacent to the Throttle Valve (Butterfly Valve) Spindle is ø30 mm.

2.4.7.3.1.1 If the diameter at the venturi near the throttle valve (butterfly valve) spindle is greater or less than 30 mm, the throttle body may be modified to meet the specified maximum diameter of 30 mm.

2.4.7.4 Adding a fixed length Air Funnel is permitted.
2.4.7.4.1 To install an air funnel, the outer diameter of the throttle body's external lip may be reduced.

2.4.7.5 Throttle Position Sensor (TPS) can be modified or changed.
2.4.7.6 The ECU controlling the fuel delivery system and ignition system is free.
2.4.7.6.1 Fuel Maps are free.
2.4.7.6.2 Map Selection Switch can be added.

2.4.7.7 Installing additional Intake Joint Adaptor(s) between the standard throttle body and the standard Intake Pipe/Manifold is permitted without changing intake angle centreline.
2.4.7.7.1 Maximum quantity of Additional Intake Joint Adaptor is Two (2) only.
2.4.7.7.2 Material of the Intake Joint Adaptor(s) is free.

2.4.7.8 Intake Pipe/Manifold can be slightly modified to install a non-original fuel injector. This modification is permitted only for the purpose of installation of the said fuel injector.

2.4.8 Fuel

2.4.8.1 All participants must ONLY use fuel provided by the Organiser.
2.4.8.2 No Alternative fuel Or Additives are permitted.
2.4.8.3 Fuel vent line may be replaced.
2.4.8.4 Fuel Filters may be added.
2.4.8.5 Fuel Lines must be securely clamped with a Hose Clamp
2.4.8.6 Quick Connectors may be used or added. E.g. Dry Break connectors.

2.4.9 Cylinder Head

2.4.9.1 Cylinder Head must be the homologated or originally manufactured part.
2.4.9.2 Cylinder Head Gasket is free
2.4.9.3 Cylinder Heads' Nuts and Washers are free.
2.4.9.4 Spark Plug Installation Hole diameter must remain original. It can be repaired back to the same size by the means of Helicoil, Recoil or similar type.
2.4.9.5 PAIR Valve (To Air Cleaner Box) – (Closed Air breather system) "PAIR Valve" may be dismantled or sealed. To relocate

2.4.10 Valves

2.4.10.1 Valve sizes must conform to the homologated or the originally fitted size as specified by the manufacturer for that model.
2.4.10.2 Aftermarket replacement valves are permitted provided they are of equivalent weight, shape, and dimensions to the original valves.

2.4.10.3 The valve material for both intake and exhaust must remain identical to that homologated and originally fitted to the production motorcycle.

2.4.10.4 Valve SEAL may be replaced and must be installed.

2.4.11 Camshaft

2.4.11.1 Camshaft must be the homologated part or the originally fitted/manufactured.

2.4.11.1.1 Camshaft Bearings are free.

2.4.11.2 Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively the Stock Camshaft Sprockets/Gears may be modified to allow for such adjustment, E.g. hole slotting. Pressed-on cam sprockets may b e replaced with an adjustable boss and cam sprocket.

2.4.11.3 Automatic "Variable Cam Phasing" type of Camshaft Sprockets/Gears are NOT permitted

2.4.11.4 Rocker Arm and Rocker Arm Shaft must be the homologated part or the originally fitted/manufactured.

2.4.11.5 Timing Chain may be replaced and the Size and the total number of Chain Links must be the homologated part or the originally fitted/manufactured.

2.4.11.6 Timing Chain Guide and Timing Chain Tensioner is free.

2.4.12 Cylinder Block

2.4.12.1 Cylinder Block must be the originally equipped unit or a Homologated aftermarket option

2.4.12.2 <u>Cylinder Block Homologation</u>

The Cylinder Block must be sent to the Malaysian Cub Prix Technical Committee to be homologated. This process requires approximately 14 days after the sample unit and all the relevant data has been submitted.

The following items are the currently approved;

a) Y15ZR - Cardinal Racing Block Racing Set Forged Y15ZR, Code No: TWS57Y
b) Y15ZR - SCK Racing, Blok Kit Y15, Code No: EGBK-5857-FGSD-OM (01Y15CB9)
c) Y15ZR - UMA Racing, Ceramic Cylinder Block, Code No: 02B00370
d) RS/RSX 150 - SCK Racing, Blok Kit RS15, Code No: EGBK-2357-FG00-00 (01RSCB5)
e) FR150 - SCK Racing, Blok Kit 57.3 FG Voge Code, No: EGBK-2357-FGVO-GE

2.4.12.3 Gasket (Cylinder Block) Cylinder Gasket is free.

2.4.13 Piston and Piston Ring

2.4.13.1 Piston and Piston Ring must be the homologated part or the originally fitted/manufactured.

2.4.13.2 Piston Pin and its Circlips are free.

2.4.14 Connecting Rod

2.4.14.1 Connecting Rod must remain as the homologated part or the originally fitted.

2.4.14.2 Big-End Bearing is free.

2.4.14.3 Big End Pin must remain as the homologated part or the originally fitted.

2.4.15 Crankshaft Assembly

2.4.15.1 Crankshaft Assembly must be the homologated part or the originally fitted part with no modifications permitted.

2.4.15.2 No machining or polishing is permitted.

2.4.16 Engine Crankcase Covers

2.4.16.1 Engine Crankcases and Crankcase Covers must be the homologated part or the originally fitted/manufactured parts with the following modifications permitted.

2.4.16.1.1 Additional Protective Covers to the Lateral Crankcase Cover (LH and RH) is highly recommended.

2.4.16.2 Oil Level Plug/Gauge (Oil Filler Cap) must be properly and securely safety wired.

2.4.16.2.1 Aftermarket option Oil Level Plug/Gauge (Oil Filler Cap) which incorporates a Breather Hose is permitted.

2.4.16.2.2 The Breather Hose must be securely clamped and channelled into an Oil Catch Tank with the volume of not less than 250 ml. Refer to Illustration OCT 1.0

2.4.16.3 Oil Drain Plug (Engine Oil Release Bolt) must be properly and tightly Safety Wired.

2.4.16.4 All Bearings and Oil Seals types attached to the Crankcase are free.

2.4.16.5 Front Sprocket Cover may be drilled with holes ≤10mm in diameter.

2.4.17 Transmission (Gearbox)

2.4.17.1 Gearbox must be the homologated part or the originally fitted/manufactured parts

2.4.17.2 Gear Ratio and the Number of Speeds must be same as the homologated part or the originally fitted/manufactured parts.

2.4.17.3 Drive Chain's Size and Pitch may be changed along with the Front and Rear Sprockets,

2.4.17.3.1 It is compulsory to use "Lock Washer" or "Self-Locking Nut" for installing both the Front and Rear Sprockets.

2.4.17.4 Top Chain Guard may be removed.

2.4.17.5 Starter Assembly including Starter Motor and Starter One-Way Clutch may be removed and when removed Kick Starter Shaft Hole must be sealed.

2.4.18 Clutch

2.4.18.1 Clutch System must remain as the "Wet Type".

2.4.18.2 Hydraulic Clutch System is not permitted.

2.4.18.3 Slipper Clutch or Back Torque Limiting system is permitted.

2.4.18.4 Clutch Plates and Clutch Friction Plates are free

2.4.18.5 Clutch Springs and Spring Retainer Bolts & Washers are free.

2.4.19 Primary Ratio and Primary Drive

Primary Drive and Driven Gears must be the homologated or originally manufactured part with no modification permitted.

2.4.20 Oil Pump

2.4.20.1 Oil Pump and Oil Pump Gear Assy. must be the homologated or originally manufactured part with no modification permitted...

2.4.20.2 Oil Filter is free.

2.4.21 Air Box

2.4.21.1 Air Box and the Air Box Cap/Cover must be the homologated or originally manufactured part with the following modifications permitted.

2.4.21.1.1 The Air Box may be modified for better flow

2.4.21.1.1 Stock Air Box Ducts/Joints/Hoses can be modified

2.4.21.1.2 For safety reason all air boxes must be able to hold & contain 250c ml of fluid after modifications.

2.4.21.1.3 All attached Breather Hoses and Drain Pipes must be routed to an Oil Catch Tank or be sealed/plugged.
Refer to Illustration OCT 1.0

2.4.21.2 Ram Air System is not allowed.

2.4.21.2.1 No protrusion tubes are allowed at the Air Box.

2.4.21.2.2 No air ducts can connect to the airbox except from Air Box into the Throttle Body

2.4.22 Exhaust System

2.4.22.1 Exhaust Pipe can be changed, and it MUST be fitted with an Output Restrictor at the exit end with the following size.

2.4.22.1.1 Minimum Total Length : 100mm

2.4.22.1.2 Maximum Inner Diameter : 38 mm

Refer to Appendix 1E for Illustration of Output Restrictor

2.4.22.2 Titanium is NOT permitted for the Exhaust System

2.4.22.3 Carbon Fibre is permitted for use on the Muffler/Silencer Sleeve only.

2.4.22.4 For safety on Exhaust System.

2.4.22.4.1 The Exhaust Pipe must be securely mounted.

2.4.22.4.2 The rear end edge of the exhaust pipe must not exceed the rear wheel.

2.4.22.4.3 Exposed Tailpipe-End Edge of the Exhausts Pipe Outlet must be rounded (or back folded) or a minimum pipe material thickness of 2 mm.

2.4.22.4.4 The orientation and the discharge of the Exhaust Pipe must be backward and, in a position, as not to annoy other riders.

2.4.22.5 Exhaust Sensor can be changed and relocated.

2.4.22.6 The Noise Emissions of the Exhaust System must not exceed 130dB/A @ 5.700 rpm.

2.4.22.6.1 A tolerance of +3 dB/A is permitted after the Race.

2.4.22.7 The Mounting Stays for the Exhaust and Muffler (Silencer) are free.

2.4.23 Magneto and Stator Coil Assembly

2.4.23.1 Magneto, Stator Coil and Charging System must be as the homologated or originally manufactured part.

2.4.23.2 Ignition Coil and the HT Lead Wire must be as the homologated or originally manufactured part.

2.4.23.2.1 Only a Single Spark Plug System is permitted

2.4.23.2.2 Ignition Maps are free.

2.4.23.2.3 Spark Plug and Spark Plug Cap is free.

2.4.24 Electrical

2.4.24.1 Wire Harness and connecting sockets are free.

2.4.24.1.1 For safety reasons, the Wire Harness must be securely routed and checked for proper insulation to prevent any Current Leakage.

2.4.24.2 Lightweight Batteries (E.g. Lithium) are not permitted

2.4.24.2.1 Batteries must be securely mounted and in an enclosure.

2.4.24.3 Fuse Box, Junction Box, Regulators and Rectifiers are free.

2.4.24.4 The Key/Ignition Lock may be removed.

2.4.25. Chassis Frame

2.4.25.1 Chassis Frame must be the originally fitted and homologated or originally manufactured part with the following modifications permitted;

2.4.25.1.1 Chassis Frame may be strengthened and welding is permitted for this purpose.

2.4.25.1.2 Unused Stays may be cut, modified or removed.

2.4.25.2 Head Set Bearing and Race may be changed.

2.4.26 Front Suspension and Steering Damper.

Only conventional "Right Way Up" (RWU) Front Forks are permitted. "Up Side-Down" (USD) type front forks are prohibited.

2.4.26.1 Machines that have stock USD Front Fork must change to a production conventional RWU Front Forks from any other Malaysian market production model (of any Motorcycle Manufacturer) while abiding to rules stated in this article.

2.4.26.2 Fork Oil Type and Oil Volume are free

2.4.26.3 Internal Spring and Dampers System can be modified or changed.

2.4.26.4 Fork Cap Bolt or Upper Spring Seat can replaced or modified to facilitate Spring Preload and Damping adjustment

2.4.26.5 Externally mounted additional Suspension Dampers are prohibited

2.4.26.6 The Wheel Spindle Shaft Hole at the lower Front Fork Outer Tube may be modified to accommodate a larger Spindle Shaft.

2.4.26.7 Dust seals may be modified changed or removed.

2.4.26.8 Fork Inner Tube Protectors (covers) are permitted

2.4.26.9 All Front Forks must be properly Oil-Sealed

2.4.26.10 Only Non-Electronic Aftermarket Steering Dampers are permitted

2.4.26.11 It can be mounted directly on the Chassis Frame and the Front Suspension and it must not act as a Steering Lock Limiting Device.

2.4.27 Shock Absorber (Rear Suspension Unit)

2.4.27.1 The Shock Absorber unit and Spring is free

2.4.27.2 Top and Bottom Shock Absorber Mounting Point can be relocate

2.4.27.3 The Chassis Frame and the Swingarm can be modify for this specific function

2.4.27.4 There should be only one mounting point at any time and adjustable mounting points are not permitted.

2.4.27.4.1 No multi holes or elongated holes for adjustment is permitted.

2.4.28 Swingarm

2.4.28.1 Swingarm must be the originally fitted or originally manufactured part with the following modifications permitted.

2.4.28.1.1 Reinforcement by adding Gussets and Tubes are permitted.

2.4.28.1.2 The material used for reinforcement must be ferrous.

2.4.28.1.3 The dimension of the reinforcement parts must not be larger than the dimensions of the Stock Swingarm

2.4.28.1.4 Welding and Brazing is permitted for this specific reinforcement purpose

2.4.28.2 Swingarm Bush is free.

2.4.28.3 Swingarm Shaft (Pivot) and Nut may be changed or modified to incorporated Rearsets/Footrest and must adhere to the following;

2.4.28.3.1 The diameter of the Swingarm Shaft must remain as the originally fitted and homologated or originally manufactured part.

2.4.28.3.2 The material must remain the ferrous type which includes Stainless Steel (SUS).

2.4.28.4 Modification to chain adjustment slot to adjust wheel base is permitted.

2.4.28.5 Final Drive Chain Guide may be altered, removed or replaced.

2.4.28.6 Modification to the Swingarm for relocating of Rear Absorber Mounting is permitted. (Refer to Shock Absorber Articles)

2.4.29 Wheels

2.4.29.1 Wheels can be changed to aftermarket Cast Alloy Wheels or Spokes Type Wheels
- 2.4.29.1.1 For Spokes Type Wheels the Wheel Hub may be changed or altered.

2.4.29.2 Wheel diameter must remain at 17 inches

2.4.29.3 The maximum width of the wheel rims are,
- 2.4.29.3.1 Front: 2.5 inches.
- 2.4.29.3.2 Rear: 3.15 inches.

2.4.29.4 The minimum weight of the Wheel Assy. (Wheel Assy. is inclusive of Wheel, Tyre, Inner Tube (if any), Air Inflation Valve, Brake Disc/Rotor, pre-installed Wheel Balance Weights and Bearings) are;
- 2.4.29.4.1 Front : 6 kg.
- 2.4.29.4.2 Rear : 6.5 kg.

2.4.29.5 The Cushion Drive (Sprocket Damper) must be retained except if it is not incorporated in original form
- 2.4.29.5.1 The Cushion Drive (Sprocket Damper) may be changed or altered but NOT totally removed.

2.4.29.6 Front Wheel Spindle Shaft size is free and must be of ferrous material, including sus (stainless steel).

2.4.29.7 For the purpose of wheel balancing, the Balance Weights may be added, discarded or changed.
- 2.4.29.7.1 The wheel Balance Weights must be securely installed and safety taped.

2.4.29.8 A non-slip coating/treatment may be applied to the bead area of the rim.

2.4.29.9 Any Inflation Valve type and Valve Cap may be used.

2.4.29.10 The Speedometer Drive may be removed and replaced with a Spacer.

2.4.29.11 Wheel Spacers and Collars may be modified, added or replaced.

2.4.29.12 Wheel bearings and the wheel bearing sizes are free.

2.4.30 Brakes

2.4.30.1 Aftermarket Non-Ceramic type Brake Disc and aftermarket Brake Disc carrier is permitted.

2.4.30.2 The quantity of the Brake Disc (single or double) must be same as the homologated or originally manufactured motorcycle.

2.4.30.3 Front Brake Disc can be made floating, using original Brake Disc and mounting points.
- 2.4.30.3.1 The number of floaters is free.

2.4.30.4 The dimension of the Brake Disc is free.

2.4.30.5 Front Brake System Cooling Ducts or Brake Air Scoops are permitted.

- 2.4.30.5.1 Fully enclosed Brake Disc covers are prohibited. *Refer to attached Illustration
- 2.4.30.5.2 It must be fabricated from non-metallic material e.g. Nylon, Plastic, CRP and etc.
- 2.4.30.5.3 The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop
- 2.4.30.5.4 The Malaysian Cub Prix Technical Committee reserves the right to refuse any Brake Cooling Ducts or Brake Air Scoops assy. that are deemed as dangerous.

2.4.30.6 The Front Brake Caliper's Mount, Carrier or Hanger may be change to accommodate for different Brake Disc diameter.

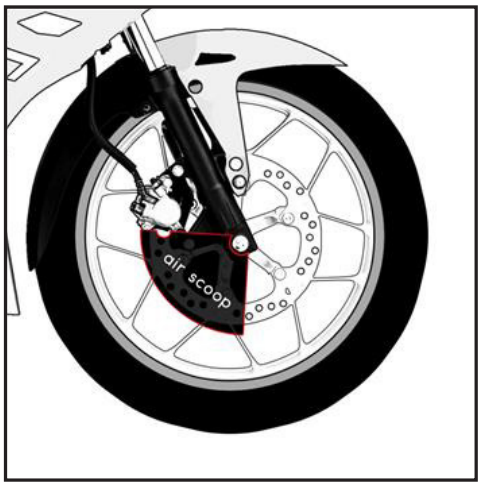
2.4.30.7 The Front And Rear Master Cylinders and Brake Calipers are free.

2.4.30.8 In order to reduce the transfer of heat to the Brake Fluid it is permitted to add shims to the Brake Calipers.

2.4.30.9 Front and Rear Brake Lines/Hoses may be changed and Lines/Hoses must be neatly routed as not to endanger the rider or other competitors.

2.4.30.10 Brake Pad Locking Pins may be modified for a Quick-Change Type.

2.4.30.11 Brake Pads are free.



2.4.31 Handlebar and Hand Controls

2.4.31.1 Throttle Assembly and associated Cables may be modified or replaced but the connection to the Throttle Controls must remain as on the homologated Motorcycle.

2.4.31.2 Throttle Controls must be self-closing when not held by the hand.

2.4.31.3 Throttle Cable must be routed neatly

2.4.31.4 Handlebar may be replaced

2.4.31.5 The Handlebar minimum length permitted is 450mm.

2.4.31.6 Handlebar must not have sharp edges and Bar Ends must be plugged.

2.4.31.7 Handlebar Mountings and hand controls may be relocated except for The Brake Master Cylinder.

2.4.31.8 All Handlebar Switches can be changed and its mounting location may be changed.

2.4.31.9 Redundant Switches may be removed.

2.4.31.10 Motorcycles must be equipped with a functional Ignition Kill Switch or button mounted on the right hand Handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine.

2.4.31.11 The Button or Switch must be Red in colour.

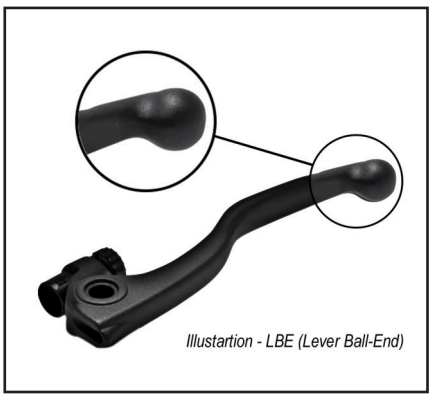
2.4.31.12 Brake and Clutch Lever, Clutch Perch may be replaced.

2.4.31.13 The edge of the Levers must consist of a ball-end with a minimum diameter of 16 mm and/or a minimum thickness of 14 mm.

2.4.31.14 The length of the Levers should not be more than 200 mm measured from centre of Pivot Point to the Lever's Edge.

2.4.31.15 To adjust the Lever travel (gain) an adjuster to the Brake Lever is permitted

2.4.31.16 All Machines must be equipped with Hand Lever Protection intended to protect the Handlebar Levers from being accidentally activated in case of collision with another Motorcycle.



Illustartion - LBE (Lever Ball-End)

2.4.32 Foot Rest and Foot Controls

2.4.32.1 Footrest may be relocated but the Bracket must be Rigidly Mounted.

2.4.32.2 Footrests must be of a Rigid Type and all Folding Footrest types are prohibited.

2.4.32.3 The end of all Footrest must maintain a minimum 15mm in diameter without any sharp edges.

2.4.32.4 Footrest must have an End Plug which is permanently fixed made of Plastic, Nylon or an equivalent type material. The End Plug should have a minimum of 8mm radius.

2.4.32.4.1 The Malaysian Cub Prix Technical Director has the right to refuse any End Plug not satisfying this Safety Aim.

2.4.32.5 Rear Brake Pedal and Gear Shift Lever are free.

2.4.33 Fuel Tank

2.4.33.1 Addition of Partitions to reduce Fuel sloshing inside the Fuel Tank is permitted

2.4.33.2 Fuel Caps may be changed.

2.4.33.2.1 Fuel Caps must be leak proof when closed.

2.4.33.3 The Fuel Hose Size and length and Securing Clamps are free.

2.4.33.3.1 The Fuel Hoses must be routed neatly

2.4.33.4 "Quick connectors" may be use along with the Fuel Hoses.

2.4.33.5 Fuel Tanks with Tank Breather Pipes must be fitted with Non-Return Valves that discharge into a Catch Tank with a minimum volume of 250ml made of a suitable material.

2.4.34 Streamlining (Complete Body Covers, Handle Covers and Leg Shield)

2.4.34.1 All Bodywork can be replaced, slightly trim, or drilled while maintaining the original Silhouette and Outlook.

2.4.34.2 The Front Fenders may be replaced with a similar duplicate.

2.4.34.3 Carbon Fibre and Carbon Kevlar are prohibited in construction of all Streamlining and Bodywork.

2.4.34.4 For the Rearsets (Racing Footrest) installation, the Side Covers or Body Covers adjacent to Rearsets' location can be slightly modified or trimmed for clearance.

2.4.34.5 Front visor may be added to Handle Cover

2.4.34.6 The Cushion Seat unit is free.

2.4.34.7 All edges of covers must be rounded for safety reasons.

2.4.35 Fasteners, Bolts and Nuts

2.4.35.1 Stock Fasteners, Bolts and Nuts may be replaced with similar aftermarkets parts.

2.4.35.2 The strength and design must be sufficient, equal or exceed the strength of the Stock Fasteners, Bolts and Nuts that it is replacing.

2.4.35.3 Unless specifically mentioned, titanium cannot be used for this replacement.

2.4.35.4 Aluminium Fasteners may only be used in Non-Structural locations.

2.4.35.5 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are prohibited.

2.4.35.6 Bodywork Fasteners may be replaced with the Quick-Release Type.

2.4.36 The following items MAY BE ALTERED or replaced from those fitted to originally manufactured Motorcycle

2.4.36.1 Any type of Lubricants, Brake Or Suspension Fluid may be used.

2.4.36.2 Any brand and type of Spark Plug is permitted.

2.4.36.3 All Gaskets, Oil-Seals, O-Rings and its' material is free.

2.4.36.4 External Paint work decals and Colour Scheme is free.

2.4.36.5 Instruments (including Gauge And Meters) and associated Cables and Mounting Brackets are free.

2.4.36.6 Material for brackets connecting Non-Original Parts (Fairing, Instruments etc.) to the Chassis Frame (or Engine) cannot be made from Titanium or Carbon Fibre or similar composites unless it is clearly stated they can - E.g. Exhaust.

2.4.36.7 Protective Covers for the Frame, Chain and Footrests may be made in other materials like Fibre Composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.

2.4.37 Following Items MAY BE REMOVED

2.4.37.1 Instruments (including Gauge And Meters) and associated Cables and Mounting Brackets.

2.4.37.2 Bolt on accessories on Rear Subframe.

2.4.37.3 Redundant Handlebar Switches

2.4.37.4 Stock Wiring Harness and Connectors

2.4.37.5 Emission control items (anti-pollution) in or around the Air Box and Engine (O2 sensors, PAIR Valves and etc.).

2.4.37.6 Top Chain Guard as long as it is not incorporated in the Rear Fender.

2.4.37.7 Small Secondary Covers that does not serve any function or purposes.

2.4.37.7.1 This removal must not affect the Outlook or Silhouette of the motorcycle.

2.4.38 The Following Items MUST BE REMOVED

2.4.38.1 Head Lamp and Turn Indicators

2.4.38.1.1 Outlook and Silhouette must be retained and by covering the openings with a suitable material.

2.4.38.2 Rear-View Mirrors, Horns,

2.4.38.3 License Plate Bracket and Toolkit.

2.4.38.4 Helmet Hooks and Luggage Carrier Hooks.

2.4.38.5 Passenger Footrests (and it's removable mounting brackets, if any)

2.4.38.6 Passenger Grab Rails.

2.4.38.7 Safety Bars and Stands.

2.4.39 The Following Items MUST BE Altered or Made Available

2.4.39.1 An Oil Catch Tank with the capacity of 250 ml or more must be installed or added. *Refer to Illustration OCT 1.0

2.4.38.1.1 All Catch Tank Hoses and Breather Pipes must be securely clamped with a Hose Clamp

2.4.39.2 All Breather Systems, including the Engine and Catch Tank must be a Closed Breather System and Direct Atmospheric Discharge is strictly prohibited.

2.4.39.3 Unused or redundant ventilation or Drainage Exit Holes(s) must be securely seal or plugged

2.4.39.4 All Motorcycles are REQUIRED TO INSTALL A BELLY PAN (Lower Fairing) and it must to be constructed to hold in case of an engine breakdown a minimum 1 litre of oil/fluid.

2.4.39.4.1 The Lower Edge of all the openings in the Belly Pan must be positioned at least 50 mm above the bottom floor of the Belly Pan.

2.4.39.4.2 The Upper Edge of the Rear Transverse Wall of the Belly Pan must be at least 50 mm above the bottom floor of the Belly Pan and the angle between this wall and the floor must be ≤ 90°

2.4.39.4.3 The Belly Pan must incorporate a single hole of ≥15 mm diameter in the front lower area and this hole must remain sealed with a Rubber Plug in Dry Conditions

2.4.39.5 The following items must be tightly and securely safety lock wired.

2.4.39.5.1 Drain plugs (Engine-Oil Release Bolt).

2.4.39.5.2 Oil Level Plug/Gauge (Oil Filler Cap).

2.4.39.5.3 External Oil Filters.

2.4.39.6 All Wheel Axle Nuts must be attached with Safety Pins or alternatively being tightly and securely Safety Lock-Wired.
2.4.39.6.1 Locknut Type Nuts are excluded & does not require Safety Pins or Safety Lock-Wire.

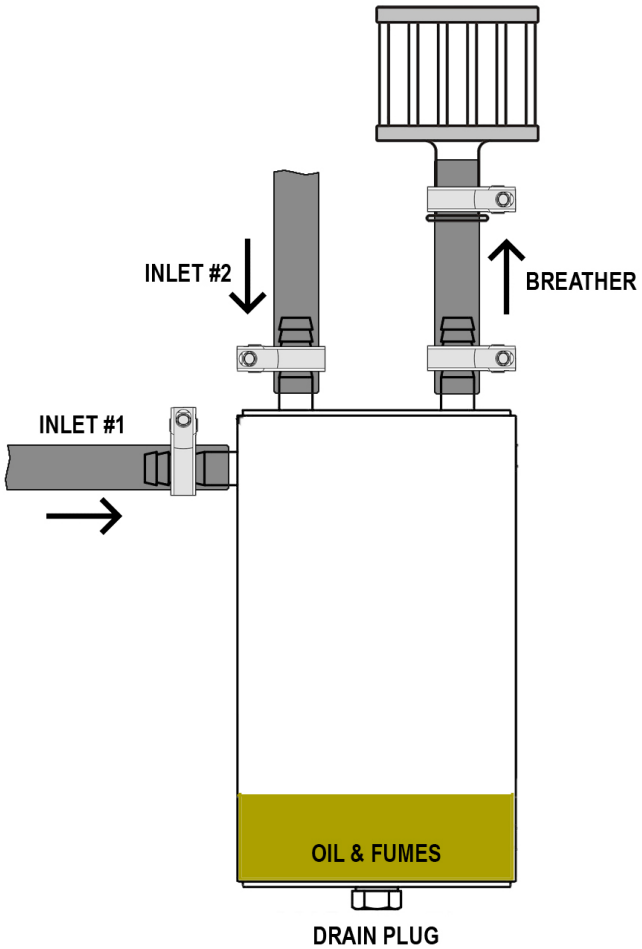
2.4.39.7 All Motorcycles are REQUIRED to install a Chain Guard (Shark Fin) fitted to bottom rear section of the Swingarm adjacent to the Rear Sprocket to prevent any rider's body part that may become trapped between the Lower Chain Rungs and the Rear Wheel Sprocket

2.4.40 Balancing Various Motorcycle Concepts.
The Organiser together with Malaysian Cub Prix Technical Committee reserves the right to apply balancing methods to the Motorcycles in the class during the race season as they see fit in order to maintain performance balance among Motorcycles Makes.
The Organiser together with Malaysian Cub Prix Technical Committee will review the position of the performances of the Motorcycles Makes.

2.4.41 Amendments
The Malaysian Cub Prix Technical Committee reserves the right to amend the rules periodically in the effort to improve this Race Championship, especially in the regards of Safety Aspects.

Illustration OCT - 1.0

OIL CATCH TANK (min. 250ml)



NOTE

PETRONAS CubPrix
MAM Malaysian Cub Prix Championship
www.malaysiancubprix.com

NOTE

PELAN PERLINDUNGAN KEMALANGAN INDIVIDU
BAGI PEMEGANG LESEN PERLUMBAAN

Premium Tahunan	2,500.00
Perlindungan:	
Kematian	125,000.00
Kecacatan Kekal	250,000.00
Perbelanjaan Perubatan & Pembedahan	55,000.00
Penghantaran Balik	20,000.00
Pemindahan Perubatan Kecemasan	100,000.00
Kerosakan Kepada Peralatan Perlumbaan	10,000.00
Faedah Bantuan Perubatan	5,000.00

Premium Tahunan	5,000.00
Perlindungan:	
Kematian	125,000.00
Kecacatan Kekal	250,000.00
Perbelanjaan Perubatan & Pembedahan	155,000.00
Penghantaran Balik	20,000.00
Pemindahan Perubatan Kecemasan	100,000.00
Kerosakan Kepada Peralatan Perlumbaan	10,000.00
Faedah Bantuan Perubatan	5,000.00

Peningkatan kepada pelan perlindungan tanpa premium tambahan

- Kehilangan anggota kaki sekurang-kurangnya 5cm berkelayakan mendapat 10% daripada perlindungan kecacatan kekal.
- Kehilangan anggota badan yang tidak boleh disambung semula berkelayakan mendapat 10% daripada perlindungan kecacatan kekal.

Perlindungan kehilangan manfaat pendapatan disediakan dengan premium tambahan.

Pembayaran pendapatan bulanan sebanyak RM750.00 setiap minggu sehingga tempoh maksimum 52 minggu kepada individu yang dilindungi sepanjang berada di hospital ekoran kemalangan ketika perlumbaan.

Premium tambahan: RM650.00.

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Untuk mempelajari bagaimana anda boleh meminima dan menguruskan risiko penglibatan anda dalam aktiviti-aktiviti sukan, sila hubungi Safe Aim Mutual Sdn Bhd di:

Tel : **603-8734 8787**
Email : **saminsurance@twmr.com.my**

Premium tertakluk kepada 6% cukai perkhidmatan (jika di bawah nama syarikat) dan RM10,000 duti setem.

* Perlindungan custom-made meliputi semua jenis sukan, acara yang dijalankan, peralatan, para peserta dan kakitangan bertugas.
* Agensi Insurans Motorsports RHB Insurans Bhd.