MSVR
MOTORSPORT VISION RACING

MCRCB

YEARBOOK 2024

2024 MCRCB YEARBOOK

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A - THE MCRCB SPORTING CODE

1. SPORTING CODE

1.1 The Auto Cycle Union Ltd. (ACU) is the controlling body for the sport of motorcycling throughout the British Isles, excluding Ireland, for machines as defined in the Appendices to this code.

1.2 The ACU has delegated to the Motorcycle Circuit Racing Control Board Ltd. (MCRCB) the right and liberty to act as the controlling body of the sport or pastime of British and National level motorcycle circuit road racing in the territory specified in 1.1 on permanent race circuits belonging to or in control of members of the Association of Motor Racing Circuit Owners (AMRCO) from time to time and MCRCB accepted such delegation in accordance with the terms of the Agreement. In the event that a member of AMRCO is granted the right to promote an FIM or International Event or Championship, then the ACU agrees to delegate the rights to organise that FIM or International Event or Championship to the MCRCB.

1.3 The MCRCB Sporting Code is a set of rules established by the MCRCB which governs the sporting Meetings held under its authority.

1.4 In order that the control of motorcycle sport shall be exercised in a fair and equitable manner, the MCRCB has approved these rules designated "The MCRCB Sporting Code, hereinafter called "the Code", which are generally in conformity with the International Sporting Code of the Federation Internationale de Motorcyclisme (FIM).

1.5 **Authority**
Authority under the Code is established by the MCRCB. For FIM Championship Meetings, these are authorised by the FIM and FIM Regulations prevail.

1.6 **Application of the Code**
This Code supersedes all previous editions of the MCRCB Sporting Code. Every Competition or Official Test Day shall be held under this Code.

1.7 **Organisation of Meetings and Official Test Days**
No Meeting or Official Test Day shall be held unless authorised by the MCRCB under this Code.

2. APPENDICES TO THE CODE

Appendices to the Code are established according to the Code and shall form part of this Code and have the same force in their application. In the event of any conflict between the Code and its appendices the Code will prevail.

3. RECOGNITION OF AUTHORITY

Any Club or corporate body organising or any individual participating in a meeting is deemed to know the Code and its appendices, and undertakes to submit, without reservation to all provisions and consequences thereof. Furthermore the organisers or participants renounce the right to all legal proceedings before a civil court which is not provided for in the Judicial Procedures, which are part of this code, until the procedure for protests and/or appeals as provided for in the Code has been exhausted.

4. INTERPRETATION OF THE CODE

4.1 In case of dispute at an MCRCB permitted event a Tribunal appointed by the MCRCB shall be empowered to decide any question raised within its territory concerning the interpretation of the Code and its appendices. In interpreting any regulations the word “his” is deemed to include “her” and persons referred to in the singular includes where the context so admits, the plural.

4.2 The Directors of the MCRCB shall be empowered to decide and adjudicate on any question relating to Motorcycle Sport raised within its territory and remit, which is not covered by the Code or its appendices.

5. MODIFICATIONS OR ADDITIONS TO THE CODE AND ITS APPENDICES

This Code and its appendices may be altered from time to time. No revised rule in the Sporting Code shall be effective unless it has been approved by the MCRCB. No revised rule in the appendices shall be effective unless it has been approved by the MCRCB. Such changes will be published in a Bulletin issued by the MCRCB with the effective date of application.

6. TRIBUNALS (NATIONAL COURT)

The hearing of appeals or the determination of the penalty to be inflicted for a breach of the Regulations or references for arbitration and enquiries pursuant to 6.2 and 6.3 may be exercised by a tribunal specially or generally appointed by the MCRCB for MCRCB permitted events.

The tribunal shall consist of not more than five and not less than three persons. In exceptional circumstances, and with the agreement of all parties, the Tribunal may consist of two persons.

An MCRCB Tribunal will normally be made up as follows:

An MCRCB Director – who will chair the Tribunal

An appointee of the MCRCB

A representative of the ACU

The MCRCB will appoint a Clerk to the Tribunal who will decide on the eligibility of appeals against a decision of the MCRCB Stewards.

a) Eligibility Appeals will be dealt with in writing by a panel normally consisting of an MCRCB Director and two engineers, their decision is final.

b) The exercise of such judicial powers and functions shall be final.

c) No person shall act in a judicial capacity if he has taken part as a competitor, rider or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question, or if he is directly or indirectly concerned in such matter.

6.1 The Tribunal shall be empowered to decide on any appeal brought in accordance with article B 6.4 of the Judicial Procedures.

6.2 The Tribunal shall also be empowered at its sole discretion to arbitrate between a competitor and the organisers on any matter directly connected with Motorcycle Sport, but excluding any dispute in connection with the result of a race, or championship, or in connection with matters which are, or have been the subject of Protest or Appeal. This arbitration can be requested by either party, or initiated by the MCRCB. Liability for the cost of the arbitration may be ordered by the Tribunal, who are also empowered to

make such order in respect of the subject of the arbitration as they think fit. Any party requesting arbitration must deposit the fee prescibed by the MCRCB from time to time.

6.3 **Power of the MCRCB Following MCRCB Stewards' Report** If it appears to the MCRCB from the MCRCB Stewards' Report or otherwise that there may have been a breach of the Regulations, the results of a competition may have been improperly or incorrectly made out, or that any breach of condition, defect, default, omission or other irregularity may have occurred, a Tribunal appointed by the MCRCB will be entitled to enquire into the matter, and after giving the interested parties an opportunity to be heard, make such order as it deems proper, and if it concludes that a breach of the Regulations may have occured, it may deal with the matter itself and impose such penalty as it thinks fit, provided that no such enquiry shall be ordered after the expiration of 60 days after the publication of the results of an event. Liability for the costs of the enquiry may be ordered by the Tribunal.

6.4 Pending any Tribunal hearing or enquiry any machine or equipment involved may be impounded by the MCRCB for technical examination subject to reasonable right of access by the entrant. The MCRCB may require the entrant to carry out any necessary dismantling and in default the MCRCB may arrange dismantling itself and charge the entrant with the cost thereof.

7. USE OF TITLES

The use of the title "Championship" is reserved for MCRCB events held at permanent race circuits belonging to or in the control of members of AMRCO from time to time other than:

- FIM Championships
- Championships run on Public Roads
- Championships below National level
- Championships for non Road Race events
- Championships for Classic or Vintage events

The rights relating to the sponsorship of MCRCB Championships or events are within the exclusive control of the MCRCB.

8. ORGANISATION OF THE MCRCB CHAMPIONSHIPS AND MEETINGS

8.1 Meetings of MCRCB Championships and Events may be organised:
- By the MCRCB
- By an individual or corporate body authorised by the MCRCB.

8.2 ISSUE OF PERMITS

No event or Championship shall be held unless the MCRCB has signified its approval by granting an organising permit. The MCRCB shall approve the date, venue and Supplementary Regulations for the competition before issuing a permit.

8.3 COMPOSITION OF MEETINGS

A meeting may include races of International, National and below National status organised on circuits which are members of AMRCO. The meeting may include races for both automobiles and motorcycles of 2 or 3 wheels. However particular care must be taken with the order of the races.
A race which includes a combination of 2 and/or 3 and/or 4 wheeled vehicles

is forbidden. However a demonstration event combining the above vehicles may take place with the prior written consent of the Directors of MCRCB.

8.4 PERMITS AND STATUS OF COMPETITIONS

Permits according to the status of the meeting may be issued as follows:

a) International

b) National

c) Below National Status

where they are organised on circuits which are members of AMRCO.

8.5 TITLE OF A COMPETITION

The MCRCB distinguishes between the following types of meetings.

- British Superbike Championship
- British Championship (other) and National Championship
- Class or Sponsor Championship
- Non Championship

8.5.1 **British Superbike Championship**

International and/or National meetings are controlled by these Regulations and are inscribed in the FIM Calendar.

8.5.2 **British Championship (other) and National Championship**

International and/or National Meetings or Races are controlled by these Regulations.

8.5.3 **Class or Sponsor Championship**

International and/or National Meetings or Races are controlled by these Regulations.

8.5.4 **Non Championship**

Meetings or Races are authorised by the MCRCB where they are organised on circuits who are members of the Association of Motor Racing Circuit Owners (AMRCO).

8.6 POSTPONEMENT OR CANCELLATION OF A MEETING

The MCRCB or its agent may postpone or cancel a meeting if it has already started. If it has been completed, the MCRCB may declare void an approved meeting as well as order an amendment to the results.

8.7 PERMIT FEES

The MCRCB or its agent is entitled to charge a Permit fee and enter into an agreement with a circuit or corporate body for any Championship or event, subject to approval by the Directors of MCRCB.

8.8 INSURANCE

- The MCRCB will organise Insurance in accordance with article I Insurance in this Yearbook at events permitted by the MCRCB.
- Riders are responsible for “Road Traffic Act” insurance

For full details see article I Insurance in the Yearbook.

8.9 OFFICIAL PROGRAMME

The programme, as well as all other announcements useful to spectators, must include the following information:

- A numbered list of riders, passengers, entrant, machine and home town/country
- Time schedule for the meeting.
- The names of the officials in charge of the safety and the running

of the event.

- The names of the MCRCB Stewards and their Chairman
- The Directors of the MCRCB

8.10 CIRCUITS, TRACKS AND COURSE

The course must be approved by the MCRCB by the issue of a Track Licence for the permited event.

8.11 MINIMUM PRACTICE PERIOD

For any race there must be a minimum period for practice on the actual course, the details must be stated in the Supplementary Regulations.

8.12 THE CALENDAR

Each year the MCRCB will authorise and publish the Calendar with details of Championships, classes etc. The MCRCB may vary the Calendar from time to time and changes will be notified in a Bulletin. The MCRCB or its agent is responsible for the Championships, the allocation of dates, venues and classes subject to approval by the Directors of MCRCB.

8.13 PROTECTION OF DATE

No event either competitive or for practice shall be held on the Sunday in November each year designated “Remembrance Sunday”

8.14 LIABILITY FOR MATERIAL DAMAGE

Neither the MCRCB nor the Organiser may be held responsible for any damage sustained by a racing or reserve motorcycle or to its accessories or equipment present at the meeting, however caused either by fire, accident or by any other means, or by theft or deterioration.

8.15 PARTICIPANT INDEMNITY

Every Participant undertakes to the Relevant Parties (defined below) to release, indemnify, and hold them harmless from and against any claims, demands, actions or suits arising from any death, personal injury, illness, loss or damage of or to the Participant’s person or the Participant’s property arising out of the Participant’s involvement in any capacity at a Meeting, whether made or claimed before or after the termination or expiration of this Code, and including all associated costs (including without limit any legal and other costs and expenses of the Relevant Parties).

Nothing in this clause does or seeks to exclude liability for any death or personal injury to the Participants caused by negligence or wilful misconduct of the MCRCB or the other Relevant Parties.

The Relevant Parties are:
MCRCB
Organisers and Organising Bodies
Promoters
Other Participants and any of the directors, employees, officials, agents and/or representatives of the foregoing.

9. ENTRIES

9.1 Entries

- Entries for all competitions shall be made on the form provided by the Organiser and which shall be based on the model specified by the MCRCB, together with a Parental Agreement form where required.
- The entry form shall provide, where appropriate, for the inclusion of the names and addresses of the Entrant, the Rider and Passenger, their Competition Licence or Individual Affiliate Member number, the registration number, make and engine capacity of machine entered, and a contact telephone number for the Entrant/Rider.
- Each entry must be signed by the Entrant, Rider and Passenger accepting the Conditions and Regulations for the competition and agreeing to be bound by them.
- An application for entry into any competition in respect of a Rider or Passenger under the age of 18 years must be accompanied by the Parental Agreement form duly completed and signed by the parent or legal guardian of the applicant.
- Any entry not accompanied by the required fee shall be null and void.
- All entry forms shall be available at the start of all competitions and shall be retained for a minimum of 7 years.

9.2 Acceptance of entries

The Supplementary Regulations/Championship Regulations/Official Bulletins must indicate the maximum number of riders to be accepted for each race.

9.3 Closing date for entries

9.3.1 Unless otherwise stated the closing date for entries at events is one week prior to the event. All other entries will be classed as late entries and may be accepted dependant on space being available but without priority.

9.3.2 Late entries may not be included in the programme and may be charged an additional fee. In any event entries may only be accepted up to 1 hour prior to the first qualifying practice session of the meeting.

9.4 Refusal of entries

Organisers of competitions may select entries as they wish and (whether or not the number of entries submitted exceeds the maximum number to be accepted in the competition) may refuse any entry provided that:

a) Notification of refusal is given in writing so as to reach the Entrant as soon as possible, and in the case of a National Competition, at the latest within 48 hours after the published date of closing of entries.

b) No entry shall be refused on the grounds of age, gender, disability, ethnic origin, creed, colour, social status, sexual orientation, occupation, religion or political opinion.

c) Any competitor or entrant who considers that his entry or Registration has been unjustly rejected may appeal to the MCRCB.

9.5 Non-participation

A rider who enters a meeting and who can not take part must inform the Organiser as soon as possible stating the reason. Any failure to do so, or in instances where the reasons are considered insufficient, must be reported to the Race Direction who may impose penalties.

A rider who does not participate in a meeting for which he has entered and who the same day participates in another meeting without prior approval from the organisers in writing will be guilty of a breach of these Regulations. A disciplinary enquiry will be convened and a penalty may be imposed.
A rider who is present at a meeting and who does not take part in the practices and/or in the event and leaves the meeting without prior approval of the Race Direction may be penalised by the Race Direction.
A rider who at a meeting makes no attempt to succeed, shall not be allowed to continue the competition and may be penalised by the Race Direction.

9.6 **Withdrawal of Entry**
The Entrant/Rider may only withdraw the entry with the permission of the organiser.

9.7 **Unauthorised Entries**
An Organiser shall not publish as entered, the name of any Entrant, Rider or competitor in respect of whom a duly completed entry form has not been received.

9.8 **Entry Containing a False Statement**
An entry which contains a false declaration shall be considered null and void. The Entrant and/or Rider may be deemed to be guilty of a breach of these rules, and the entry fee may be forfeited.

9.9 **Re-imbursement of Fees**
The re-imbursement of fees is at the discretion of the organisers. In any event the organisers are entitled to retain an administrative charge to cover expenses incurred.

20 OFFICIALS - GENERAL

20.1 CONTROL AND DIRECTION OF COMPETITIONS
All Competitions held under the jurisdiction of this Code shall be the responsibility of certain Officials whose duties shall be either Judicial, Executive or Administrative.

20.2 JUDICIAL OFFICIALS

20.2.1 The Race Director/Clerk of the Course, the Judicial/Deputy Clerks of the Course, members of the Race Direction. The Race Direction will be comprised of FOUR persons:
- The Race Director, who will ordinarily chair the meetings
- The MCRCB Representative, who will chair the meetings in the absence of the Race Director
- The Judicial/Deputy Clerk of the Course
- The Riders' Representative

20.2.2 The quorum for a meeting of the Race Direction is three persons and each person has one vote. Decisions are based on a simple majority. The Chairman will have the casting vote.

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

20.2.4 The Duties of the Race Direction are:
To take decisions as provided in the Regulations.
To impose penalties for any infringements of the Regulations.

To adjudicate on any protest relating to infringements of this Code or the Regulations

20.2.5 The MCRCB Stewards consisting of the Chief Steward and the MCRCB Steward(s), each with voting rights. The Chief Steward will have the casting vote. The quorum for a meeting of the MCRCB Stewards is two persons.

20.3 EXECUTIVE AND ADMINISTRATIVE OFFICIALS
The Senior Clerk of the Course/Race Director shall be the Chief Executive Official. The following Executive and Administrative Officials may be appointed according to the type of competition.

The Deputies to the Clerk of the Course
The Secretary of the Meeting
The Chief Timekeeper
The Chief Technical Officer
Technical Eligibility Officials
The Chief Marshal
The Chief Medical Officer
The Press Officer
The Chief Incident Reporting Officer
The Chief Incident Officer
Incident Officers
The Senior Sound Inspector
The Environment Officer
The Start Line Officials
Accreditation must be shown at all times

20.3.1 The above officials may have assistants such as Track Marshals, Pit lane Marshals, Paddock Control staff, Technical and Eligibility officials and Medical Personnel etc.

20.4 The MCRCB reserves the right to require any category of Official to be licensed to officiate.

20.5 **Requirement to sign-on**
As soon as possible on arrival at an event and before commencing any duties all officials must sign the official signing-on form as provided by the organisers unless they have previously signed the annual form.

20.6 PLURAL APPOINTMENTS
The Chief Steward of a meeting shall not undertake any other duties. Other Stewards/officials may undertake plural appointments for which they are qualified.

20.7 INCOMPATIBILITIES
No Official acting in any executive capacity at any meeting shall be an Entrant, Rider or Passenger in that meeting.
Stewards may not participate in the competition.

20.8 Senior Officials will be stated in the Supplementary Regulations or Final Instructions.

22 ORGANISATION AND OFFICIALS AT MCRCB MEETINGS

22.1 ORGANISATION

22.1.2 The MCRCB may appoint a Promoter with the authority to promote MCRCB Meetings under these Regulations.

22.1.3 MCRCB will appoint a Race Director for the Championships who will be the Senior Clerk of the Course with the duties as descibed in 25.3 and responsible for all on circuit activities during Practice or Races.

22.1.4 MCRCB will appoint a Chief Steward who has responsibility to ensure the meeting is organised in accordance with the Regulations.

22.1.5 MCRCB may appoint a Safety Delegate to advise on track and other safety issues.

22.1.6 ORGANISING BODY – The MCRCB may be the organising body or may appoint an alternative organisation.

22.2 OFFICIALS

22.1 For MCRCB events officials will be appointed to perform Executive and Supervisory roles.

22.3 Event Management Meeting

22.3.1 The following must attend any Event Management Meeting, they will be known as the Event Management Committee. This will normally be chaired by the Race Director (Senior Clerk of the Course) or in his unavoidable absence by his Deputy:
Series and Race Director
MCRCB Representaive
Judicial/Deputy Clerks of the Course
MCRCB Safety Delegate
Chief Technical Officer
Chief Medical Officer
Riders Representative
A representative of the Circuit may attend.

22.3.1.1 Reports must also be provided in writing.

22.3.2 One person may perform more than one duty.

22.3.3 Members of the Event Management Committee may be excused by the Chairman if he is provided with a full report for the meeting.

22.3.4 The Chief Steward will attend and be asked for his remarks.

22.3.5 The Chief Steward will take the minutes which must be signed by the Series Race Director and sent to the MCRCB.

22.3.6 Event Management Meetings should be held every day of the event 30 minutes after the finish of the last practice or race on that day. Other meetings should be convened if circumstances require it.

22.4 Appointment of Officials

22.4.1 The MCRCB will appoint the MCRCB Stewards Panel, the MCRCB Safety Delegate, the Chief Technical Officer and MCRCB Representative.

22.4.2 The Organising Body will appoint other race organisation officials. All officials must be approved by the MCRCB for that Championship to be eligible for appointment as an official of the meeting.

22.4.3 Officials will be as per articles 25 of the Code.

25 GENERAL TERMS OF REFERENCE AND DUTIES OF OFFICIALS

25.1 MCRCB STEWARD(S)

- The MCRCB Stewards Panel shall not be in any way responsible for its organisation and shall not have any executive duty in connection therewith. It follows, therefore, that in the discharge of their duties they do not incur any responsibilities except to the MCRCB.
- The MCRCB Stewards should be present and are empowered to act from the moment that official practice commences, and cease their duties when any appeals against a decision of the Race Direction have been heard, and the time limit for any further appeals has expired.
- At all times the MCRCB Stewards must act through the Race Director or Judicial Clerk of the Course.
- Copies of all regulations, notices etc. must be provided by the Organisers for the use of the MCRCB Stewards as far as possible in advance of the event.
- The MCRCB Stewards must cause to be investigated any incident, or breach of the Regulations, that they may observe, or which is reported to them.
- The MCRCB Stewards shall have general power and authority to enforce compliance with the Regulations.
- The MCRCB Stewards are the second judicial body at any event and are responsible for hearing and adjudicating upon any appeals against the Race Direction or an official's decision, unless a matter is referred directly to them by the Race Direction, in which case they form the first judicial body.
- Organisers must make available a private room for the MCRCB Stewards discussions.
- No MCRCB Steward should commit any act or give any order except as required to give effect to the execution of the specific powers of the MCRCB Stewards.

25.1.1 **The MCRCB Chief Steward**

The Chief Steward is appointed by the MCRCB. The MCRCB may appoint other steward(s). There should be a minimum of two MCRCB Stewards, with voting rights, present at MCRCB authorised meetings. The MCRCB Chief Steward will be appointed Chairman of MCRCB Stewards Meetings and will have overriding authority in case of dispute.

25.1.1.1 The MCRCB Chief Steward will provide a full report which will be sent to the MCRCB (and directly to the Directors of MCRCB if he wishes).

25.1.1.2 He may hold a separate meeting to the Event Management Meeting at any time to discuss judicial or safety matters. He may request the attendance of any officials he believes are relevant. The Secretary of the Meeting will take the minutes which must be signed by The MCRCB Chief Steward and the Secretary.

25.1.2 **Powers of the MCRCB Chief Steward**

1) To be informed by the Race Director of any decision to alter the programme if circumstances so require.
2) To determine the times of any MCRCB Stewards meetings and to act as chairman in respect thereof.

3) To inspect the circuit with the Race Director prior to the start of the first practice session and receive assurances from the Race Director that he is satisfied with the condition of the circuit and safety arrangements and to ensure the circuit meets the requirements of the track licence. He has the power to withdraw the permit in the event of non-compliance.
4) He may invite any officials or guests to the MCRCB Stewards meetings.
5) If acting alone he may postpone an appeal if he feels it necessary to do so.
6) In the case of reasons of safety, liaise with the Race Director to either (a) postpone an event or (b) abandon an event or (c) stop an event prematurely or (d) to cancel the whole or part of the meeting. Any such agreement must be formally recorded. Such decisions are not subject to appeal.
7) He may adjourn the hearing of any appeals until a time and place suitable to all parties.
8) At the request of the Race Director, modify the Supplementary Regulations/Final Instructions in exceptional circumstances or to conform with the Sporting Code.
9) He may select machines to be checked by technical officials.

Together with any other appointed MCRCB Stewards**:**

10) Adjudicate upon any referral or appeal against a decision of the Race Direction arising during the meeting. NB – The MCRCB Chief Steward will determine if it is eligible.
11) Deal with any matters referred to them by the Race Direction.
12) Accept a correction made by a Judge of Fact.
13) Inflict a penalty of Reprimand, Fine, Penalty Points, Time or Position Penalty, Exclusion or Suspension but not Disqualification.
14) Amend the results of a Competition.
15) Order the removal from the Course and its precincts, or inflict a penalty upon any competitor or rider who refuses to obey the order of a responsible official.

25.1.3 All officials, entrants and competitors must attend Meetings of the MCRCB Stewards or the Race Direction when requested.

25.1.4 All decisions of the MCRCB Stewards and the Race Direction necessary for the running of the meeting as well as all results must be published as soon as possible.

25.2 **MCRCB SAFETY DELEGATE**

MCRCB will appoint a Safety Delegate responsible for the licencing of the track and approval of any changes, alterations and additions to the circuit, including signage and TV installations.

His duties may also include:-

1) Prior to the commencement of the event to ensure the circuit complies with the MCRCB Track Licence.
2) To ensure that the investigation and recording of incidents on the circuit has taken place and be informed of all incidents and supply detailed documentation.

3) Liaise directly with the Circuit, Police or other authorities in the event of a serious incident.
4) Liaise directly with the Insurance Company or their representatives.
5) Carry out any judicial duties acting as a member of the MCRCB Stewards Panel. He may substitute for the MCRCB Chief Steward in his absence.

25.3 RACE DIRECTOR (SENIOR CLERK OF THE COURSE)

MCRCB will appoint a Series Race Director who is the senior Clerk of the Course with overall responsibility for ensuring the correct and efficient running of the practices and races. The Race Director shall work closely with the Judicial Clerk of the Course, the Promoter and MCRCB Safety Delegate. The Race Director must hold an FIM Clerk of the Course Super Licence.

25.3.1 The Race Director has overall responsibility for the general conduct and control of the events on the circuit, including Judicial in accordance with the Regulations and Programme. He must be present throughout practising and the competition in order to carry out his specific duties. His duties are concluded when the results have been finalised, the protest times having expired, all protests dealt with, and any post event inspection of machines or components have been completed and reported upon. The Race Director may delegate his powers to a responsible person.

25.3.2 Responsibilities and Duties:

1) Ensure that all legal requirements and relevant regulations are complied with and that all equipment needed to do so is at hand as appropriate.
2) Ensure all other Senior Officials are in place
3) The control of practices and the races, adherence to the timetable and, if he deems necessary, agreeing with the MCRCB Stewards to modify the timetable in accordance with the Regulations.
4) The stopping of any motorcycle/rider in accordance with the Regulations.
5) The stopping or neutralising of practice or races in accordance with the Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
6) The starting procedure.
7) The use of safety cars/fast intervention vehicles.
8) To ensure race control is adequately staffed and the staff are fully briefed on procedures.
9) To ensure all trackside officials are in place and carry out their duties in accordance with the Regulations.
10) Inform the MCRCB Chief Steward and MCRCB Safety Delegate of any major incidents.
11) Together with the MCRCB Safety Delegate ensure the conditions of the track licence are fulfilled prior to the start of the first practice session or race and report to the MCRCB Stewards.
12) To ensure that any judicial action is taken when necessary, acting as the Organisers representative on the Race Direction.
13) To ensure that the medical, first aid, fire and ancillary services as may be required by the Permit Issuing Authority are on duty.

14) Liaise with the Secretary of the Meeting in order that the circuit, competitors, sponsors, teams, press and commentators can be kept fully informed of all relevant information by means of event bulletins.
15) Ensure that every incident or accident during practice or the races is recorded.
16) Ensure the MCRCB Stewards are satisfied with arrangements and have all documentation.
17) Arrange meeting(s) with the MCRCB Stewards when considered necessary.
18) Arrange any riders briefings that are necessary and ensure all necessary riders are present.
19) To arrange that new riders to the circuit are interviewed when not covered by riders briefings.
20) Ensure that each machine carries the proper identification marking in accordance with the programme.
21) Ensure that the procedures are in place to verify that the correct rider is on each machine and marshal the machines as necessary.
22) Oversee the start of all races liaising with the Deputy Clerk of the Course and Start/Finish and startline marshals to ensure the start procedure is correctly adhered to by all competitors, teams and officials.
23) To be responsible for the verification of the identity of all riders and passengers, and that each of them has been correctly entered and that none of them is disqualified, suspended, excluded or otherwise ineligible from taking part in the competition.
24) To collect the reports of the Timekeepers and other Officials, together with any information as may be necessary, for the determination of the results.
25) To ensure that any Codes of Practice or Conduct in force at the time are complied with and that all necessary permissions have been obtained and essential services notified where required.

25.3.3 At MCRCB meetings the Judicial and certain other Duties may be delegated to a Judicial/Deputy Clerk of the Course and the Race Direction.

25.3.4 The Race Director may appoint a Deputy Race Director (holder of an FIM Clerk of the Course Super Licence) who will perform the duties listed above.

25.4 **JUDICIAL/DEPUTY CLERKS OF THE COURSE**

Responsibilities and Duties:

1) To act on any report given to him by the Race Director, to whom he is responsible, in accordance with the Judicial Procedures.
2) Arrange any riders briefings that are necessary and take responsibility for ensuring all necessary riders are present.
3) To interview new riders to the series when not covered by riders briefings.
4) Ensure the MCRCB Stewards, the Event Management Committee, the Race Director and the Secretary of the Meeting are informed of any judicial actions that are taken.
5) Liaise with the Race Director and startline officials to ensure the start procedure is correctly adhered to by all competitors, teams and officials.

6) Carry out any additional duties and responsibilities as requested by the Race Director.
7) To ensure that any judicial action is taken when necessary, including being a member of the Race Direction.

The Judical/Deputy Clerks of the Course when appointed must hold an FIM International Clerk of the Course Licence.

25.4.1 AUTHORITY OF THE RACE DIRECTION

1) The Race Direction is the first Judicial Body.
2) The powers and penalties are described in the Judicial Procedures.
3) The Race Direction may fine and/or exclude or otherwise penalise any competitor found in breach of these regulations or report the matter to the MCRCB Chief Steward for referral to the MCRCB Stewards.

25.4.2 **Powers**

The Race Direction has the following powers:

1) To exclude from the results of practice or races, or prohibit from competing or otherwise penalise, any competitor or machine which has been reported to be unsafe or ineligible. They may also give additional penalties as prescribed in the Regulations.
2) To prevent any rider or passenger from starting if such action is considered to be necessary for safety reasons.
3) To penalise, fine and/or exclude or otherwise penalise any competitor reported for not complying with flag signals, or for riding in a manner not compatible with general safety (careless, reckless or dangerous riding).
4) To enforce exclusion either by use of the black flag during the race, or after interviewing the competitor concerned at the conclusion of the competition or practice.
5) To impose a time penalty upon or otherwise penalise any competitor in a race meeting who he considers has gained an unfair advantage (whether inadvertently or not).
6) To impose a fine or penalty on any competitor who fails to sign on within the specified time or who reports late at any meeting or briefing called by the Race Director/Judicial/Deputy Clerks of the Course.
7) To exclude from the race or otherwise penalise any competitor who fails to arrive at the starting grid or who delays the start of the race (whether inadvertently of not).
8) To exclude from the race or otherwise penalise any competitor who does not comply with instructions of officials.
9) To prevent from starting any rider or passenger who is considered not qualified to start.
10) To order the removal from the circuit, course or venue, any person refusing to obey the orders of an Official, or otherwise discipline such a person.
11) To refer to the MCRCB Stewards matters of a grave and weighty nature, having satisfied themselves that there is a serious case to answer.

25.4.3 Any penalty imposed by the Race Direction will take immediate effect. However, the competitor has the right of appeal to the MCRCB Stewards in

respect of such a decision, who will adjudicate and publish their decision upon the matter.

All decisions taken by the Race Direction will be reported to the MCRCB Stewards. Fines must be handed to the MCRCB Chief Steward for onward transmission to the permitting body.

25.4.4 The decision of the Race Direction should be communicated in writing. The Judicial/Deputy Clerk of the Course will make out a report detailing which rules have been breached, what action(s) or penalties have been applied and the time the decision was notified to the competitor concerned who then has a maximum of 30 minutes in which to lodge any appeal.

25.4.5 The Race Direction may authorise inspections of motorcycles or parts of motorcycles in accordance with these regulations and may take responsibility for the inspections. The Judicial/Deputy Clerk of the Course will liaise with the MCRCB Chief Steward, Chief Technical Officer and the teams to ensure the inspections take place to the mutual satisfaction of all parties and to ensure the machines comply with the Regulations.

25.5 THE SECRETARY OF THE MEETING

The Secretary of the Meeting will be responsible for the organisation of the meeting as regards all material and notices required in connection therewith.

1) To be present throughout the meeting in order to assist the Event Management Committee, the Race Direction, the MCRCB Stewards and the other officials in the correct running of the meeting.
2) To be responsible for all paperwork at the event including the issuing of Bulletins.
3) To be responsible for the competitors and officials “signing on”.
4) To report to the MCRCB Stewards competitors who fail to produce the necessary documents to prove their eligibility for the meeting.
5) To have available for the assistance of officials and competitors a current copy of the Yearbook (with amendments, if any) and any relevant FIM documentation.
6) To maintain the official notice board. All official bulletins, permits and authorisations, times and results, should be posted on this board.
7) To be responsible for providing the MCRCB Stewards and Officials with all appropriate documents.
8) To ensure all results, bulletins etc. are marked with the date and time of issue.
9) To complete the permit and return to the MCRCB.
10) To ensure the MCRCB receive a copy and originals of all documents issued in order that records are kept in accordance with the Code.
11) To act as Secretary at Event Management Meetings, Race Direction and MCRCB Stewards Meetings.

25.6 TECHNICAL DIRECTOR

The Promoter may appoint a Technical Director approved by the MCRCB who will be repsonsible for the technical development of the Promoter’s class structure and strategy including preparation of Technical Regulations together with liaison with the Manufacturers’ representatives, the teams, the

Chief Technical Officer and any other eligibility officials appointed by MCRCB.

25.6.1 He may appoint CLASS ELIGIBILITY OFFICIALS or a TECHNICAL ADVISOR to assist both him and the Chief Technical Officer.

25.6.2 He will collate reports from the technical officials including the Chief Technical Officer.

25.7 CHIEF MARSHAL/INCIDENT OFFICERS

The Chief Marshal and the Incident Officers must be experienced and have proven ability as a Marshal. All must be accredited by the Race Organisation and the permitting body.

25.7.1 The Chief Marshal is responsible for the recruitment of marshals for the meeting and the appointment and deployment of the Incident Officers and the marshals. He reports direct to the Race Director and provides written reports on incidents when requested.

25.7.2 The Incident Officers, are the senior section marshals and shall occupy sectors along the circuit allocated by the Chief Marshal.

1) Upon taking up their position, they will report to the Race Director on the equipment and manning of the sectors. They will pass on to the other members of the sector team any instructions they have received from the Chief Marshal.
2) Each Incident Officer is responsible for the efficient operation of the sector team, but where possible should not personally become involved in dealing with incidents.
3) Each Incident Officer is under the orders of the Race Director or his appointed Deputy, to whom he shall report by telephone or radio, all incidents which occur on the section of the track for which he is responsible. All incidents must be time-recorded in race control.
4) He is responsible for advising the Race Director should he think it desirable to stop a race or practice session.
5) At the end of each competition or practice, or as required, all Incident Officers must give to the Race Director a written report of all incidents and accidents which have occured in their sector. Written reports should clearly show the official time that an incident occurred, the identities of all persons and machines involved in the incident, and include full details of the incident. Where a rider or any other person is injured and sent to the medical centre the names of the marshals involved should be included.
6) The Incident Officer may be responsible for the use of the flashing yellow warning lights when the control of these lights is from the post.

25.7.3 Flag Marshals are marshals appointed to give flag signals to the competitors in accordance with the Regulations.

25.8 CHIEF INCIDENT OFFICER

The Chief Incident Officer(s) is an assistant to the Race Director and is responsible for the provision of information to the Race Director and carrying out the instructions of the Race Director.

25.9 SERIOUS INCIDENT INVESTIGATION OFFICER

The Serious Incident Investigation Officer is appointed by the Organiser or Permitting Body with specific duties with regards to the investigation and recording of serious incidents on the circuit. The Chief Steward and MCRCB Safety Delegate may perform this role.

25.10 TECHNICAL OFFICIALS

25.10.1 **Chief Technical Officer**

At all events there shall be a Chief Technical Officer resposible for the eligibility of the machines.

25.10.2 The MCRCB will nominate the Chief Technical Officer and may appoint an official(s) for specific duties in connection with the eligibility of machines. The Chief Technical Officer must hold an FIM Technical Officials licence.

25.10.3 At the commencement of a meeting Technical Officials must report to the Chief Technical Officer and sign on as an official of the meeting.

25.10.4 Technical Officials will report any findings to the Chief Technical Officer

25.10.5 He will report directly to the Judicial Clerk of the Course and will make a written report in respect of any machines examined noting those approved and those rejected and reasons for the rejection.

25.10.6 The Technical Officials are responsible for checking the machine with regard to compliance with the requirements of the Technical Regulations. The competitor is responsible for ensuring his machine complies with Regulations and is safe to compete, however, a Technical Official and the Chief Technical Officer may reject any machine which he considers not safe to compete. In particular, Technical Officials shall:

1) Make inspections before the meeting at the request of the Race Organisation.
2) Make inspections immediately prior, during or after a competition or practice if so requested by the Chief Technical Officer, Judicial Clerk of the Course or the Race Direction.
3) Communicate official information only to the Chief Technical Officer or the Judicial Clerk of the Course.
4) Prepare and sign the reports of their inspections and hand them to the Chief Technical Officer who may refer them to the Judicial Clerk of the Course.
5) Be responsible for the enforcement of all Technical rules and specifications, the discipline Standing Regulations and any Supplementary Regulations issued for the competition.

25.10.7 Each Technical Official who is responsible for finally approving the eligibility of any machine to take part in the meeting shall remain on duty until all machines he has approved have completed the competition (including any post-competition checking period).

25.10.8 The Technical Official in checking machines will signify approval of the machines by issuing an official label clearly marked with details of the event. The label must be attached to the machine.

25.10.9 When a Technical Official rejects a machine, details should be put in writing, and a copy, timed and signed by the competitor, retained by the Chief Technical Officer.

25.10.10 The Chief Technical Officer shall have the additional duties:

1) In the event of an accident to provide written details of the condition of the machine and whether the machine may have been faulty prior to the accident.
2) To assemble a competent team including noise equipment operators and engine measurers with relevant equipment.
3) Impound any machine, component or equipment.

25.10.11 They shall not communicate any official information to another person except as they may be required so to do in the performance of their duties.

25.10.12 SENIOR SOUND INSPECTOR

A qualified Official, holder of an ACU Technical licence and having charge of or access to Sound Control apparatus approved by the ACU or FIM, who is responsible for the enforcement of Sound Control Regulations. On completion of a meeting the Senior Sound Inspector shall provide the Chief Technical Officer with details of sound levels and action taken.

25.10.13 FUEL ELIGIBILITY OFFICIAL

Checks will be carried out at the meeting by an official or Body appointed by the MCRCB. They may have control regarding the choice of machines and may retain machines, parts of machines and fuel. They will report directly to the Chief Technical Officer and the Judicial Clerk of the Course. Their findings regarding eligibility of fuel will be a matter of fact.

25.10.14 TYRE CONTROL OFFICIALS

Checks will be carried out at the meeting by officials appointed by the Organiser. They will report directly to the Chief Technical Officer and Judicial Clerk of the Course. Their findings regarding eligibility of tyres will be a matter of fact.

25.11 **CHIEF TIMEKEEPER**

25.11.1 The Timekeepers must be recognised by the MCRCB and the Chief Timekeeper must have been in charge of timekeeping at national meetings and provide a team of officials necessary for that meeting.

25.11.2 The Chief Timekeeper will prepare and sign a report relating to the timing of each race and qualifying practice and present this to the Race Director or Judical Clerk of the Course

25.11.3 A Timekeeper will be considered a judge. When supplied by a Timekeeper, and apart from the correction of errors which may emerge on investigation, the times, speeds and classifications in a competition shall be taken as fact and no protest or appeal shall be accepted as to their accuracy.

25.12 STARTER AND LINE JUDGES

25.12.1 A Starter will be appointed, the Chief Timekeeper will be the Finish Line Judge, an Official or Officials may be appointed to assist with these duties, these will also be Judges of Fact

25.12.2 The use by the Starter or by the Line Judge of devices for controlling starts, for facilitating starting or for recording finishes is permitted, provided that such apparatus has been approved by the MCRCB.

25.12.3 No protest or appeal may be made against the decision of a Starter or Judge. A mistake made by the Starter or Line Judge may be corrected by him with the approval of the MCRCB Stewards.

25.12.4 The judges may perform one or both of the following duties:

1) Starting Line Judges, whose duty is to point out any false starts to the Judicial Clerk of the Course immediately after they occur;
2) Finishing Line Judges, whose duty is to declare the order in which competitors cross the finishing line.

25.13 MCRCB REPRESENTATIVE

An official appointed by MCRCB for British Championship events who is responsible for representing the interests of the MCRCB. The MCRCB Representative may carry out judicial duties acting as the MCRCB Representative on Race Direction.

25.14 ENVIRONMENTAL OFFICER

The duties of the Environmental Officer are delegated to the circuit.

25.15 CHIEF MEDICAL OFFICER

An official appointed by MCRCB who is responsible for all medical services during the event and is responsible for all aspects of care of an injured rider. His duties are fully described in the Medical Code.
His decision on whether a rider is fit to ride, for what ever reason, is final.
MCRCB will appoint Covid Officer to devise and implement protocols to mitigate the risk to health at MCRCB permitted events from COVID-19. The CMO will chair this panel.

25.16 CLOTHING

The promoter, MCRCB or their Organising Body may issue clothing to officials which may identify the official, the Championship, the Sponsor or the Organisation, this clothing must be used by the officials appointed by the Organising Body or MCRCB, if requested. The clothing must not be altered or added to, unless authorised. Officials must not wear clothing which carries any other form of advertising, competitors logos or any other type of identification.

41 LICENSING

41.1 **Licensing of Riders and Passengers**

All persons ordinarily resident in England, Wales, the Channel Islands or the Isle of Man wishing to compete as a rider or passenger in an event must hold an appropriate ACU licence. Persons resident in Scotland shall apply to the Scottish ACU for licences where applicable.

41.1.1 Riders outside of the above areas must have a licence issued by an FMN, approval of the FMN and Personal Accident Insurance to meet FIM

requirements. The licence must be of a status necessary to comply with this Code and its appendices.

41.2 **Riders Licence**
A rider's licence entitles the holder to enter and ride in a competition of a status up to that stated on the licence, but does not permit the holder to nominate any other licensed rider as a replacement.
Sidecar passengers must have a valid passenger licence.

41.3 **Refusal or Withdrawal of Licence**
The ACU may refuse to issue, or may withdraw any licence, without giving reason, subject to the right of appeal.

41.4 **Production of Licence**
All Riders shall carry their Licence duly signed by them, and must produce their licence when signing on at a Meeting. Any Rider or Passenger unable to produce their licence may be permitted to take part in a meeting only at the discretion of the Stewards of the Meeting and may be liable to a fine.

41.5 At MCRCB Permitted Meetings Competitors licences must be endorsed by the MCRCB.

43 AGE - MCRCB Meetings

The minimum ages for competing in MCRCB meetings and Championships are:

- British **Superteen** **15 years**
- British Talent Cup 14 years (13 years legacy)
- BMW Cup 16 years
- **National Sportbike** **16 years**
- British Supersport/GP2 16 years*
- National Superstock 17 years
- British Superbike 17 Years **

* In principle competitors must have at least 1 years experience at National level to compete in the British Supersport and GP2 Championships. 636cc 4- cylinder, 675cc and 765cc 3-cylinder machines and 955cc 2-cylinder are categorised as 600cc for this definition.

**In principle competitors must have at least 2 years experience at National level to compete in the British Superbike Championship. Exceptions may be granted by the MCRCB in consultation with their insurers and the ACU and listed in the Championship Regulations section (F).

50 ORGANISATION OF MEETINGS

50.1 **Legal Authorisations**
No meeting may be organised without written authorisation from the MCRCB.

50.2 **Supplementary Regulations (S.R.)**
- For every competition there shall be drawn up Regulations, supplementary to this Code and its Appendices. These Supplementary Regulations shall

not be in conflict with this Code or its Appendices and shall be approved by the MCRCB.

- The Supplementary Regulations are to include all information relevant to the particular competition for the information of Entrants, Riders and Passengers, and shall include a form inviting entry into the competition.
- They must be issued a minimum of 14 days prior to the first event if part of a Championship.

50.2.1 **Amendments to the Supplementary Regulations**

The Steward(s) of the Meeting or MCRCB may authorise amendments to the Supplementary Regulations provided that it is brought to the attention of all persons concerned by the issue of a Bulletin and does not conflict with the Code or General Regulations.

50.3 **Championship Regulations**

The Championship Regulations will contain conditions pertaining to the Championship.

50.3.1 **Amendments to the Championship Regulations**

The MCRCB may authorise amendments to the Championship Regulations provided that it is brought to the attention of all persons concerned by the issue of a Bulletin and does not conflict with the Code.

50.4 **Final Instructions**

The Organising Body may issue Final Instructions which should be the first Bulletin for that meeting. They must comply with the Regulations including the Supplementary Regulations.

Non compliance with the Final Instructions from any member of a team may result in exclusion from the meeting for that competitor and possible further penalty.

It will include:

1) Paddock opening times.
2) Paddock layout.
3) The times for access to the garages, when available.
4) Garage allocation.
5) Hospitality Area.
6) Signing on times.
7) Technical Control times.
8) Practice and Race Times and Distance.
9) General Paddock Regulations.

50.5 **Bulletins**

Bulletins, notices and/or other official documents may be published electronically by EMAIL, WHATSAPP (FROM THE RACE DIRECTOR TO THE BSB TEAMS BROADCAST GROUP), or posted on the organisers sporting website: www.msvracing.com/bikes or any other official electronic communications platform (Sportity). All information published on the timing monitors is considered a statement of fact.

There are three categories of Bulletins:

50.5.1 GENERAL

Issued by the MCRCB to apply to the Championship and to a Race Meeting notifying a change to the Regulations. These will be numbered for the year in sequence of issue and dated with the time of application.

50.5.2 MEETING

Issued by the Race Director**,** or the Secretary of the Meeting to apply to the meeting only. These are Information Bulletins and must comply with the Code and will give details of the Timetable, Race Distance, information and instructions to riders and teams etc. These will be identified with the meeting and numbered in sequence of issue together with the date and time of application. Normally the Final Instructions will be the first issue for the Meeting.

50.5.3 TIMEKEEPING

Issued by the Chief Timekeeper on behalf of MCRCB and countersigned by the Race Director or his deputy. These will be identified with the meeting and numbered in sequence of issue together with the date and time of application. These will be declared official 30 minutes after the time of issue unless a protest or appeal has been received.

50.6 **Drawing up of the Official Documents**

All official documents relating to a meeting (Supplementary Regulations, programme, entry form, Bulletins etc.) must be in accordance with the MCRCB Sporting Code.

50.7 **Announcement of Results**

The announcement of results must be made as stated in the Code or Supplementary Regulations and if not issued or posted on the day, shall be sent to the competitors as soon as practicable, but in no case later than 14 days after the competition has concluded or the end of any Judicial Procedures.

50.8 **False Advertising**

Any Entrant or corporate body advertising the results of an ACU or MCRCB competition, record attempt or official certified test, shall state the exact conditions of the performance referred to, the nature of the competition, the category and class of the motorcycle where applicable, the make of the engine if not the maker's own construction, and the position obtained in its category and class. Any infringement of this rule, whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by Judicial Procedures. This rule shall also apply to any advertisement in connection with any tour or test not officially observed.

50.9 **Preliminary Verifications**

Verification of administrative matters must be completed before a rider practices. Technical eligibility of machines must be completed prior to qualifying practice. Competitors must ensure that their machines and equipment comply with conditions of eligibility and safety throughout the Meeting or Official Test Day. The verification of machines must be held on the site of the Meeting. On request of the Chief Technical Officer, Race Director, Judicial Clerk of the Course or their representatives the riders must present themselves for technical verification. The presentation of the

machine for eligibility inspection will be deemed an implicit representation that the motorcycle fully complies with the regulations.

50.9.1 **Post Race/Practice Verification**

All machines must go to the parc ferme unless otherwise stated.
On request of the Chief Technical Officer, Race Director or their representatives the riders or their teams must present their machines for technical verification. The presentation of the machine for eligibility inspection will be deemed an implicit representation that the motorcycle fully complies with the regulations.

50.10 **Medical Examination**

At any time during a Meeting or Official Test Day a special medical examination may be carried out by a doctor when considered necessary by the **Race Director** or the Chief Medical Officer. Any participant who refuses to submit himself to such an examination must be excluded from the Meeting or Official Test Day and any other Meeting until such time as declared fit by a doctor authorised by the Race Organisation.

50.11 **Medical Facilities**

Medical and First Aid facilities required for a Meeting must be in accordance with the Medical Code.

50.12 **Fire Precautions**

Adequate precautions must be taken to eliminate the risks of fire in the pits, closed-parks, paddock, refuelling areas and all other risk areas.

50.13 **Acceptance of results and publications**

All participants taking part in a Meeting are bound to accept the official results as well as the decisions of the Race Direction and the MCRCB Stewards and have no right to object to these being published. Furthermore participants undertake that all commercial advertising made on their behalf regarding a meeting is true, exact and not ambiguous.

50.14 **Advertising on riders and machines**

During the meetings held under the authority of the MCRCB advertising on riders and machines is permitted, subject to prior approval of the Organisers or Championship Regulations. The Organisers may require a rider, passenger or machine to display Championship or meeting logos that may include a sponsors name or logo.

50.15 **Champions**

A rider and/or passenger having won a Championship title in any class must be present at any prize-giving ceremony organised by the Promoter.

50.16 **Technical Control**

All special aspects of machines, helmets, clothing, and any other material items as specified by this Code and any other Standing Regulations or Final Instruction shall be subject to examination prior to the start of practice/competition.

50.17 **Signing On**

At all competitions, all riders and passengers must sign on where directed within the Regulations or Event Final Insructions. For MCRCB Championships a sign on facility covering the entire season is provided.

50.18 **Competitors of under 18 years of age:**
They must be accompanied by a parent or guardian who must authorise the entry by signing-on with the competitor, the guardian must be named in the parent consent form which is part of the entry form.

50.18.1 A parent or guardian of a rider or passenger participating in a competition requiring consent, is deemed to bear mutual responsibility with that competitor.

50.18.2 A parent or guardian of a rider of school age is deemed to have obtained the necessary permission for any absences from School.

50.18.3 The parent or guardian must be present throughout the meeting and at any judicial hearing and is responsible for that competitor.

50.18.4 Before being allowed to compete they may be required to have a medical examination by the Chief Medical Officer.

50.19 **Mutual Responsibility of Entrant, Rider, Parent/Guardian**
An Entrant and/or rider shall be responsible for all acts or omissions on the part of his riders, mechanics, passengers or any member of his entourage, but each of these shall be equally responsible for any infringement of this Code.

50.20 **Assumed Name**

- A person shall not take part in any competition under an assumed name unless special permission for the use of such assumed name has been granted by the FMN. In such cases a licence will be issued in the assumed name, if approved, on payment of an additional fee.
- The licensee, for so long as he is registered under an assumed name, shall not take part in any competition under any other name, and shall not revert to the use of his own name until he has obtained a fresh licence in his own name from the FMN.
- Any assumed name, if duly registered, shall be indicated on the Final Entry List between inverted commas.

50.21 **Change of Rider, Passenger or Motorcycle**
See article 1.14 of the General Regulations

50.22 **Leaving a Meeting**
Competitors must remain available at a meeting until any protest (and appeal) period relating to their Event or Competition has elapsed, failing which any judicial action against or relating to that Competitor may be heard in that Competitor's absence.

51 OFFICIAL TEST DAYS authorised by the MCRCB
A day allocated for testing with no competitive element. A timekeeping service may be provided for information purposes. This may be associated with a Permitted Meeting or held under a separate Official Test Day Permit issued by the MCRCB.
The following conditions will apply:

51.1 **Organisation**
This will be authorised by the issue of the Permit to the organising Club or Body.

51.2 **Insurance**

Insurance both Public Liability and Personal Accident must comply with the Regulations except that the minimum Public Liability indemnity will be £20 million.

51.3 **Medical Cover**

The minimum Medical Cover for an Official Test Day is 4 Medical Officers (Doctor/Paramedic) including a minimum of 1 Doctor, 3 Ambulances. In addition there must be a fully equipped Medical Car.

51.4 **Officials**

There must be a minimum of 1 marshal on duty at each corner or bend and line of sight between these marshals and direct radio communication to Race Control. The Race Control must be controlled by officials authorised by the Permitting Body and the Regulations complied with.

51.5 **Riders**

51.5.1 All Riders must have a valid Road Race licence.

51.5.2 All Riders must sign on prior to taking part.

51.5.3 Riders must not be declared unfit to compete in MCRCB events or be otherwise not eligible for MCRCB events.

51.6 **Technical Control**

Riders are responsible for ensuring both machine and equipment comply with the Regulations.

51.7 **On Circuit Control**

51.7.1 The circuit must be inspected by the Race Director and a circuit official prior to the event to ensure the circuit complies with the MCRCB Track Licence for a test day.

51.7.2 Sessions should be organised to comply with classes as determined in these Regulations. These may be combined if authorised by the Permitting Body, however, consideration must be given to the comparative speed of machines. The Track Licence condition regarding number allowed onto the circuit to Practice must be complied with.

51.8 **Circuit**

With the exception of safety and medical requirements detailed in this article the circuit must comply with the Track Licence. For circuits not hosting an MCRCB Championship Race Event and therefore not subject to a full pre season track inspection for the purpose of obtaining a MCRCB Race Event Track Licence. MCRCB will conduct a track assesment (may be carried out by the Race Director) at a circuit planned to be used for Official Testing only and produce a Test Day standards report which together with a safety operational plan produced by the Organiser will be the framework under which a Test Day will operate.

52 PARADES

52.1 INTRODUCTION

These Standing Regulations for Parades have been established in order to provide a framework under which all Parades at MCRCB Events are to be organised.

52.2 ORGANISATION

Parades may be organised within an MCRCB permitted event. Details may be included in the Final Instructions for the event or separate Parade Supplementary Regulations may be issued.

1) There must be a separate Entry Form for each Parade. An entry fee may be charged.
2) All Parades will be covered by the MCRCB Permit issued for the meeting.
3) Parades may be organised by Circuit Owners or Promoters. However, in all cases the organisation on the circuit will be carried out under the supervision of the Clerk of the Course and the Organisers of the racing programme of the event. A senior representative of the Organisers of the Parade must be present in Race Control whilst the parade is in progress.
4) The MCRCB must approve the Parade Supplementary Regulations and all other associated documents before these are issued to prospective entrants.
5) If The Secretary of the Meeting is responsible for the signing on of the riders she/he must be provided with a list of participants together with all documentation as stated in d) on the day of the event.
6) The Secretary of the Parade is responsible for the signing-on procedures and the production of all other documentation.
7) Every participant in a parade is required to sign-on on the official forms provided and declare that their machine and clothing conform to the regulations.
8) The Secretary of the Parade is required to provide the Secretary of the meeting with a complete signing-on sheet covering every rider and passenger one hour before the start of the relevant parade.
9) The Secretary of the parade, the Organisers of the Meeting or the technical officer may refuse the participation in the parade of any participant at any time.

52.3 INSURANCE

a) The Insurance Company (Brokers) will be appointed by the MCRCB.
b) Public Liability Insurance is included in the Permit for the event.

52.4 SPECTATOR PARADES - SPEED CONTROLLED

Where an opportunity is provided for riders of road going motorcycles to participate for their own pleasure on their own machines in controlled circumstances.

a) MACHINE QUALIFICATION - Machines must be road legal. Organisers may limit the type of machine allowed or grade the machines into separate parades.
b) RIDER QUALIFICATION **-** Riders must be between 18 and 70 years of age and hold a valid, full motorcycle licence. Passengers must be between 18 and 70 years of age.
c) DOCUMENTS **-** Full motorcycle licence and certificate of motor insurance applicable to that rider and machine must be produced at signing-on. Each bike will be subject to a safety inspection at which point a valid road tax must be affixed to the machine.
d) SPEED **-** The maximum speed of any participant must not exceed 60mph. The speed of the parade will be dictated by the Race Director, who will take into consideration the circuit, conditions and machinery, and will be

controlled by Pace Cars. The Parade will not exceed 60mph at any time. No participant is allowed to overtake a pace car.

e) NUMBER OF RIDERS PERMITTED **-** Parades containing 60 or less riders will be controlled by two pace cars, one at the front and one at the rear. Parades containing over 60 riders are permitted, but will be controlled by one extra pace car for each additional block of up to 60 riders.

f) DURATION OF SESSIONS - The duration of each session is limited to a maximum of 3 laps, one additional formation lap may be permitted on circuits under 1.75 miles.

g) CLOTHING **-** Full leather clothing (one or two piece) in good condition or suitable protective motorcycle clothing, including boots and gloves, designed for road use must be worn. (ie no paddock jackets, jeans, trainers etc will be allowed on the track.)

h) SAFETY HELMETS - Safety helmets must be worn and fastened properly at all times and must be legal for road use.

i) IDENTIFICATION - A suitable means of identifying approved machines riders and passengers must be used (ie headlamp stickers and wristbands).

j) SCRUTINEERING **-** Participants must ensure their machines and clothing meet the conditions stated in this document.

k) Checks will be carried out but limited to checking documentation and Registration Numbers.

52.5 CLASSIC MACHINE RIDERS PARADES

These may be considered by the MCRCB subject to additional insurance being obtained for the event and any such parade must comply with ACU regulations.

53 PILLION RIDES/COURSE CAR PASSENGER RIDES

53.1 INTRODUCTION

These Standing Regulations for Pillion Rides/Course Car Passenger Rides have been established in order to provide a framework under which all rides at MCRCB Events are to be organised. They are for VIP guests only and not for members of the general public.

53.2 ORGANISATION

Rides may be organised within an MCRCB permitted event. Details may be included in the Final Instructions for the event or separate Supplementary Regulations may be issued.

a) Registration forms/indemnity signatures must be obtained for each participant.

b) All rides will be covered by the MCRCB Permit issued for the meeting.

c) Rides may only be organised by the event organiser or Promoters. However, in all cases the organisation on the circuit will be carried out under the supervision of the Race Director and the organisers of the racing programme of the event.

d) The MCRCB must approve any Supplementary Regulations and all other associated documents before these are issued to prospective entrants.

e) The Commercial Partner Co-ordiantor is responsible for the signing on of the pillion/passengers.
f) Every participant in a pillion ride/passenger is required to sign-on on the official forms provided.
g) The Organisers of the Meeting may refuse the participation of any participant at any time.

53.3 PILLION RIDES

a) The machines must be suitable for carrying passengers and approved for the purpose by a MCRCB Technical Official.
b) The Rider must be approved by the organisers of the meeting.
c) Passengers must be fully fit and between 18 and 70 years of age, they may be required to be approved by the Chief Medical officer.
d) The duration of each session is limited to a maximum of 3 laps, one out lap, one flying lap and one closing lap.
e) Full leather clothing (one or two piece) in good condition or suitable protective motorcycle clothing, including boots and gloves, designed for road use must be worn (ie no paddock jackets, jeans, trainers etc will be allowed on the track.)
f) Safety helmets must be worn and fastened properly at all times and must be legal for road use.
g) All due care and consideration must be taken by the rider with regards to the speed and handling of the machine.

53.4 COURSE CAR PASSENGER RIDES

a) Passengers under 18 must be authorised by a parent/guardian.
b) Seat belts must be worn ar all times.
c) The duration of each session is limited to a maximum of 2 laps.
d) All due care and consideration must be taken by the Driver with regards to the speed and handling of the car.

53.5 INSURANCE

a) The Insurance Company (Brokers) will be appointed by the MCRCB.
b) Public Liability Insurance is included in the Permit for the event.

60 **COURSES SAFETY**

60.1 COURSES

The use of any circuit for a competition shall be subject to the approval of the MCRCB.

60.2 MEASUREMENT OF DISTANCE ON THE COURSE

Distances shall be determined by the Circuit Operators or by a qualified surveyor.

60.3 LICENSING OF COURSES

All courses for Events staged in accordance with this Code must be licensed by the MCRCB. No course shall be used for a MCRCB meeting until a Track Licence for the Event has been issued by the MCRCB, which may grant, refuse, withhold, suspend or revoke a licence or certificate at its discretion.

A Track Licence inspection shall be valid until the 31st December of the year of issue, subject to payment of an annual licence or certificate fee according

to a scale of fees that apply from time to time. It is only valid for a specific event.

60.4 VALIDITY OF TRACK LICENCE

A Track Licence is valid only for events in respect of which a Permit has been issued by the MCRCB. The licence shall not have any validity on any day at any event for which a MCRCB Permit is not in force.

A Track Licence is to be read in conjunction with and deemed to incorporate all and any terms, conditions and provisions contained within or set out in the Permit. The MCRCB may refuse, withhold, suspend or revoke a licence or certificate at its discretion. A Permanent Course or Track Licence is valid only when the appropriate annual fee has been paid.

60.5 DISPLAY OF TRACK LICENCE

A Permanent Course or Track Licence must be prominently displayed at the Course for which it is issued.

60.6 RESPONSIBILITY OF LICENCE HOLDER AND ORGANISER

Where the Licence holder is not also the organiser of a meeting, an agreement, approved by the MCRCB, shall be completed between the Licence holder and the organiser, detailing the division of responsibility for carrying out the requirements of the licence and of the organisation of the meeting.

60.7 ALTERATION TO CONDITIONS

No alteration to the requirements contained in a Permanent Course or Track Licence shall be made without the prior approval in writing of the MCRCB.

60.7.1 Or in the case of unavoidable necessity by the MCRCB Safety Delegate.

60.8 COURSE INSPECTION

Each course, for which application is made for a Track Licence, shall be inspected by an Official appointed by the MCRCB. The general conditions shall be as detailed on the Track Licence Report, together with the maximum number of competitors permitted in any one race. The direction of racing must be shown.

60.9 The general conditions shall be detailed in the Track Licence Report and the circuit and organisers must ensure the circuit complies with these conditions. However, the Circuit, Organiser or Promoter may use alternative protection as long as it is equal or superior to that stated on the Track Licence Report. They may also increase the area protected if the alternative protection is available. This may be done for advertising purposes, ease of maintenance or visual appearance but must be authorised by the MCRCB Safety Delegate. A supplementary document will be produced detailing the agreed protection and will be attached to the meeting Track Inspection Report.

60.10 RE-INSPECTION AND AMENDMENT OF LICENCE

The MCRCB reserves the right to re-inspect a course at any time and to amend the conditions or requirements of a Track Licence.

70 DOPING, DRUGS AND ALCOHOL

70.1 Control of Drugs and Alcohol

Doping is the administration or use of substances in any form alien to the body, or of physiological substances in abnormal amounts.

70.1.1 **Use of Drugs**

All riders in events organised under MCRCB jurisdiction are forbidden to use any doping product, regardless of the product`s commercial name, containing substances chemically identical to one of the substances, or related compounds, which are in the list of prohibited drugs.

70.2 **Banned Substances**

The MCRCB list of banned drugs is the list published by the Word Anti-Doping Agency (WADA).

70.3 **Rules for the Enforcement of Anti-Drug Checks**

a) Drug tests may be carried out at any event.
b) Riders will be chosen by ballot which will be determined by the Steward(s) of the Meeting.
c) There will be a nominated Doping Control Official who will be responsible for supervision of the procedure.
d) The riders selected will also be individually notified to report to the drug testing centre in writing. The names of the riders selected for testing may be indicated in a bulletin or in the provisional results.
e) The riders to be tested must report to the Doping Control Official with their FMN Licence within one hour of notification or within one hour after the finish of the last race in which the rider took part. One associate may accompany the rider.

70.4 **Procedure for Collection of Samples for Drug Testing**

In accordance with the FIM Medical Code.

70.5 **Provision of Facilities for Drug Testing**

A minimum of two adjoining rooms should be made available.
Where possible the facilities should comply with the FIM Medical Code.

70.6 **Costs of Anti-Doping Tests**

70.6.1 The cost of the primary tests will be paid by the ACU.

70.6.2 In the case of a rider requesting a second test, he/she should deposit £250. If the test is negative the deposit shall be returned. If the test is positive the deposit shall be forfeit.

70.7 **Sanctions**

Sanctions will be imposed by the ACU/MCRCB against the rider:

- Whose test proves positive
- Who refuses to undergo a test or who does not report to the drug test centre when notified to do so.

70.8 **Penalties**

The minimum penalty for an offence will be a two year ban. For a second or any subsequent offences a life ban may be imposed.

70.9 **Alcohol**

Tests may be carried out prior to practice or race by means of a breath test system. A positive result, refusal to undergo a test or failure to attend for a test when notified to do so will result in that rider being excluded from the Meeting, further penalties may be imposed.

70.10 **Chief Medical Officer**

For MCRCB events the Chief Medical Officer may refuse pernission to ride for any rider he considers may have his ability impaired by drugs or alcohol.

This decision is final unless medical evidence is provided by the rider to the contrary.

80 NOTICES

80.1 Any communications required under the Code to be made to the MCRCB via MSVR:

MCRCB
c/o Brands Hatch Circuit
London Road
West Kingsdown
Sevenoaks
TN15 6FS Tel: 01474 875296
E-mail: bsb@msvracing.co.uk

80.2 Any communications required under the Code to be sent to an entrant or rider shall be sent to the address on his entry form.

80.3 Any communications to be sent to an appellant under these Regulations shall be sent to the address upon notice of appeal. Any communications so sent by registered post or recorded delivery shall be deemed to have reached the addressee by normal delivery of post.

B - NOMENCLATURE AND DEFINITIONS

1) PHRASEOLOGY - The following nomenclature, definitions and abbreviations shall be adopted in these regulations, in the appendices thereto, in all SR's and for general use.

1.1 Organisation Nomenclature

ACU (Auto Cycle Union Ltd)	The FMN of British Isles (excluding Ireland).
AMRCO	The Association of Motor Racing Circuit Owners
FIM (Federation Internationale Motocycliste).	The world governing body of Motorcycle Sport.
FMN (Federation Motocycliste Nationale).	The national bodies affiliated to the FIM.
FMNR	The FMN under whose jurisdiction an International event is held, in certain circumstances where the FMNR is the ACU this has been delegated to the MCRCB.
MCRCB (Motorcycle Circuit Racing Control Board Ltd).	The body to which the ACU has delegated their control of circuit motorcycle circuit racing according to certain conditions.
MUK (Motorsport UK)	The national governing body for four wheel motorsport in the UK.
MSVR Ltd (MotorSport Vision Racing Ltd)	The body to which the MCRCB (Motorcycle Circuit Racing Control Board Ltd) has appointed to Organise and Promote Meetings and/or Championships on its behalf.
MCUI	The FMN of Ireland
MRPC	The Motorcycle Race Promoters Committee
Permitting Body	The body (either ACU or MCRCB) issuing the Permit, for the Meeting
SACU, Scottish Auto-Cycle Union	The National Club affiliated to the ACU and controlling motorcycle sport in Scotland, except that delegated to the MCRCB, under the Jurisdiction of the ACU.

1.2 General Definitions

Advertisement	Any lettering, additional trademark or symbol appearing on a vehicle including any border or background which is distinguishable from the underlying surface on which it appears.
Actively Competing	Is defined as the rider riding on the track.
BSB Class	The MCRCB British Superbike Championship class referred to by its full commerical title the Bennetts British Superbike Championship or abbrevaited as Bennetts BSB or BSB or Superbike.
Bulletin	An official, numbered and dated document issued by the MCRCB or MSVR for the provision of official information and/or instructions to Competitors and/or Entrants of a meeting.
Careless riding	Departing from the standard of a reasonably prudent competent rider
Championship	An Event or series of Events organised for the purpose of establishing the right to an individual or collective title.

Championship Regulations and Conditions	Regulations and conditions specifically governing a Championship contained within the Road Race Yearbook as amended from time to time by Bulletin
Circuit	The whole area used for an event under the control of the Organising Club or Body and/or circuit owner.
Circuit Race	A Race on a permanent Circuit the surface of which is metalled and sealed with either banked or unbanked bends and corners.
Class	Division of Motorcycles by their engine capacity or any other means of distinction.
Competition	That part of a Meeting which is given a competitive nature by the publication of results. It must be completed by the end of the Meeting.
Competitor	A person or body whose entry is accepted for or who competes in any event whatsoever, whether as the entrant, rider or passenger.
Competition Numbers (number plates)	Numbers displayed on Motorcycles in Competition for identification purposes
Course	The Track plus all run off areas up to an including, safety barriers, fences and walls.
The Code	The MCRCB Sporting Code.
Dangerous riding	Performing an act, or omission, which creates an obvious and serious risk to others and with deliberate disregard of the consequences.
Disqualification	A person or body may be disqualified for contravention of Regulations. Disqualification forbids the person concerned to take part in any particular competition, or in several sporting Competitions of the same Meeting. Disqualification may be applied in retrospect, by deletion of any result in any Competition.
Entrant	The Entrant who is a person or a body participating in meetings, by entering riders and passengers under his / its name. The Entrant is responsible for all matters pertaining to that entry.
Event	A single activity with its own results. It may comprise : free Practice and/or qualifying Practice sessions, heats and a final, or be divided in some similar manner.
Final Instructions	A Bulletin issued to Competitors giving details of a Meeting.
Finishing Line	The last control line on a Course. Where the timekeeping service record the time taken to pass.
Grid	Area on Track where Competitors assemble to start Race.
Homologated Machine	Standard Machine and model as produced by the manufacturer for the public as sold for everyday use. Factory accessories or race kits, which may be added to a standard machine, cannot be included unless stated in the regulations.
International	An event is international when it is entered on the FIM International calendar and is open to competitors of various nationalities.
Licence	A certificate issued by a Competitors National Federation (FMN) or the International Governing Body (FIM).

Local Centre	A grouping of ACU affiliated clubs, other than Non-Territorial Clubs, having their headquarters within a district or area designated by the ACU, which the ACU shall recognise as being the body of the ACU responsible for the local control of the sport of Motorcycling under the auspices of the ACU
Manufacturer	The Manufacturer who is a person or corporate body responsible for the manufacture of Motorcycles.
MCRCB Competition	A Competition held under this Code where the Permit has been issued by the MCRCB
Meeting	An organised assembly of Competitors and Officials, including one or more competitive and/or non competitive activities, taking place within a defined period, and which is governed by the same sets of Regulations.
Motorcycle	All vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances.
Official	Any person appointed to officiate at the Meeting including those persons to whom duties have been delegated. This may include security personnel or circuit empoyees.
Official Test Day	A day allocated for testing with no official results or timing. Which is part of a Permitted Meeting or held under a separate Test Day Permit.
Organiser	The body responsible for the organisation of a Meeting and/or a Championship
Paddock	An area provided by the Organisers for the parking of competing and support vehicles and for the purpose of servicing competing vehicles.
Parc Ferme	An area in which no repairs, servicing or intervention is permitted, except as provided for in the Championship Regulations, Supplementary Regulations or as authorised by officials.
Participants	**Participants in a meeting are:** - The Rider - The Passenger - The Entrant - The Manufacturer - The Team Personnel
Passenger	A person other than the rider, conveyed on a vehicle during a competition.
Permit	The document giving permission to the Organising Body to run the Meeting.
Pit Lane	That part of the track which provides competing vehicles with access to and from the pits.
Pits	An area which may be provided by the organisers for competitors and their authorised personnel, for the purpose of servicing competing vehicles, in accordance with the Supplementary Regulations and which has direct access to the Pit Lane.

Practice	That part of a meeting intended to enable a competitor to familiarise himself with the course. In certain meetings, performance during practice may be used by the organisers to determine starting order or position. Practice is subject to all regulations governing the meeting.
Programme	A document prepared by the organisers of a meeting for the purpose of informing the participants and spectators about such meeting.
Promoter	The body responsible for promoting an Event and/or Meeting and/or Championship
Promotional Event	A non-competitive event designed solely to enable participants to experience riding motorcycles off the public highway.
Race	A competition where all qualified motorcycles are started simultaneously from the same starting line and over the same course, and in which the winner is the competitor who first completes a specified distance, or who completes the greatest distance in a specified time.
Racing Lap	Completing two consecutive passes across the Finishing Line. The time taken between each pass is the Lap Time.
Reckless riding	Performing an act, or omission which creates an obvious and serious risk to others without due consideration of the consequences.
Registration	The procedure whereby a competitor or body are registered with the Organising Body for various or individual Meetings.
Registration number	This number is allocated to and recorded on the Competitors, Entrants or other body's registration document.
Regulations	The term used to include the Code, General Regulations, Technical Regulations, Championship Regulations, Supplementary Regulations, provisions of the Road Race Yearbook and all Bulletins issued from time to time.
Rider	A person nominated as the Rider of a Motorcycle in any Event.
Road	A route having a metalled and sealed surface with the general characteristics of a public highway.
Road Race	A Race on a metalled and sealed surface making a continuous predetermined Course, which has the general characteristics of an ordinary highway.
Start/Finish Line	The line by reference to which a Motorcycle is timed, or it performance in a Competition is determined. The starting line will be positioned immediately in front of the first starting grid position and the finish line may be separate, in which case the finish line is the control line for purpose of the timekeeping and the point on the circuit which defines the start and finish of the lap for determining results and lap times. (See Finishing Line).
Sponsor	A person or body making a contribution, financially or in kind towards the promotion of a Competition or of a Competitor.

Start	The start is the moment when the order to start is given to Competitors.
Supplementary Regulations	Document(s) that may be issued laying down details of a Meeting.
Suspension	A Competitor or body shall be said to be suspended when he has for a certain period been forbidden to take part in any Competition.
Team Personnel	The Team Personnel that are supporting the rider, entrant or manufacturer at the event.
Technical Officials	The officials responsible for checking the eligibility of machines to compete or be classified in an event.
Technical Regulations	Document(s) that are issued by the Permitting Body laying down details of Technical Regulations.
Test Day Permit	The document giving permission to the Organising Body to run an Official Test Day.
Track	That part of the Course that is designated to be used by competitors. Its boundary may be the edge between its surface and the adjoining ground or a dotted or continuous painted line on a sealed surface. Useable painted kerbs are also considered part of the track.
Track Licence	The written approval of a Course by the Permitting Body
Venue	That geographical location where the competition takes place and upon which all ancillary activities directly connected with the competition take place but excluding any and all activities beyond the boundary of the area of land over which the organisers have control.

C – MCRCB GENERAL REGULATIONS

These MCRCB Regulations are an appendix to the Sporting Code and apply to all meetings held under the auspices of the MCRCB. They should be used in conjunction with the Championship Regulations, Supplementary Regulations and the Final Instruction or any other Bulletins or Conditions issued.
All enquiries regarding the regulations including Technical and Judicial Procedures should be directed to MSVR.

1.1 CIRCUIT HOMOLOGATION

The Circuit Inspector appointed by the MCRCB will, with the directors of the MCRCB, be responsible for circuit approval. All circuits must have a valid licence issued by the MCRCB for that event. See also article 60.8 MCRCB Sporting Code (Section A).

1.2 REGISTRATION/LICENCES/SIGNING-ON/BRIEFINGS

1.2.1 REGISTRATION

a) All competitors must register with the Organiser nominated by MCRCB
b) For the British and National Championships competitors must be registered with MSVR. All competitors must enter for the championship in which they propose at www.bsbteams.com and pay the required entry fee (please refer to **section D**).

1.2.2 LICENCES

All Competitors must have an appropriate licence (see Championship conditions) which must be endorsed by MCRCB for that Championship.

1.2.3 SIGNING-ON

a) Registered riders over 18 years of age will sign on once for the season. Riders under 18 years of age must sign on at every meeting.
b) Valid licences (and start permissions for riders from overseas federations) must be produced when signing on for the first time or when subsequently requested.
c) Riders must not practice unless they have signed on.
d) At each meeting riders and machines should go through technical control prior to their first qualifying sessions at the times stated in the Final Instructions.

1.2.4 BRIEFINGS

Riders may be required to attend a Riders Briefing, as notified in a Bulletin. Failure to attend may result in exclusion or a fine being imposed.

1.3 CONDITIONS FOR MCRCB PERMITTED EVENTS

1.3.1 The meeting must be organised in accordance with the Regulations, Bulletins and Track Licence issued by the MCRCB.
1.3.2 The circuit must comply with any conditions and instructions issued by MCRCB.
1.3.3 Officials must be appointed in accordance with the MCRCB Sporting Code.

1.4 FLAGS AND LIGHTS

Marshals and other officials display flags, lights or boards to provide information and/or convey instructions to the riders during practice and races.

1.4.1 **Dimensions**

All flags must be 80cm. by 100cm.

1.4.2 **Flags and homologated light panels and other lights used to provide information**

Where a flag definition is provided the same will apply if it is supplemented or replaced by a light panel of the same colour. For the avoidance of doubt a montionless flag and a static light panel are considered the same, and a waved flag and a flashing light panel are considered the same.

"Start Lights" or National Flag	Start of the race.
Green Flag	Shown waved, this indicates the end of a Danger Area controlled by yellow flags. In these circumstances overtaking is PROHIBITED until the point where the Green Flag is displayed has been passed. It is also shown to signal the start of a warm-up lap, the opening of the pit lane exit and is shown at all posts during the first lap of each practice session, and on any sighting and warm up laps.
Yellow and Red Striped	Shown WAVED - High risk that adhesion on this section of the track could be severely affected by any reason other than rain, e.g. track contaminated, response to a machine passing flag point with obvious series mechanical issue/failure, emitting smoke, fluid loss or **heavy debris.** Showed MOTIONLESS – Light physical debris on this section on the track, e.g. gravel, bodywork, kneeslider etc. and/or risk of lack of adhesion on this section of the track by any reason other than rain e.g. damp patches, previously treated area of track contamination
White with diagonal red cross	Showed MOTIONLESS - Drops of rain on this section of the track. Shown WAVED - Rain on this section of the track affecting the surface**.**

Blue	Shown waved, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. Any infringement of this rule may lead to a penalty being imposed. This flag will also be shown waved to a rider leaving the pit lane if traffic is approaching on the track. Riders leaving the pit lane must keep to the side of the circuit they exit and not deviate from within the blend line.
Chequered (Black and White)	Finish of race or practice session.
Chequered and Blue	These flags are shown together at the start line when a rider(s) immediately precedes the leader on the final lap before the finish line.

1.4.3. **Flags and lights which Convey Information and Instructions**

Yellow	Danger on this section of the track. **MOTIONLESS/STATIC** This indicates a possible waved yellow flag ahead. Overtaking is not permitted. **WAVED/FLASHING** This indicates that there is danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown. Offending riders will be penalised, see Judicial Procedures. Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partially blocking the track or other high risk situation
White	Shown waved, there is a slow moving medical car, ambulance or similar vehicle on the track. This flag indicates that the

	rider will encounter the vehicle in the current section of the track. It is forbidden for a rider to overtake another rider during the display of the waved white flag. Overtaking the slower moving vehicle is permitted. As soon as such a vehicle stops on the track, the white flags will be maintained and the yellow flags presented. A stationary white flag may be displayed at flag marshals posts in the section of the circuit close to the the pit-lane exit to indicate to riders on track that slow moving riders are leaving the pit-lane. Overtaking is permitted in these circumstances.
Red	The race or practice is being interrupted, the red flag will be waved at each marshals post and the red lights around the circuit will be switched on. **Riders must slow significantly and return to the pit lane. Race Direction may establish minimum sector time values to ensure slow speed compliance. During a red flag situation it is not permitted to perform a practice start**. The pit lane exit will be closed and the red flag shown motionless. Riders must not exit the pit lane. **At circuits equipped with LED light panels, all panels will show red, overriding any previous signal displayed**.
Black	This flag is used to convey instructions to a rider and is displayed at the startline and selected flag marshals' posts together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart until allowed by an official. Offending riders will be penalised, see Judicial Procedures.
Black with Orange disc	This flag is used to convey instructions to a rider and is displayed motionless at selected flag marshals' posts around the circuit with the rider's number. The flag informs the rider that the motorcycle has a

	suspected mechanical problem, or there is another safety issue likely to endanger himself or others.The rider must leave the track immediately. Offending riders will be penalised, see Judicial Procedures. Only in exceptional circumstances a rider may restart, but ONLY with the authorisation from a marshal under instruction from Race Control.
Black/White diagonal	This flag will be shown motionless at The Finish Line only, accompanied by a black board/display with a white number of the rider concerned. It is a warning to the rider concerned that they have been reported for track conduct, and are under observation and that further transgressions may result in a penalty (for example riding standards, or multiple breaches of track limits). At circuits equipped with light panels, the black/white diagonal signal will be displayed with the riders number at multiple locations around the circuit.
Red with white diagonal cross – SEE ALSO 1.4.4 Neutralisation of Races – SAFETY CAR or "SC" light panels	This will be displayed at marshals' posts during the whole of the neutralisation of a race by a safety car. This is used to neutralise the track in the event of an incident on the circuit which may involve marshals or medical staff. Riders must act ON SEEING THE FLAGS/PANELS, this may be prior to intervention by the Safety Car. Riders must gradually slow down and must not overtake until the point where the green flag is shown on the start line after the withdrawal of the Safety Car. Offending riders will be penalised, see Judicial Procedures.

1.4.4 **Neutralisation of Races – SAFETY CAR**

The procedure will be as follows:
If, during a race, an incident, other than rain, puts at risk the safety and renders impossible the normal progress of the competition, the Race Director may decide to neutralise the race.
The following procedure will be respected:

1) A Red flag with diagonal White cross must be displayed motionless at marshals' posts during the whole of the neutralisation. At circuits equipped with light panels white SC letters will also be shown flashing during the whole neutralisation.
2) The riders must slow down. Overtaking is forbidden. The pit lane exit will be closed.
3) If at the start of the neutralisation, at the initial showing of the red flag with a diagonal white cross, inadvertent overtaking manoeuvres take place at the front of the group, and are corrected, the Race Director may during the intervention period instruct the display of a board "RESTART ORDER CORRECT" at a predetermined location.
4) A black board bearing the letters "SC" in white and an LED "Safety Car" or "SC" flag panel will be displayed on the start or finish line during the whole neutralisation.
5) When the leading rider approaches the finish line at the end of the lap when the neutralisation was decided, a "Safety Car" equipped with red flashing lights on the roof, will enter the track at the pit lane exit, or other pre-determined location that will be advised by Bulletin, with its lights switched on. If the Race Director delays the deployment of the "Safety Car", the riders must continue to circulate in single file with the lead rider dictating the pace.
6) The riders catching the "Safety Car" will line up in single file behind, without overtaking it. The leader must maintain a gap of at least **approximately five machine lengths** between their position and the "Safety Car".
7) Riders must not ride unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other riders.
8) If a rider in the formation suffers a technical problem he must immediately and clearly indicate this to following riders. In this instance riders following are authorised to pass. If the rider with the technical problem subsequently remedies the issue, he cannot take his original position in the formation and must remain in line.
9) The "Safety Car" will also be equipped with green rear facing lights. If the green lights are switched on, then the rider immediately following the "Safety Car" is authorised to pass it. This procedure may be repeated in the event of the car entering the circuit in front of any rider other than the race leader with the objective of ensuring that before the end of the intervention period it is the race leader that is immediately following the "Safety Car". Any rider authorised to pass the car must do so at restricted speed and then continue around the circuit with caution to take up his position at the end of the queue of riders following the "Safety Car" fully respecting any warning flag signals and mindful that an incident clearance will be in progress around the circuit.
10) Riders may stop at the pits. However, all MCRCB regulations must be adhered to.
11) After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the track when instructed to do so by an official with a green flag or when the green light situated there is turned on.

These instructions will be given after the last machine in line behind the "Safety Car" has passed, riders must join the end of this line and not overtake in order to gain their original position. The pit lane exit will then be closed after 30 seconds and riders will have to wait for the next lap.

12) During the last lap of the Safety Car intervention, the red roof lights will be extinguished on the Safety Car and all flag marshals posts will display a number board with the figure "0" displayed (whilst continuing to show the red flag with a diagonal white cross), and at circuits equipped with digital light panels the white SC letters will also be extinguished, indicating to riders the safety car will enter the pit lane at the end of this lap and that the race will resume.
13) At this point the first rider in line behind the "Safety Car" may dictate the pace and, if necessary, fall more than approximately five machine lengths behind it. In order to avoid the likelihood of accidents before the "Safety Car" enters the pitlane, from the point at which the lights on the car are turned out riders must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other riders or impede the restart.

    In the event of the lead rider anticipating the restart and not remaining behind the Safety Car prior to it entering the pitlane, the lead rider will be penalised with the minimum of a RIDE THROUGH (or time equivalent) penalty. If any other following rider does not remain behind the Safety Car prior to it entering the pitlane they will be penalised with the minimum of a LONG LAP (or time equivalent) penalty. In all cases the Race Directon may impose further penalties if they deem it necessary.
14) When the "Safety Car" has left the track, overtaking is forbidden up until the finish line, where a green flag will be displayed, waved. The red flag with a diagonal white cross will then be immediately withdrawn. The exit of the pit lane will then be permanently open again after the last rider has passed the point of the pitlane exit and the race will continue normally.
15) Each lap completed by the "Safety Car" will be counted as a "race lap". (Exception: Superbike class in the case described in **E 1.4.4.1**).
16) All the other rules of the race remain valid.

1.4.4.1 **Neutralisation of Races after two thirds race distance – Safety Car, item applicable for Superbike only at circuits with less than 2.5 miles lap length**

In the event of a race being neutralised at any point after the race leader has completed two-thirds (rounded down) of the original race distance, the first three laps of the "Safety Car" deployment will not count as a "race lap". At the point when it is decided to call in the "Safety Car", the new actual number of laps to the end of the race will be displayed on the timing screens to advise teams. In the event of this scenario a board or digital display will also be shown to riders at the start/finish line counting down the last five laps of the race.

Example: 18 laps race. Two thirds distance point 12 laps. "Safety Car" deployed on lap 14, comes in at the end of lap 16, three laps added to total

actual race distance, new race distance 21 laps. "5 laps to go board" shown as the riders start their 17th lap.

In the event of a race neutralised after two-thirds race distance eventually being red flagged, article 1.10.1.3 (a) applies.

1.4.5 **Marshals Uniforms**
All trackside uniforms will be orange, pit lane/startline uniforms may be an alternative colour.

1.5 ADMISSION TO THE START

1.5.1 **Grid Positions**
Grid Positions can be decided by Qualifying practice, in the case of multiple races the Fastest Lap time in the preceding race, Championship Positions or Ballot as stated in the Championship Regulations or an event Bulletin.

1.5.2 **Qualifying Practice**

1.5.2.1 When identical times are recorded by more than one rider in the official practice session(s) for the race the second best practice time will be taken into consideration and so on, if a tie remains.

1.5.2.2 If a class is split into two practice groups these groups will be decided by championship positions (1st in group 1, 2nd and 3rd in group 2, 4th and 5th in group 1, and so on). If championship positions are not available then selection to a group will be decided by ballot. The criteria for establishing grid positions from group practice sessions in mixed weather conditions will be set out in an Event Bulletin or Final Instructions.

1.5.2.3 The maximum number allowed to practice at any one time will be the number allowed to race (as stated on the Track Licence) plus 50% unless otherwise stated in the Championship Regulations or event Bulletin.

1.5.2.4 In the case where all qualifying practice sessions for a class have been cancelled, the grid position will be based on the fastest time recorded by the riders in the respective free practices.

1.5.3 **Grids**
Unless otherwise stated in the Final Instructions:

1.5.3.1 All solo grids will be 3-3-3 etc. and there should be a distance of 9 metres between rows.

1.5.3.2 Pole position, will be on the opposite side of the circuit to the direction of the first corner.

1.5.3.3 Rows will be in "echelon".

1.5.3.4 The maximum number allowed onto the grid will be as per the Track Licence unless a lower number is stated in the Championship Regulations or an event Bulletin.

1.5.4 For all Championship Races the Grid positions shall be decided by qualifying Practice sessions in accordance with these General Regulations unless otherwise stated in an event Bulletin.

1.5.4.1 QUALIFICATION

a) Each rider must complete a minimum of 5 laps on the same make and type of machine to be raced.

b) The Race Direction will exclude the following riders

Any rider whose practice times are not within:

a) Superbike - 107% of the fastest riders in the respective free practice sessions
Superbike – at circuits less than 1.5 miles lap length – 105% of the fastest riders in the respective free practice sessions

b) Other classes - 110% of the fastest qualifier

c) Should a competitor not set a qualifying time the Race Direction may, if the rider complies with 1.5.4.1 (a):

i) If space is available include him on the back of the grid if that rider sets a qualification time in a free practice session (relevent to the fastest qualifier in that session).

ii) For the Superbike and Supersport classes ask the Stewards to include him on the back of the grid if space is available, however, he must have past experience and lap times to justify his inclusion and must take part in the warm up.

iii) For other classes include him on the back of the grid if space is available and they are satisfied the rider has past experience and lap times to justify his inclusion and must take part in the warm up. In this case the riders will be individually briefed and may be black flagged during the race.

d) Any rider who is considered to be unsatisfactory by the Race Direction may be excluded.

1.5.4.2 The make of tyre may be designated.

1.5.4.3 The number of tyres used for all practice and/or races may be limited.

1.5.5 Conditions

The following conditions will apply:

1.5.5.1 PRACTICE

a) The qualifying practice session(s) will be stated in the Final Instuctions. The **BSB class** specific qualifying format is described in **Championship Regulations D3.1**. **All other classes will have a single qualifying session of a minimum of 20 minute duration, unless a specific championship qualifying format is prescribed**. However, these may be amended in a 'force majeure' situation or if the circuit length, local planning conditions or the specific event format dictate otherwise.

b) Should any practice session be disrupted, the Race Director will normally resume the session to achieve the Championship criteria.

1.5.6 RACE DISTANCE - This will be stated in the Final Instructions and may be amended by the Race Director at any time by showing on Timing Display Screens and/or by the issue of a Bulletin.

1.6 START PROCEDURES

1 15 minutes before the Start of a BSB, Supersport feature race or British Talent Cup (10 minutes for all other classes and Supersport sprint race)

a) Pit Lane exit opens for sighting lap. Riders may make more than one sighting lap by passing through the Pit Lane.
b) Countdown boards 5,4,3,2 and 1 minute are shown at the Pit Lane exit to indicate the time remaining to the closure of the Pit Lane exit. Riders may make adjustments to the machine.
c) BSB only - See article 1.8.7 if practice was dry and race conditions are wet.

2 12 minutes before the Start of Superstock 1000 race

a) Pit Lane exit opens for sighting lap. Riders may make more than one sighting lap by passing through the Pit Lane.
b) Countdown boards 5,4,3,2 and 1 minute are shown at the Pit Lane exit to indicate the time remaining to the closure of the Pit Lane exit. Riders may make adjustments to the machine.

In case 1 and 2 above, to give riders more information about when the pit lane exit closes, a marshal will be positioned prior to the pit lane entrance for the duration of the start procedure with the following boards:

PIT EXIT CLOSES IN 1 MINUTE (to indicate that the pit lane exit will be closed within 1 minute).

PIT EXIT CLOSED - (to indicate that the pit lane exit is closed).

3 10 minutes before the Start of the Race (7 minutes for Superstock 1000, 5 minutes for all other classes and Supersport sprint race)

Pit Lane exit closes.

a) The sighting lap is not compulsory. Riders not completing a sighting lap may start the warm-up lap from the Pit Lane but will start the race from the back of the grid. They must not push the Motorcycle onto the Grid .
b) Riders who do not go on to the grid may start the warm up lap from the Pit Lane under the instructions of the marshal positioned at the Pit Lane exit.
c) When the Riders reach the Grid after the sighting lap, they must take up their positions and may be attended by up to four mechanics/technical staff (BSB class: <u>five</u> technicial staff per rider plus overall team principle and any approved rider assistant). All personnel on the Grid must wear a "Grid pass", with the exception of any authoriseed promotional staff holding an umbrella, who may attend in addition.
d) Officials will display panels, at the side of the track, indicating each row of the Grid, to assist Riders in locating their Grid position.
e) The Race Director may, at this stage or earlier, choose to declare the Race as "wet" or "dry" and will indicate this to the Riders on the Grid and

those who may still be in the Pit Lane by the display of a board. If no board is displayed the Race will automatically be "dry".

f) A rider who encounter technical problems on the sighting lap must return to the Pit Lane to make adjustments. In this instance, the Rider must start the warm up lap from the Pit Lane. Any rider starting the warm up lap from pitlane will forfeit their grid position and start from the back of the grid.
g) Riders on the Grid may, at this stage, make adjustments to the Motorcycle or change tyres to suit the Track conditions. Tyre warmers may be used on the Grid for all classes, these may be powered by a generator in BSB, Supersport, Superstock 1000 and BTC classes. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts and a noise limit of 65 dB/A. No batteries or other electrical supplies are permitted on the Grid, other than a self-contained starting device. The use of self powered air blowers is permitted.
h) All adjustments and changes of tyres/wheels must be completed by the display of the "3 minute" board. After this board is displayed, Riders who wish to make adjustments must push their machine to the Pit Lane where they may continue to make adjustments. Such Riders will start the warm up lap from the Pit Lane. Any rider starting the warm up lap from pitlane will forefeit their grid position and start from the back of the grid.
i) Refuelling, or the changing of fuel tanks, after the Pit Lane exit opens for the sighting lap(s) is forbidden.

4 5 minutes before the start of the Warm Up lap (Superbike, Supersport feature race, BTC and Superstock 1000 only)

Display of 5-minute board on the Grid.

5 3 minutes before the start of the Warm Up lap

Display of 3-minute board on the Grid.

a) Removal of tyre warmers (except BSB class), trolleys, air blowers (except BTC) and generators from Motorcycles on the Grid.
b) All persons other than the Riders, one mechanic per Rider (three mechanics per rider in the BSB class) and any person holding the umbrella for the Rider must leave the Grid.
c) No person associated with a Team is allowed to go to the Grid at this point.

6 1 minute before the start of the Warm Up lap

Display of the 1-minute board on the Grid.

a) BSB Class only – tyre warmers and stands must have been removed from motorcyles on the grid.
b) BTC Moto3 Class only – air blowers must be removed from the grid.
c) The mechanic(s) will, as quickly as possible, assist the Rider to start the Motorcycle and will then vacate the Grid.

7 30 seconds before the start of the Warm Up lap

Display of 30-second board on the Grid.

a) Riders on the Grid must be in position on the Grid with engines running. No further assistance from mechanics is permitted and they must leave the Grid.
b) Any Rider, who is unable to start his Motorcycle must remove it to the Pit Lane where he may make further attempts to start it. Such Riders may start the warm up lap from the Pit Lane provided the Pit Exit is still open, and the Race from the back of the grid. In the interests of safety or time/logistical constraints, the Race Director may order the machine to be moved to an alternative safe location in order for the warm up lap to be started without delay. After the start of the warm up lap the Rider may make one attempt to start the machine and provided the pit exit is still open (30 seconds period after the last rider has passed) be permitted to start a warm up lap, and start the race from the back of the grid. In all other cases the Rider must remove the machine to the Pit Lane with the final option to start the Race from the Pit Lane.
c) Any team, responsible for causing a delay in the start procedure, inadvertantly or not, will be penalised.

8 2 minutes before the start of the Race

Green flag shown.

a) The Riders will complete their warm-up lap(s), at unrestricted speed, followed by a safety car. Any Rider deliberately delaying his completion of the warm up lap(s) may be directed to the rear of the Grid.
b) When the last rider has passed the Pit Lane exit it will be opened for a period of 30 seconds to release any rider waiting. The Pit Lane will then be closed.
c) On returning to the Grid the Riders must take up their positions with the front wheel of their Motorcycle up to the line defining the Grid position and keep their engines running.
d) Riders starting the warm up lap from the Pit Lane must start the Race from the back of the Grid. If there are two or more Riders starting from the back of the Grid, they will take up position in the order in which they qualified.
e) An Official will stand at the front of the Grid holding a red flag.
f) Any Rider, who arrives after the safety car has taken up its position at the back of the grid may enter the pit lane or start from the back of the grid, as directed by a marshal. If the instruction is to enter the pit lane this will be conveyed by way of display of the black flag at marshals posts immediately prior to the pit lane entrance.
g) Any Rider, who encounters a problem with his Motorcycle on the warm up lap or falls from his machine and is authorised to restart must return to the Pit Lane and make repairs and complete a technical assessment. Riders will not be allowed to join the Grid and may start the Race from the Pit Lane on the instructions of the Official.
h) Completion of the warm up lap(s) is compulsory. Any Rider who stalls his engine on the Grid or who has other difficulties must remain on the Motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

NB **Warm-Up Lap(s), "Yellow Flag Zone"**

The warm-up lap should be completed at unrestricted speed until the point where stationary yellow flags are shown, in principle this will be from the corner preceding the start line. Prior to this point riders should not tour or weave from side to side.

Once riders have entered the "yellow flag zone" they may still overtake but must be aware that riders may be slowing and may weave to generate heat in the tyres.

At events where 2 warm-up laps are incorporated the above will apply to the second lap.

9 Start of the Race

a) As each row of the Grid is completed the Officials will lower the panels indicating that their row is complete. The panel will not be lowered when a Rider in that row has indicated that he has stalled his Motorcycle or has other difficulties. When all panels have been lowered and the safety car has completed its lap(s), an Official at the rear of the Grid will wave a green flag.
b) The Starter will then instruct the Official at the front of the Grid, displaying the red flag, to walk to the side of the Grid.
c) A red signal light will be displayed for between 2 and 5 seconds. The red light will go out to start the Race.
d) Any Rider who anticipates the Start (false start) or infringes any of the start procedure regulations during the countdown will be penalised (see Judicial Procedures).
e) If, after the red light has gone out, a Rider stalls his Motorcycle then the Start Line Marshals may assist the Rider by pushing him along the Track until the engine starts. If, after a reasonable period, the engine will not start then the Rider must push it into the Pit Lane, under the supervision of the Officials, where his mechanics may provide assistance to start it.
f) After the Riders have passed the exit to the Pit Lane, the Official situated at this exit will display a green flag or light to start any Riders still in the Pit Lane.
g) After the leading Rider has passed the Finish Line at the end of his first lap, no further Motorcycle are permitted to start the Race (unless the Race is interrupted within three laps).

10 Delayed Start: weather-related

In the event of a change of a weather conditions after the 3 minutes board has been shown, the countdown sequence of the start procedure may continue in the knowledge that the start will be aborted.

Two minutes before the scheduled start of the race:

i) Green flag shown accompanied by a yellow flag from the starters podium and display of waved yellow flags (and where equipped yellow lights) at all flag marshal posts.
ii) The riders may make one lap at reduced speed and enter the pit lane.

iii) A new pit lane opening time will be announced together with any instruction on whether to use the “normal” or “quick” start procedure.

11 Delayed Start: other issues

Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:

A red flag will be waved from the Starter’s rostrum and the red light stays on. (No red light will be shown if the problem has occurred immediatly before the red light is switched on as part of the start sequence).

The "Start Delayed" board is displayed from the Starter’s rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.

Riders must stay in their grid position with helmets on, engines may be switched off.

The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm up lap from pit lane, and will start the race from the back of the grid, or remain in the pit lane and start the race from there.

After display of the Start Delayed board, 3 mechanics per rider are allowed on the grid. Only tyre warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid.

Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by MSVR.

The start procedure will be re-commenced at the 3 minutes board stage which the Starter will order to be displayed as soon as possible. Tyre warmers may remain on.

Following the display of 1 minute board, at which point all tyre warmers must be be removed and 30 seconds board when all engines must be running the riders will complete an additional (green flag) warm up lap(s), the number previously indicated on a display board and the race distance will be reduced accordingly; e.g. 1 warm up lap, 1 race lap less, 2 warm up laps, 2 race laps less.

SHORT DELAY NOT REQUIRING FULL START DELAYED PROCEDURE

If, after the return from the warm up lap there is an issue on the grid that the Race Director can very quickly clear he may order the display of the 30 seconds board which is an indication to riders that a further (green flag) warm up lap will immediatley follow. In this instance no team personnel are

permitted to re-enter the grid. The penalties for the machine(s) that caused any delay will apply as in the full start delayed procedure. If for any reason the rider/machine that is defined as the cause of any delay does not start the race from either the pit lane exit or the back of grid, due to not receiving the penalty communication then the Race Direction will impose a substitute penalty.

12 Accelerated Start

The start procedure may be accelerated by the Race Director. This will be notified to Teams on the timing monitor and by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap(s). This will be used in principle when there are time restraints due to television coverage, reacting to changing weather conditions or the circuit has limitations on time.

1.7 **FALSE (JUMP) STARTS**

A false (jump) start occurs when, before the signal to start is given, one or more Riders move forward from their prescribed position (On returning to the Grid the Riders must take up their positions with the front wheel of their Motorcycle up to the line defining the Grid position and keep their engines running).

Anticipation of the start (jump start) is defined by the motorcycle moving forward when the red lights are on. The Race Direction will be the sole judge of whether an advantage has been gained and will decide if a penalty will be imposed and must arrange for the Team to be notified of such penalty on the timing monitors. A board may also be displayed in the pit lane indicating the same. The notification of a jump start on the timing monitor is one of “fact”.

Following a review of each race start, if its is deemed that no infringement of the regulations has occurred, the statement “No Jump Starts” will be published on the timing monitor. This will also be considered a statement of fact.

1.8 **WET AND DRY RACES**

All Races will be categorised as either wet or dry. A board will be displayed at either the exit to the Assembly Area, Pit Lane or on the Grid. If no board is displayed the Race is automatically dry.

1.8.1 **Dry Race** - A Race classified as dry will be interrupted by the Race Director if he considers that climatic conditions affecting the surface of the Track makes it likely that Riders will wish to change tyres. However, he may take into consideration the type of tyre permitted for the class.

1.8.2 **Wet Race** - A Race classified as wet, usually commenced in varying or wet conditions, will not be stopped for climatic reasons, except as stated in 1.8.6, and Riders who wish to change tyres must enter the Pit Lane and do so during the actual Race.

1.8.3 In all cases where a Race is stopped for climatic reasons, then the restart will, automatically, be a "wet" Race.

1.8.4 A Practice or warm-up will be defined by the Race Director as wet when more than 50% of the participants are using tyres other than slicks or when the Track is wet during the session. In both cases a “Wet” board will be shown.

1.8.5 The Race Director may at any time up to the Start of the Race declare the Race “wet” or “dry”. The start procedure may be suspended by notification to the Competitors.

1.8.6 The Competitors must ensure Motorcycles are using tyres suited to the conditions. The Race will not be stopped for climatic conditions unless the Race Director considers there has been a serious deterioration of the weather. If a Competitor continues to use unsuitable tyres and if reports are received indicating that as a result the Competitor is not in control of his motorcycle the Race Direction may order the display of a black flag to that Competitor.

1.8.7 In exceptional circumstances, prior to the start of a Wet Race, the Race Director may instruct the compulsory use of rain tyres. The instruction will be communicated on the timing informations screens and by a visual board or display panel: FULL RAIN TYRES. In this instance only riders equipped with the precribed tyres may start the race from the starting grid or the pit lane exit. After the completion of the first lap riders are free to enter the pit lane to change tyres.

1.8.8 WET SIGHTING LAPS

A) If all the official practices, the race day warm-up (and any previous races for the class during the event) are dry and the Race is declared Wet, prior to the starting procedure. The following procedure may be adopted:

A time and duration (laps or time) for "Wet Sighting Laps" will be published.

Display of boards from 5 Minutes, counting down to the start of Wet Sighting Laps.

Pit lane exit open - start of Wet Sighting Laps.

Riders making multiple laps MUST pass through the pitlane.

At the end of the Wet Sighting Laps period the pit lane exit will be closed and riders should complete their current lap stopping on the starting grid. Any rider still in the pit lane after the pit lane exit has closed must start the warm up lap from pit lane exit and start the race from the back of the grid.

A normal countdown to the start of the warm up lap(s) will be commenced. There will be a minimum period of **3 minutes** between the closing of the pit lane exit and the display of the 5 Minutes board on the grid.

Any further work on the grid must be completed by the display of the 3 Minutes board.

The number of warm up laps may be increased and the race distance reduced accordingly.

B) If all the official practices, the race day warm-up (and any previous races for the class during the event) are dry and the Race is declared Wet, during the starting procedure, after the pit lane exit has closed, and before the start of the warm up lap. The following procedure will be adopted:

A START DELAYED – RAIN board will be displayed.

A time and duration (laps or time) for "Wet Sighting Laps" will be published.

Display of boards from 5 Minutes, counting down to the start of Wet Sighting Laps.

Tyres may be changed on the grid.

All work must be completed by, and all mechanics must have vacated the grid by the display of the 30 SECONDS board.

Display of Green Flag from the starters rostrum - start of Wet Sighting Laps from the grid.

Once the riders have departed from the starting grid mechanics may return to it. .

The pit lane exit will be opened to release any rider(s) that may be in the Pit Lane.

Riders making multiple laps MUST pass through the pitlane.

At the end of the Wet Sighting Laps period the pit lane exit will be closed and riders should complete their current lap stopping on the starting grid. Any rider still in the pit lane after the pit lane exit has closed must start the warm up lap from pit lane exit and start the race from the back of the grid.

A normal countdown to the start of the warm up laps will be commenced. There will be a minimum period of **3 minutes** between the closing of the pit lane exit and the display of the 5 Minutes board on the grid.

Any further work on the grid must be completed by the display of the 3 Minutes board.

The number of warm up laps may be increased and the race distance reduced accordingly.

In both of these scenarios, to give riders more information about when the pit lane exit closes, a marshal will be positioned at the pit lane entrance for the duration of the start procedure with the following boards:

PIT EXIT CLOSES IN 1 MINUTE (to indicate that the pit lane exit will be closed within 1 minute).

PIT EXIT CLOSED - (to indicate that the pit lane exit is closed).

Timeline of Start Procedure incorporating Wet Sighting Laps scenarios:

Scenario A – rain before start procedure

1315 – 1325	Wet Sighting Laps period
1328	5 Minutes board on grid
1330	3 Minutes board on grid – all work completed
1332	1 Minute board on grid
1332/30	30 seconds board on grid
1333	Start of warm up lap(s)

Scenario B – rain during start procedure

1315 – 1320	Normal Sighting laps period
1323	Rain - Start delayed rain board
1325	Start of 5 Minutes countdown to Wet Sighting Lap
1329/30	30 seconds board – grid vacated of teams
1330 – 1337	Wet Sighting Laps period
1340	5 Minutes board on grid
1342	3 Minutes board on grid – all work completed
1344	1 Minute board on grid
1344/30	30 seconds board on grid
1345	Start of warm up lap(s)

1.9 FINISH OF A RACE

1.9.1 The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying thereafter until the last rider finishes that lap.

1.9.2 No riders are allowed to start a fresh lap after the chequered has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their position determined by the order in which they finish.

1.9.3 Should the end of the race signal inadvertently or otherwise be displayed before the leading rider completes the scheduled number of laps - or before the scheduled race time has been completed, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn accordingly, but if the chequered flag is given to a competitor other than the leader then the result will be taken when the leader last crossed the start/finish line. Should the end of the race signal be inadvertently delayed,

the race will nevertheless be deemed to finish at the correct moment and the competitors be classified accordingly.

1.9.4 The exact time at which a machine crosses the finish line is to be registered, this will determine the final finishing order and will be a judgement of fact. The organisers may use photographic equipment to assist, however the decision of the Chief Timekeeper is final.

1.9.5 To be classified the rider (and the passenger) must be in control of the machine when taking the chequered flag. The machine must cross the finishing line (on the track and not in the pit lane) within 3 minutes of the showing of the chequered flag to the winner and must have completed 75% of the race distance, unless otherwise stated in the Regulations. If this results in a part lap being calculated then it will be rounded down to a complete lap (e.g 75% of a 10 lap race is 7 laps).

1.9.6 In the case of a tie at the end of a race, where championship points are awarded, both competitors will receive the relevant placing points with the next placings points being discarded. Where prize money is awarded the prize money for that and the following place will be added together and divided equally.

1.10 STOPPING AND RESTARTING A RACE

a) Only the Race Director (or in his unavoidable absence his deputy) may decide to stop a race prematurely. For climatic reasons a race can only be stopped once, **other than for exceptional conditions.**
b) A Red Flag will be given at the start line and simultaneously at all other marshals posts. Red lights will be switched on.
c) When these signals are displayed all riders must stop racing and return slowly to the pit lane area under the instructions of the course marshals.

1.10.1 The conditions under which a race will be restarted depends on the status of the race and are as follows:

1.10.1.1 If a race has to be stopped with less than 3 laps of its duration completed (by the race leader) it will be considered null and void and will be restarted.

a) All riders originally qualified for the race shall be allowed to start. Any qualified rider who did not start the original race, but is able to take part in the restart must start from the back of the grid or the pitlane exit.
b) If the original race start was a “DRY RACE”, tyre changes are NOT PERMITTED for the restart unless the Race Director announces a change to the race status (to a “WET RACE”), or he considers there is a climatic or track condition change, in which case the message “TYRE CHANGES AUTHORISED” will be displayed on the official timing monitors. The Chief Technical Official may authorise an exceptional tyre change due to a verifiable technical problem. In the case of an exceptional tyre change, the rider concerned must start the restarted race from the back of the grid or the pitlane exit.
c) In principle, the restarted race shall be for the full race distance from the original grid positions. The place of any motorcycle unable to take part in the restart may be left vacant.
d) If conditions have changed to wet or damp conditions or there are time contraints, the Race Director may reduce the race distance.

e) If it is impossible to restart the race, no points will be awarded towards any Championship involved or any prize money paid (except if any of the restarted races have gone beyond 3 laps completed by the race leader).

1.10.1.2 If a race has to be stopped between 3 laps and two-thirds race distance, rounded down to the nearest whole number of laps, by the race leader (or a race is under safety car conditions and the deployment was initiated before the two thirds point and is subsequently stopped), then the race will be restarted.

a) Competitors will be restarted from a grid based on the finishing order of the previous part of the race.

b) The finishing order of the previous part of the race will be the classification order of last crossing the finish line prior to the showing of the red flag.

c) Only riders who have completed 75% of the previous part of the race (rounded down) may re-start. This may include the rider(s) involved in any incident which caused the Red Flag. However, any rider who crashes must obtain medical clearance before being allowed to re-start. A Medical Officers decision in this respect is final. Any crashed motorcycle must also be checked and cleared by a Technical Official. Any rider(s) not actively competing at the point of the showing of the red flag, but who have completed 75% of the previous part (rounded down) may restart, but must start from the last position(s) on the starting grid in order of classification, or the pitlane exit.

d) If the interupted part of the race was a "DRY RACE", tyre changes are NOT PERMITTED for the restart unless the Race Director announces a change to the race status (to a "WET RACE"), or he considers that there is a climatic or track condition change, in which case the message "TYRE CHANGES AUTHORISED" will be displayed on the official timing monitors. The Chief Technical Official may authorise an exceptional tyre change due to a verifiable technical problem. In the case of an exceptional tyre change, the rider concerned must start the restarted race from the back of the grid or the pitlane exit. When a change of tyres is authorised in this situation they do not need to display an allocation control sticker.

e) In principle the number of laps of the restarted race will be the number of laps required to complete the original race distance.

f) If conditions have changed to wet or damp conditions or there are time constraints, the Race Director may reduce the race distance. He may also deduct race laps in lieu of sighting lap and warm-up laps.

g) There must be a minimum of 5 laps.

h) The final result will be based on the results of the restarted race, applying 1.9 and 1.10.1.3.

i) If the restarted race is stopped it may be further restarted at the discretion of the Race Director (applying 1.10.1.1 and 1.10.1.2) over a minimum distance of 5 laps.

j) If it is found to be impossible to restart the race and complete two thirds race distance (by the leader), the result of the last part of the race where the leader completed more than three laps will count. Only competitors

who were actively competing at the showing of the red flag will be classified. If the race is part of a Championship then half points will be awarded if two thirds race distance was not completed.

1.10.1.3 If a race has to be stopped after the leader has completed two-thirds of the race distance (including under safety car conditions, if the deployment was initiated after the two-thirds point), rounded down to the nearest number of laps, it will be considered to have finished.

a) The order of classification shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are actively competing at the showing of the red flag will be classified.
b) If a race has to be stopped after the leader has completed two-thirds of the race distance under safety car conditions and the deployment was initiated before the two-thirds point, then all provisions of art 1.10.1.2 will be applied.

EXAMPLE:

18 lap race

1) laps completed by the race leader – race null and void, will be restarted using original grid positions.
2) laps completed by the race leader – race will be restarted over 16 laps the grid positions for the restarted race will be the classification at the end of lap 2.
3) 12 laps completed by race leader - result declared as at end of lap 12 even if all other riders have completed only 11 laps.

1.10.1.4 If a race has to be stopped after the leader(s) have taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are actively competing at the showing of the red flag will be classified.

1.10.2 Re-Starting a Race – Quick Start procedure

When a race is stopped riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a re-start to the race minor repairs may be carried out. **The Quick Start procedure may also be used at times other than a race re-start situation. This will be notified by Bulletin or other official communication method.**

The following procedure will take place:

1) Upon arrival in the pitlane, riders may make adjustments to their motorcycle, (tyre changes are restricted – see 1.10.1.1b and 1.10.1.2d); refuelling is permitted. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pitlane service area).
2) When all riders have entered the pitlane the Race Director will announce on the offical timing monitors, the time remaining to the re-opening of the pitlane and whether a Standard Start (procedure) or Quick Restart will take place.

a) The minimum duration between the announcement and the actual opening of the pit exit will be 5 minutes.
b) The time remaining to the opening of the pit exit will be displayed on timing screens and a large visible countdown clock in the pitlane.

3) When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. An official will be placed at the pitlane entrance to direct any rider arriving behind the Safety Car into the pitlane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
4) Any riders remaining in the pitlane after it has been closed will have to start the warm up lap(s) from the pit exit and start the race from the back of the grid.
5) ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case of a restarted race utilising new grid positions, the mechanic should avail himself of his riders' new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
6) All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the sighting lap must enter the pitlane.
7) As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown. At this point the mechanics must immediately leave the grid by the quickest route.
8) After 30 seconds have elapsed, and/or the grid is clear, a green flag will be shown to start the warm up lap(s).

i) The warm up lap(s) will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. The pitlane exit will remain closed until after the start of the race. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car. Any Rider, who arrives after the safety car has taken up its position at the back of the grid may start from the back of the grid, or enter the pit lane **and start the race from the pit lane exit, as decided by the Race Director for safety reasons**. If the instruction is to enter the pit lane this will be conveyed by way of display of the black flag **or "PIT" LED light panel** at marshals posts immediately prior to the pit lane entrance.

9) Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.
10) Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
11) Riders who started the warm up lap from the pitlane must start the race from the back of the grid as directed by officials.
12) After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pitlane may

then start the race up until the point when the lead rider has crossed the finish line to complete the first racing lap.

1.11 MEANS OF PROPULSION

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and by the natural forces of gravity. The Race Director may authorise marshals to assist. Any unauthorised assistance will result in exclusion.

1.12 CONDUCT DURING THE MEETING

a) Riders must obey the flag signals, the light signals and the boards which convey instructions.
b) During a competition, riders must not manoeuvre in a foul, unfair or dangerous manner.
c) Riders must at all times, including in the pit lane, ride in the correct direction and in a responsible manner which does not cause danger to other competitors, officials or participants.
d) A rider must not gain an unfair advantage, however slight.
e) A rider must not tour or unfairly hinder the progress of other riders or cause a hazard.
f) Riders who fall from their machines – **EXCEPTIONS: IN ALL CLASSES**, in the event of a rider falling from their machine during any of the free and qualifying practices, and any of the sighting or warm-up lap(s), and provided the machine has made negligible contact with the ground or a barrier, it may be possible for the rider to remount and continue to the pitlane, PROVIDED that the following procedure is respected.

1. After the crash, and before continuing, the machine must be inspected by the marshals, including the chief marshal of the section who will make a determination and report the situation by radio to Race Control.

2. Subject to approval being granted by Race Control, who will take into account the report of the marshal, the location of the incident, the closest available track exit and distance to the pit lane and any risk to disrupting the practice session or delay to the start of race – the rider may remount and continue around the circuit and a) during practice sessions leave the circuit at an exit or the pit lane as directed by the marshals, following the instructions of Race Control or, b) during sighting or warm up laps, enter the pit lane, keeping off of the racing line. In this situation riders must take great care, not hinder other riders and strictly observe blue flags.

3. Once the rider has reached the pit lane/pit box, further repairs may be carried out under the supervision of a technical official. Once cleared by technical control the rider may exit the pit lane to continue the practice session or the sighting laps period if still in progress, or else in the case of a race, start the warm up lap from the pit lane in which case

the rider will start the race from the back of the grid, or start the race from the pit lane exit. The last option to start the race from the pit lane exit expires when the leader crosses the finish line to complete the first racing lap.

4. The decision of Race Control and instructions of the marshals is final. Penalties will be imposed for disregarding these and any actions that prejudice safety or the start procedure.

g) Riders who retire from the race must immediately leave the course with their motorcycle and leave it in a place and in such a position as not to endanger the other riders.
h) Riders should use only the track and the pit lane. However, if a rider leaves the track then he may rejoin it at a place indicated by the marshals or at a place which does not provide an advantage to him.
i) During practice and races, riders should not transport another person on their machine or to be transported by another rider on his machine.
j) During the practice sessions, and warm ups, practice starts are permitted;
a) when it is safe to do so, at the pit lane exit before joining the track and
b) 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) communicated to teams prior to the first practice session.

1.13 ASSISTANCE IN THE PITS

1.13.1 A rider may only receive assistance or have his machine refueled, with the engine switched off, in the garage or pitlane area, with the proviso that the through-lane in the pitlane must be kept clear at all times.
1.13.2 Any rider who enters a garage during a race will be deemed to have retired and will not be able to continue in the rac e.

1.14 CHANGE OF RIDER OR MOTORCYCLE

1.14.1 A change of rider may only be made by a registered entrant. In principle this may only be accepted up to 1 hour prior to the first qualifying practice session for the lass at the meeting. **A change in rider may be accepted up to 1 hour prior to the first qualifying practice session for the relevant class at the discretion of the Race Direction and approved by the** Stewards of the Meeting and a payment of an entry fee including any late entry premium.
1.14.2 Under the MCRCB's one-bike regulation, no changes of machine are permitted.

1.15 PARC FERME

1.15.1 Machines must go direct to the parc ferme immediately after each qualifying practice and race, see Technical Regulations.
1.15.2 For full procedure see Technical Regulations **Section E.**

1.16 PROTESTS

These must be made in accordance with the procedures stated in the Judicial Section of the Code.

1.17 POINTS SCALE

1st	25 points	6th	10 points	11th	5 points
2nd	20 points	7th	9 points	12th	4 points
3rd	16 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

For any other championship specific points scoring refer to MCRCB Championship Regulations Section F. N.B. only the British Talent Cup will utilise the points format as set out in 1.17.

1.18 MODIFICATION OF THE CLASSIFICATION AND PRIZES

If a penalty has been imposed, the classification must be modified.

1.19 LOSS OF THE RIGHT TO AN AWARD

Any rider who is excluded from the classification during a meeting forfeits his rights to any award in that race, subject to his right of appeal.

1.20 PAYMENT OF PRIZE MONEY

Payment of prize money will be made in accordance with conditions set by MSVR.

1.21 TERMINATION OF A MEETING

A meeting is not considered to be terminated until the final results have been approved and all possible protests and appeals have been finally adjudicated upon.

1.22 RESULTS

The published results of qualifying practices and races must be signed by the Chief Timekeeper, or his deputy, and the Race Director or his deputy. They must include the title of the meeting, the race title and the time of issue.

1.23 CHAMPIONSHIP CLASSIFICATION

1.23.1 The classification of the riders, passengers, team and manufacturer is based upon the number of points gained by them in the different rounds of the Championship after taking into account the regulations applicable to the competition.

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

1.24 PADDOCK TRANSPORT

This refers to all forms of transport in the paddock whether motorised or unmotorised and includes bicycles, roller skates and scooters PLEASE READ THE FOLLOWING CAREFULLY:

a) The MCRCB require all motorised paddock transport to be registered. Unregistered motorised machines not carrying a BSB pass are not allowed into the BSB paddock.

b) **The following conditions apply:**

1) Paddock transport may only be used from 30 minutes prior to the first practice session to 1 hour after the last practice session or race.
2) Paddock transport is restricted to Competitors and essential Team Personnel only. The paddock is a working area and transport should be restricted to moving pit trolleys, equipment and tyres within the paddock area, and for movements of those with allocated garages to and from the living area. Paddock bikes must only be used with care and only when absolutely necessary.
3) Motorised paddock transport is restricted to well-maintained and fully silenced “step through” scooters prefferably electric max 5KW output (if petrol, max 125cc), exceptions for 4 wheel transport may be given by the MCRCB. It is reccomended to have an audible warning device on any electric motorised transport used in the paddock.
4) Skateboards and similar are not allowed.
5) Transport is limited to the rider and one passenger if there are facilities to carry a passenger.
6) Children under 16 years of age (unless a competitor) are not allowed to ride any form of transport in the paddock including cycles**.** This and any other irresponsible behaviour involving paddock transport by anyone connected to a team will result in penalties to the competitior. See article B 2.27 for penalties.
7) All competitors are reminded that scooters are for <u>essential</u> paddock use only.
8) Race machines must only be ridden to and from practice, race or technical control and must be ridden in a responsible manner. Testing in the paddock or any service road or public area is forbidden and may result in exclusion from the meeting.
9) The maximum speed limit for any vehicle movement within the paddock or on any service road is 10mph.

1.25 FIRE REGULATIONS

1.25.1 Competitors Fire fighting Equipment

All competitors should carry a minimum 2kg. dry powder fire extinguisher on their "Working Vehicle." The extinguisher must be in good working condition.

1.25.2 **Fire Regulations at Circuits**

1.25.2.1 At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season’s racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the steward(s).

1.25.2.2 All fire posts must be clearly marked.

1.25.2.3 In addition to the fire equipment at each post there must be sufficient :-

a) Extinguishers at the marked points in the paddock.
b) Extinguishers in the pit area.
c) Extinguishers in the scrutineering bay.
d) Extinguishers in every medical centre/room.

1.26 MEDICAL EXAMINATIONS

Competitors who are involved in an incident may be required to report to the Chief Medical Officer. The competitor will not be allowed to start another race or practice session at an MCRCB event until they receive written notification that they are fit to ride. This must be given to the Race Director or Secretary of the Meeting either at the current event or the next MCRCB event they enter. Failure to comply will result in automatic exclusion.

1.27 "BURN-OUTS"

To comply with the wishes of the circuit-owners the spinning of the rear wheel on the circuit is strongly discouraged particularly as it may damage the circuit. Any excessive or unreasonable behaviour in this regard, particularly if it leads to damage of the circuit will result in a fine and/or penalty points being imposed by the Race Direction plus a cost for damages to the circuit.

1.28 THEFT OF MACHINES

Any competitor found and subsequently convicted for knowingly using a machine or parts which have been stolen will have their Registration suspended for a minimum of 12 months.

1.29 SELLING OF PASSES

It is strictly forbidden to sell passes. The circuit may take legal action against the person concerned. If a competitor or a member of his team is found to be selling passes that competitor and his team may be immediately excluded from that meeting and subject to further disciplinary action.

1.30 COMPETITOR/TEAM CONDUCT

The registered competitor shall be responsible for the conduct of all mechanics and all other persons assisting in any capacity with his entry, but each of these shall be responsible for any infraction of the rules/regulations. Infringement of the regulations may result in exclusion from the meeting for that competitor and his team and possible further penalty.

1.31 CONDUCT IN THE PIT LANE, SIGNAL WALL AND GRID

1) Unless in a garage, only competitors and teams connected to the practice or race being run at that time are allowed in the pit lane.
2) Only personnel with the correct pass are allowed in the pit lane, signal wall (area) and grid.
3) Only personnel whose rider is competing in that practice or race are allowed onto the signal wall (area) and grid. These personnel must have the correct pass.
4) Children under 16 years of age are not allowed into the pit lane, signal wall (area) or grid, unless a competitor in that practice session or race.
5) The maximum speed in the pit lane is 60 kph.
6) With the Covid-19 pandemic **or any other public health emergency**, the organisers may publish protocols and requirements to mitigate the risk to health. This may include (bot not limited to) wearing of personal protective equipment or special procedures to ensure social distancing is maintained and the risk of transmission minimised.
   NON COMPLIANCE WITH ANY PUBLISHED REQUIREMENT WILL BE CONSIDERED A BREACH OF REGULATIONS (**F2.5** Any Proceeding or act prejudicial to the interests of the MCRCB or of motor sport generally).
7) Penalties may be imposed in accordance with Judicial Procedures.

D - CHAMPIONSHIP REGULATIONS

1 **SPORTING REGULATIONS - GENERAL**

These are the General Conditions for MCRCB Championships and MSVR promoted events and are an appendix to the MCRCB Sporting Code and apply to all meetings held under the auspices of the MCRCB. You are also referred to the Supplementary Regulations and any further Bulletins issued by MCRCB or MSVR.

1.1 **TITLE & JURISDICTION**

The Motorcycle Circuit Racing Control Board ("MCRCB") has authorised that the British and National Championships and National Cups ("the Championship") are promoted by MotorSport Vision Racing Ltd ("the Promoter") and administered and organised by MSVR on behalf of MCRCB Ltd, in accordance with the Sporting Code and General Regulations of the MCRCB, these Championship Regulations and any further instructions issued or official announcements made, referred to collectively as the "Regulations".

In these Championship Regulations the nomenclature definitions and abbreviations specified in the Sporting Code and General Regulations of the MCRCB shall be adopted. MCRCB shall have the responsibility of formatting the regulations including any regulation changes. All such changes will be issued by MCRCB in a Bulletin to all registered competitors/teams by posting on the website. www.msvracing.co.uk/bsb or being displayed on the official notice board before and/or during the event. All Riders, Teams, Entrants, Manufacturers, Team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.1.2 **Classes**

The British Championship Classes are:	Superbike
	Supersport
	GP2
	Talent Cup (Moto3)
	Sidecar
	British Superteen
The National Championship Classes are:	**National Sportbike**
The National Cup Class is:	BMW F 900 R

1.2 **PERMANENT CHAMPIONSHIP OFFICIALS**

Series and Race Director/Clerk of the Course	Stuart Higgs
Series Coordinator	Lucy Hart
Deputy Race Director	Clare Neate
Judicial/Deputy Clerks of the Course	Alan Woods/Giles Olley
MCRCB Safety Delegate	Norman Williamson
MCRCB Representatives	Gerry Bryce, Paul King

Starter, Pitlane/Startline Areas	Olga Budmir/Nathan Mullenger/Jack Russell
Chief Medical Officer	Dr. Heike Romer
Chief Technical/Eligibility Officer	Colin Hurst
Chief Marshal	John Proctor
Chief Incident Officer	Steve Solley
Safety Car Driver	Chris Glendinning
Chief Timekeeper	Richard Evans
Paddock Coordinators	Stefan Curd/Susan Bishop
Media and Communications	Laura Stevens

Race Direction: Stuart Higgs (MSVR), Alan Woods/Giles Olley (Judicial CofC), Gerry Bryce/Paul King (MCRCB), Eddie Roberts (Riders' Representative), Alex Baldolini (Dorna - BTC class).

MCRCB Stewards Panel: Adrian Johnstone, Norman Williamson, Dave Francis

Technical Direction: Scott Smart (MSVR), Eddie Roberts (MSVR), Paul King (MCRCB), Colin Hurst (CTO)

Other officials may be appointed by MSVR and stated in the Final Instructions or event programme.

1.3 **ELIGIBILITY**

1.3.1 **British Superbike (BSB)**

a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
b) Riders must hold an International or National licence issued by the ACU.
c) Overseas Riders (inc.Ireland) must be in possession of an International Licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
d) Riders must be 17 years of age or over and, in principle, have a minimum 2 years experience at National level.

1.3.2 **British Supersport and British GP2 + British Supersport Cup**

a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
b) Riders must hold an International or National licence issued by the ACU.
c) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a Natiional licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
d) Riders must be 16 years of age or over.
e) <u>British Supersport Cup</u>

The British Supersport Cup has been devised to provide a transition series for those progressing from feeder championships. This is

principally achieved by having a reduced number of points scoring events.

There is no difference in the technical specification and technical regulations between the Supersport Cup and Supersport Championship. Participation in the Supersport Cup in respect of Supersport Cup classification is defined as follows:

- No entry to the Supersport Cup will accepted after 1 April 2024.
- Supersport Cup entry is seasonal.
- Prior to 1 April 2024 teams/riders must declare the eight UK events that they will participate in and score Supersport Cup points. (The Navarra Round is not part of the Supersport Cup).
- The points scoring event consists of two points scoring races.
- MSVR will issue the definitive Supersport Cup entry list together with each riders nominated points scoring events.
- Once the declaration is made it is locked in and cannot be changed, with ONE exception:
- Only in the event of a rider being declared unfit at a BSB test or race event only – if the period of being unfit extends to their next declared points scoring round, the rider may apply to declare a substitute event.
- Technical reasons will not be accepted.
- Participation in an event is defined as the first exit from pit lane in the first official practice session at an event.
- In the event of a race or races within an event being postponed or cancelled, affected riders will be authorized to apply to declare a substitute points scoring race or races.
- Riders eligible for the Supersport Cup may take part in all Supersport Championship rounds (including Navarra), the non Supersport Cup points scoring rounds will be considered as wild card entries, at all events riders will be eligible to score regular Supersport Championship points as set out in 1.7.2.1 (a) and (b).
- The Supersport Cup points allocation is set out in 1.7.2.1 (a).

1.3.3 **British Talent Cup (BTC, Moto3), a series organised and promoted in conjunction with Dorna.**

a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
b) Riders must hold an International, National or British Talent Cup Licence issued by the ACU.
c) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
d) Riders must be a minimum of 14 years of age on **1st March 2024** and a maximum of 18 years of age on the **1st March 2024**.

1.3.4 **National Superstock**

a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
b) Riders must hold an International or National licence issued by the ACU.
c) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
d) Riders must be 17 years of age or over.

1.3.5 **National Sportbike**

e) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
f) Riders must hold an ACU National or Clubmans licence (with the required signatures) or SACU National Licence.
g) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National Licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
h) Riders must be a minimum of 16 years of age on the **1st March 2024.**
i) The MCRCB is the final arbiter regarding rider eligibility and acceptance.
j) Rider eligibility conditions and restrictions similar to those that previously existed for the National Junior Superstock Championship may be imposed for the 2025 season.

1.3.6 **British Superteen**

a) All Competitors must register with MSVR.
b) Riders must hold ACU Novice licence or SACU Novice or above.
c) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National Licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
d) All overseas riders (inc. Ireland) must have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
e) Riders must be a minimum of 15 years of age on **1st April 2024** and a maximum of 20 years of age on **1st March 2024.**
f) The following riders are excluded from entering this championship **1st classified in the 2023 British Junior Supersport Championship final standings (exception: any rider under 16 years old on 1 March 2023).**

1.3.7 **BMW F 900 R Cup**

a) All Competitors must register with MSVR.
b) Riders must hold an ACU National or Clubmans licence (with the required signatures) or SACU National Licence.
c) Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National Licence and have "start permission"

from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.

d) All overseas riders (inc. Ireland) must have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.

e) Riders must be 16 years of age or older, riders aged 16 must hold the minimum of a National licence.

f) Additional Sporting and Technical Regulations may be issued by MSVR and BMW Motorrad.

1.3.8 **British Sidecar Championship**

a) Promoted and Administrated on behalf of MSVR by the British Motorcycle Racing Club (BMCRC) who issue championship, technical and sporting regulations. For British Sidecar Championship rounds taking place at BSB meetings the MCRCB Sporting Code, Judicial Code and General Regulations prevail.

1.4 **REGISTRATION AND ENTRIES**

1.4.1 All Riders, Entrants and Teams must apply for Registration and entries with MSVR.

1.4.2 The completed Registration Form online at www.bsbteams.com should be received by MSVR. MSVR has the right at their absolute discretion to accept, reject or withdraw any Registration for the Championship upon such terms as it thinks fit.

1.4.3 One Event (Wildcard) Entries should be received by MSVR no later than 14 days prior to the first day of the event being entered. MSVR has the right at its absolute discretion to accept, reject or withdraw any entry for the Championship upon such terms as it thinks fit.

1.4.4 ADMINISTRATION

For all other enquiries:

BSB @ MSVR
Brands Hatch Circuit
Longfield
Kent
DA3 8NG
Tel: 01474 875296
E-mail: bsb@msvracing.co.uk

1.4.5 **Conditions for acceptance of Registrations for the British Superbike Championship**

a) Only Competitors and Teams/Entrants registered with MSVR for the Championship or otherwise authorised by MSVR may participate in the Championship.

b) The Competitor's, Team/Entrant shall warrant that all information given in the Championship Registration Form is correct and should there be any changes, they shall agree to communicate such changes to MSVR immediately.

c) Payment for Registration
Each Team/Entrant may be required to pay MSVR a Registration fee.

Any Registration fee shall represent the Team's/Entrant's commitment to the Championship. Additional charges for Timekeeping equipment (transponders) will be made.

d) The Team/Entrant acknowledges and agrees that MSVR reserves the right to accept or reject an application for Registration at its sole and absolute discretion.
e) MSVR may accept or refuse any Registration and withdraw a Registration at any time if the Rider, Team, Entrant or Motorcycle does not meet the required standards compatible for competing in the Championship. Such standards will include, but not be limited to Motorcycle and Team presentation and Riders or Motorcycles that are not competitive.
f) A Registration may only be withdrawn by a Rider, Entrant or Team without penalty with the consent of MSVR for good cause shown.
g) The Team shall compete in all Events of the 2024 Championship. For the avoidance of doubt in the case of the British Superbike Championship, the 2024 Championship is defined as the eleven Race Meeting Events and the official pre season Test/Media Event(s). In the event that a Rider is injured and is deemed unfit, the Team should compete with a substitute Rider until he/she is fit again to compete, unless dispensation is given by MCRCB.
h) Riders or Teams who do not take part in any Championship Event may have their Registration withdrawn by MSVR.
i) The acceptance of the Registration shall be conditional upon the full and timely compliance with the Regulations (including any amendments, variations or statements relating thereto) and other decisions of MSVR.
j) Registered Competitors will be allocated a permanent competition number for the Championship. Numbers 1 - 10 inclusive will be offered to the top ten Riders in the 2023 British Superbike Championship. Any of the numbers 2-10, which are not allocated to the top ten Riders may be allocated at the discretion of MSVR.
k) Each team shall comply with testing conditions.

1.4.6 **Conditions for acceptance of registrations for the British Supersport/GP2 Championship, British Talent Cup, National Superstock, National Sportbike, BMW F900 R Cup and British Superteen Championships**

Riders may register for these Championships through MSVR or enter events on an individual basis. Preference will be given to riders registered for the Championship. Where applicable the conditions stated in article 1.4.5 will apply, for full information contact MSVR.

1.4.6.1 Registered Competitors will be allocated a permanent competition number for the Championship. Numbers 1 - 10 inclusive will be offered to the top ten Riders in the 2023 corresponding championships. Any of the numbers 2-10, which are not allocated to the top ten Riders may be allocated at the discretion of MSVR.

1.4.7 **Articles 1.4.5 and 1.4.6 are subject to any Supplementary regulations and conditions issued by MSVR.**

1.4.8 Registrations will be considered with immediate effect.

1.4.9 A Registration, once made and accepted shall constitute a legally binding contract and a Registration may only be withdrawn without penalty with the written consent of MCRCB or MSVR.

1.4.10 MCRCB and MSVR may accept or refuse any registration and withdraw a registration at any time, should the inclusion of the Competitor, Team or Entrant be deemed by it, in its absolute discretion, not to be in the best interests of the Championship.

1.4.11 MCRCB and MSVR may at its absolute discretion accept registration for individual Events by Riders with eligible Motorcycles to compete at Championship Events.

1.4.12 **Withdrawal of Entry – non participation in an Event.**

1) **Telephone as soon as known on: 01474 875296 (diverted to mobile on event weekends).**
2) **In all instances, notification of a withdrawal of entry must be immediately followed up by email, clearly stating reason(s) with substantiated evdience, by no later than 17:00 hrs on the day before "set up" day by e-mail to (bsb@msvracing.co.uk). For a typical race event consisting of Thursday (set up), Friday (Practice/Qualifying, Saturday/Sunday (main racedays) – notification of non participation in writing will only be accepted if provided before 17:00 hrs on Wednesday.**
3) **For consideration to be given towards an entry fee refund (less discretionary administration fee) any passes specific to the event in question must be returned to BSB @ MSVR, Brands Hatch Circuit, Longfield, Kent. DA3 8NG.**
4) **Failure to comply may mean exclusion from future MCRCB events and a request to the Licensing Body for further action, and future race and championship entry may be predjudiced.**

1.4.13 **Withdrawal of Registration**

1) This must be in writing and will be a severance of the contract with MSVR.
2) ALL passes MUST be returned and will not be valid for any further event. Any attempt to use the passes may result in legal action from circuit operator(s) and disciplinary action by MCRCB on the rider(s).
3) Refunds will be at the discretion of MSVR and subject to a minimum of one rounds administration fee.

1.5 **INSURANCE**

Please consult the section I for Insurance Benefits.

1.6 **CHAMPIONSHIP ROUNDS**

The **2024** Championship will be held at 11 BSB meetings and the UK rounds of the FIM MotoGP and WorldSBK Championships.

1.7 **POINTS AND AWARDS**

1.7.1 **Riders' Championship** - Points will be awarded in accordance with the MCRCB General Regulations, section C, article 1.17.**unless stated below**

1.7.2 **British Superbike Championship**

a) Main Season Round 1 – Round 8 inclusive, per race:

1st	18 points	6th	10 points	11th	5 points
2nd	16 points	7th	9 points	12th	4 points
3rd	14 points	8th	8 points	13th	3 points
4th	12 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

b) Showdown Round 9 – Round 10 inclusive, per race:

1st	25 points	6th	14 points	11th	5 points
2nd	22 points	7th	12 points	12th	4 points
3rd	20 points	8th	10 points	13th	3 points
4th	18 points	9th	8 points	14th	2 points
5th	16 points	10th	6 points	15th	1 point

c) Showdown Finale Round 11, per race:

1st	35 points	6th	20 points	11th	10 points
2nd	30 points	7th	18 points	12th	8 points
3rd	27 points	8th	16 points	13th	6 points
4th	24 points	9th	14 points	14th	4 points
5th	22 points	10th	12 points	15th	2 points

1.7.2.1 British Supersport Championship/British GP 2 Championship

a) Round 1 – Round 10 inclusive, per race:

1st	25 points	6th	14 points	11th	5 points
2nd	22 points	7th	12 points	12th	4 points
3rd	20 points	8th	10 points	13th	3 points
4th	18 points	9th	8 points	14th	2 points
5th	16 points	10th	6 points	15th	1 point

a) Final Round, per race

1st	35 points	6th	20 points	11th	10 points
2nd	30 points	7th	18 points	12th	8 points
3rd	27 points	8th	16 points	13th	6 points
4th	24 points	9th	14 points	14th	4 points
5th	22 points	10th	12 points	15th	2 points

As described in 1.3.2 (f) British Supersport Cup Riders points will be allocated from a riders pre-determined eight events (2 races per event) reults, and willl utilise the points allocation as set out in 1.7.2.1 (a) only.

1.7.2.2 **Manufacturers' Championships** - points will be awarded after each Race to the highest placed make of Motorcycle (provided it is listed as a classified finisher in the final results) as per the format of the relevant class Riders' Championship points scoring. The other placings of the same make will be ignored.

1.7.2.3 **Teams' Championships** - points will be awarded after each Race to the Team of the Rider as per the format of the relevant class Riders' Championship points scoring. A single rider team will be awarded the same points value as the Rider. A multi rider team will be awarded an amount of points determined as the average of the points value of the Riders in the team.

1.7.2.4 **National Superstock, National Sportbike, British Superteen, BMW F 900 R Cup.**

b) All Rounds with the exception of the final round, per race:

1st	25 points	6th	14 points	11th	5 points
2nd	22 points	7th	12 points	12th	4 points
3rd	20 points	8th	10 points	13th	3 points
4th	18 points	9th	8 points	14th	2 points
5th	16 points	10th	6 points	15th	1 point

c) Final Round, per race

1st	35 points	6th	20 points	11th	10 points
2nd	30 points	7th	18 points	12th	8 points
3rd	27 points	8th	16 points	13th	6 points
4th	24 points	9th	14 points	14th	4 points
5th	22 points	10th	12 points	15th	2 points

1.7.2.5 Similar awards may be awarded in other championships.

1.7.3 The total points from all Championship Events will determine final Championship points and positions in accordance with article 1.23 of the MCRCB General Regulations.

1.7.4 **Awards**

All awards are to be provided by MSVR and their associate Sponsors and Promoters.

1.7.4.1 **Per Event**

A trophy will be awarded to the Riders finishing first, second and third in each Championship Race. Riders (passengers) finishing first, second and third must attend the podium ceremony immediately after each Race.

1.7.4.2 **Championship**

Trophies may be presented at an annual awards ceremony and awarded to the Riders finishing first, second and third in the Championship. The

Manufacturer of the winning Motorcycle will also receive a trophy. All award winners must attend.

1.7.5 In the event of any provisional result or championship tables being revised after any provisional presentation and such revisions affect the distribution of any awards, the Competitors or any other recipient of an award concerned must return such awards to MSVR in good condition within 7 days.

1.7.6. **Prize Money**

This will be announced by MSVR at the start of the season.

1.7.7 Prize money will not be paid until results are final. That is after the results of any machine, fuel or drug/ alcohol tests.

1.8 **ROLES OF THE CHAMPIONSHIP OFFICIALS**

The role of the Championship Officials is to carry out their duties as authorised by MCRCB and to help the Officials of the Meeting in their duties, to see within their fields of competence that all the Regulations governing the Championships are respected, to make any comments they judge necessary and to draw up the various reports required.

1.9 **TIMING & RESULTS SERVICE**

MSVR will arrange for a Timing and Results service and in addition to providing the times for the qualifying Practice and Races they will also time all free Practice and warm-up sessions, and official UK test days. They will also provide a visual display to the Competitors and Teams/Entrants when possible.

1.9.1 **Transponders**

All Competitors will be required to fit Electronic Self-Identification Modules to their Motorcycles for the purpose of accurate timing in all official tests, practice sessions and races.

They will be required to purchase or hire the transponder as a condition of entry. Competitors may be charged by the timing company for the repair or replacement of the Modules due to accident damage, misuse or loss at any time during the season

1.9.2 No other electronic timing equipment may be placed within 5 metres of the official Start/Finish Line at any Championship Event. Any unofficial equipment placed within this area will be removed.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES.
See section F, Judicial Procedures – MCRCB Yearbook

3 SPORTING REGULATIONS – EVENT AND RACE PROCEDURES
3.1 PRACTICE AND QUALIFYING/GRID POSITIONS (BSB)

Prior to the qualifying practices there will be a minimum of **two** free practice sessions scheduled.

To determine the starting grid for Race 1, the BSB Qualifying format held on day two of the event will consist of two phases; Q1 and Q2. There will be an interval of seven minutes between the end of the preceding phase

(displaying of the chequered flag and pit lane exit closed) and the start of the next phase (green flag and pit lane exit opened). If for any reason the Race Director deems it necessary to extend the interval time between phases, this will be displayed on the timing screen. The organisers will endeavour to recover to the pit lane riders and motorcycles that may have crashed or retired around the circuit during each interval.

In each qualifying phase riders must use tyres marked with the relevant event sticker. Display of tyre stickers on dry tyre material for qualifying will apply only if a qualifying phase is declared "dry".

In the case of a rider(s) seeded directly to Q2 (the top twelve riders from the combined FP1/FP2 classification) and subsequently withdrawing from the event or declared unfit to take part in qualifying, the list of seeded riders to take part in Q2 will be confirmed after FP3, with the next fastest rider(s) from the combined FP1/ FP2 classification taking the place of the withdrawn rider(s).

Q1: 15 minutes duration.
Riders listed from 13th onwards in the overall combined classification of the FP1 and FP2 will be eligible to take part – subject to achieving satisfactory times during any of the Free Practices (within 107% the fastest time in at least one free practice session – 105% at circuits with a lap length of less than 1.5 miles), - dispensation may be given in exceptional circumstances by the Race Direction. At the end of the session a provisional classification will be published on the timing screen. Riders occupying positions **4th** onwards will be prohibited from taking any further part in qualifying and their machines must go to the parc ferme. Lap times achieved by the **three** remaining riders will be deleted.

Q2: 15 minutes duration.
The top twelve riders from the overall combined classification of FP1 and FP2, together with the top **three** riders from the Q1 classification take part - At the end of the session the top 3 riders must present themselves and their machine at the TV interview area and all other machines must go to parc ferme.

WET PROCEDURES

In the event of rain falling either immediately before or during BSB Qualifying and all previous free practices have been held in dry conditions, the start of that particular session may be delayed by up to 5 minutes to allow mechanical interventions/tyre changes etc.

Following the conclusion of Q2 a final classification and the Race 1 provisional starting grid will be published. This will be based upon the overall order of:

Q2 classification 1st – **15th**: Race 1 grid positions 1st to **15th** ,
Q1 classification **16th** and above - Race 1 grid positions **16th** and above.

If any qualified riders do not record a lap time in Q1 he/she will start Race 1 from the back of the grid, in order of their combined times from FP1 and FP2.

If a rider does not record a lap time in Q2 he/she will start from 18th grid position. In the case of more than one rider not recording a QP2 time, their grid positions from 18 upwards will be determined by their combined lap times of FP1 and FP2.

In the case where all BSB Qualifying Practice sessions have been cancelled or less than two thirds of Qualifying Session Q1 has been completed and the session is unable to be restarted, the grid positions will be based on the order of their combined times from FP1 and FP2.

In the event of BSB Qualifying Practice session Q2 being cancelled or not completing two thirds of its planned session duration and at least two thirds of Qualifying Session Q1 duration has been completed, the final result will be taken from a combination of the overall FP1/FP2 result for the first twelve grid positions, with all other riders classified in the order of the Q1 result.

In the event of a red flag in Q1 or Q2 at a point with less time remaining than the time taken for one out lap from pit exit to the finish line then the session will not be restarted.

In exceptional circumstances during an event the Race Direction, with endorsement from the MCRCB Stewards may amend the qualifying procedure. In this case a Bulletin will be issued.

The first three riders in the final classification must attend the front row press conference as directed by MSVR.

The starting grid for Race 2 will be determined by the overall order of the best lap time set by each rider in Race 1. (Note: in the event of an interrupted race, only lap times set in the portion of the race which includes the finish of the race will count).

In the event of two or more riders setting an identical best lap time in Race 1, the rider with the highest finishing position in Race 1 will take priority in the order.

Any rider recording a lap time in Race 1 and therefore establishing a Race 2 starting grid position, who then withdraws from Race 2 for a technical or medical reason (unfit), will not be listed on the final Race 2 starting grid, and all subsequently placed riders in the order of the best lap times will move up one place.

Any rider who takes part in Race 1 (defined as starting the race from the starting grid at the point the start signal is given or starting the race from the pitlane in accordance with E1.6.8 f/g), but does not complete one timed racing lap in normal conditions (the first lap from a standing start and laps under safety car conditions are excluded from this definition), and therefore does not record a best lap time, will start Race 2 in their Race 1 starting grid position plus 6 penalty places.

At events utilising the three race BSB format, the starting grid for Race 3 will be determined by the overall order of the best lap time set by each rider in Race 2. (Note: in the event of an interrupted race, only lap times set in the portion of the race which includes the finish of the race will count).

In the event of two or more riders setting an identical best lap in Race 2, the rider with the highest finishing position in Race 2 will take priority in the order.

Any rider recording a lap time in Race 2 and therefore establishing a Race 3 starting grid position, who withdraws from Race 3 for a technical or medical reason (unfit), will not be listed on the final Race 3 starting grid, and all subsequently placed riders in the order of the fastest laps will move up one place.

Any rider who takes part in Race 2 (defined as starting the race from the starting grid at the point the start signal is given or starting the race from the pitlane in accordance with E1.6.8 f/g), but does not complete one timed racing lap in normal conditions (the first lap from a standing start and laps under safety car conditions are excluded from this definition), and therefore does not record a best lap time, will start Race 3 in their Race 2 starting grid position plus 6 penalty places.

Any other riders qualified for Race 1 or Race 2 who do not set a lap time during the race will be placed last in the overall order of the best lap times and will start the next race from the back of the grid. In the event of more than one rider starting at the back of the grid, they will be placed in the order of their qualifying result.

Only a riders lap time set in a race using the tyres (front and rear together as a set) that he started the race on will be recorded for the purpose of determining the grid position for the next race.

Any changes to the practice or qualifying schedule will be notified in writing by the Race Director, either before the event in the Final Instructions or at the event by way of bulletin and/or published on the timing monitors and broadcast on the teams radio system.

At Round 1 (Navarra), Round 3 (Donington Park GP), Round 6 (Brands Hatch GP) and Round 8 (Cadwell Park) the one lap Superpole format

will be utlised. Specific regulations will be issued prior to each relevant Event.

3.2 **GRID POSITIONS (OTHER CLASSES)**

If one race is scheduled for the weekend, grid positions will be determined by the fastest laps achieved in qualifying practice.
If two races are scheduled for the weekend, the grids for Race 2 will be determined by the fastest lap times in Race 1, using the same criteria as set out for BSB in 3.1 above. Any deviation from this will be stated in the Final Instructions for that event.

3.3 For all other Event & Race procedures not included within these Sporting Regulations: See section E, General Regulations.

4 TECHNICAL REGULATIONS

See section E, Technical Regulations.
All Motorcycles competing in the Championship must comply in full with the published MCRCB Technical Regulations, these Championship Regulations, and any technical Bulletins or directives that may be issued from time to time by the MCRCB.
All Technical enquiries for the British and National Championships should be made through MSVR

4.1 **Number Plates and Series Logos**

PLEASE NOTE THESE REGULATIONS WILL BE STRICTLY ENFORCED.
For a Championship a front number plate or series logo may be supplied. If supplied:
The series Logo must be placed as requested by MSVR. If on the front number plate no other advertising is allowed on the number plate. This number plate and numbers cannot be modified in any way without the permission of MCRCB. No Motorcycle will be allowed to practice or race or otherwise participate in any Championship Event without displaying the number plate in the correctly prescribed manner, which will be determined by MCRCB prior to the start of the first Event. The placement of the number plates is subject to the approval of MCRCB. All Competitors and Teams/Entrants must co-operate fully to give maximum publicity to the Championship Sponsor(s).
See General Technical Regulations section E for the full technical regulations for numbers, machines may be excluded that do not comply.

4.2 **CONTROL FUEL**

All machines in the British Championships, National classes and manufacturers championships must use the Control Fuel for <u>all practices (free, qualifying and warm-up) and the race(s).</u>

The Control Fuel is Panta Racing Fuels, co-ordinated by Euro M Sport with the range as published at www.msvracing.co.uk/bsb

4.3 **CONTROL TYRE REGULATIONS**

The organisers will impose controlled tyres and tyre restrictions on the following classes:
Superbike, Supersport, GP2, Talent Cup, Natonal Superstock, **National Sportbike**, BMW F 900 R and **British Superteen.**

The control tyre is Pirelli (exception: Dunlop in the BTC**)** and the range for the season as published at www.msvracing.co.uk/bsb

4.4 **PARC FERME AND POST PRACTICE/RACE CHECK REGULATIONS**

See General Technical Regulations – E 3.51.1

4.5 **Clothing**

All competitors registered for the season are requested to have their surname, or recognisable nickname and their permanent number visible on the back of the leathers, this must be full width and the letters must be in a contrasting colour.

5 ORGANISATION AND COMMERCIAL REGULATIONS

5.1 The MCRCB has delegated to MSVR the right to organise Championships on their behalf and to issue Supplementary Regulations and Final Instructions in accordance with these Regulations to include the following:- Machine and Team Presentation, Paddock Organisation and Presentation, Testing, Passes, Paddock Transport, Garages and General Conduct.

5.2 The MCRCB has delegated to MSVR (The Promoter) the Commercial, Media and Organisational Rights and to issue Supplementary Commercial Regulations ("Rules for Teams and Riders") in accordance with these Regulations and any Agreements between MCRCB and MSVR to include the following: Advertising, Television, Media, Publicity, Merchandising, Hospitality and General Conduct.

5.3 The Event comprising the Championship shall be conducted in accordance with the MCRCB Regulations and any Supplementary, Commercial Regulations or Final Instructions issued by or on behalf of the Promoter.

5.4 Abbreviations specified in the General Regulations of the MCRCB and in the Sporting Regulations shall be adopted.

5.5 The Promoter has the right to amend, vary or add to the Supplementary Commercial Regulations from time to time. Such amendments, variations, and additions shall be notified by bulletin to all registered Competitors by posting to the MSVR website www.msvracing.com and/or by email. Correct at the time of going to print. You are strongly advised to check with the Championship Organisers for any amendments, alterations or additions to these regulations that may have been issued after the date of publication. In any event, the onus rests entirely with the Team, Entrant and Competitor to ensure that they are in possession of all the relevant details and Regulations pertaining to their participation in the Championship.

E – TECHNICAL REGULATIONS
0 – GENERAL TECHNICAL SPECIFICATIONS

Over the next two seasons the presentation of the MCRCB Technical Regulations will be remodelled and modernised. The framework being:

E.0 Technical Heading and Index
E1.1 Technical Introduction
E1.2 Technical Construction – statement
E1.3 Class structure
E1.4 General Technical Regulations
E1.5 Superbike (British
E1.6 Supersport (British)
E1.7 Sportbike (National)
E1.8 Superteen (British)
E1.9 Talent Cup (British) – published separately
E1.10 Superstock (National)
E1.11 GP2 (British Cup)
E1.12 BMW Cup (National Cup) – published separately

E2.1 Technical Regulations - Fuel
E2.2 Technical Regulations - Clothing

E3.1 Technical Control
E3.2 Technical – Sound
E3.3 Technical – Transponders and other compulsory devices
E3.4 Homologation

These are the General Technical Regulations of the MCRCB and in principle follow those of the FIM. In case of clarification the FIM regulations may be referred to, however these regulations take precedence. **They should be read in conjunction with any class-specific MCRCB Technical Regulations, which, in principle, take precedence.**

1.1 INTRODUCTION

The term motorcycle covers all vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances.

1.2 FREEDOM OF CONSTRUCTION

Provided a motorcycle conforms to the requirements of the FIM regulations, these regulations, Championship Regulations as well as to a number of specific conditions that the MCRCB may require for certain competitions, no restriction is placed on the make, construction or type of motorcycle used.

All motorcycles must be constructed in such a way that they are entirely controlled by the rider. Where a passenger is carried stability may be improved by passenger movement.

1.3 CATEGORIES AND GROUPS

The MCRCB divide motorcycles into categories which must be observed for all meetings. In principle, it is forbidden for different categories, groups and classes to compete in the same race, unless stated in the Championship Regulations/Supplementary Regulations.

Unless stated in further Supplementary Regulations all machines taking part in MCRCB events must be in:
Category 1- Solo motorcycles.
Category 2- Sidecars, the MCRCB will adopt the ACU sidecar specifications (Section 17 ACU Handbook).

1.3.1 CLASSES

Solos motorcycles must comply with the following requirements:

Superbike	Over 750cc up to 1000cc 4 stroke 3 and 4 cylinders
	Over 850cc up to 1200cc 4 stroke 2 cylinders
Supersport	Over 400cc up to 636cc 4 stroke 4 cylinders
	Over 500cc up to 675cc 4 stroke 3 cylinders
	Over 600cc up to 750cc 4 stroke 2 cylinders
Supersport Next Generation	Various on application
Superstock	Over 750cc up to 1000cc 4 stroke 3 and 4 cylinders
	Over 1000cc up to 1100cc 4 stroke 4 cylinder
	Over 850cc up to 1200cc 4 stroke 2 cylinders
National Sportbike	**Various on application. MCRCB Sportbike Class Motorcycles must be able to achieve approximately 70kW (95PS):**
Talent Cup	Honda NSF 250 R (type MR03) 4 stroke 1 cylinder
BMW Cup	BMW F 900 R 895cc 2 cylinders

MCRCB may allow single make manufacturer or other restricted eligibility classes, rules for these classes will be issued separately.

1.3.2 The number of cylinders in an engine is determined by the number of combustion chambers.

1.3.3 If separate combustion spaces are used they must be connected by an unrestricted passage of minimum cross sectional area at least 50% of the total inlet port area.

1.4 MEASUREMENT OF CAPACITY

Cubic capacity of the engine will be defined by the swept volume of the cylinder, ie. the area of the bore of the cylinder multiplied by the stroke, multiplied by the number of cylinders.
No tolerance on capacities is permitted.
Engine capacity will be measured at ambient temperature.

1.4.1 MEASUREMENT OF COMPONENTS

Where there is no individual tolerance indicated by a manufacturer in a machines homologated specifications for linear and angular dimensions and the manufacturer has stated the use of ISO 2768 tolerances or not stated any tolerance of any kind, then the only tolerance table from ISO 2768 that the MCRCB/MSVR will recognise for tolerance purposes is ISO 2768 – f (fine).

Where there are multiple rods homologated the middle weight rod will be the homologated weight that will be used +/- 3%. For clarity if there are an even number of rods homologated (for example six then the fourth heaviest will be used, if four rods then it would be the third heaviest rod and if two it would be the heavier rod).

1.4.2 SUPERCHARGING / TURBOCHARGING

Supercharging/Turbocharging by means of a device of any kind is forbidden. The direct injection of fuel is not considered to be supercharging.

1.4.3 TELEMETRY

Information must not be transmitted in any way to or from a moving motorcycle.
An official signalling device may be required on the machine.
Automatic lap timing devices are not considered as “telemetry”.
Automatic lap timing devices must not disrupt any official time keeping methods or equipment.

1.4.4 MOTORCYCLE WEIGHTS

1.4.4.1 As stated in the class technical regulations.

1.4.4.2 The use of ballast is allowed to achieve the minimum weight. The use of ballast must be declared to the Chief Technical Officer at the preliminary checks. The ballast must be made from solid metallic piece(s), firmly, securely connected, either through an adaptor or directly to the main frame or engine, with a minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or over). Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight. The minimum weight must be attained AT ALL TIMES and checks may be carried out at any time including during practice.

DESIGNATION OF MAKE

Only manufacturers involved in the construction of a motorcycle may appear on the machine as follows:
- the name of the chassis manufacturer.
- the name of the engine manufacturer.

1.4.5 TITANIUM AND LIGHT ALLOYS

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.
The FIM tests may be applied.

1.4.6 DEFINITION OF A MAINFRAME OF A SOLO MOTORCYCLE

The structure or structures used to join any steering mechanism at the front of the machine to the engine/gearbox unit and to all components of the rear suspension.

1.4.7 STARTING DEVICES

These are only compulsory if stated in the class specification.

1.4.8 OPEN TRANSMISSION GUARDS

1.4.8.1 For all motorcycles, if the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a manner that under no circumstances can a rider or the passenger come into accidental contact with the transmission parts. It must be designed to protect the rider from injuring his fingers.

1.4.8.2 A (chain) guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket to the rear wheel.

1.4.9 EXHAUST PIPES

Exhaust pipes and silencers must fulfil all the requirements concerning noise control.

1.4.9.1 Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes.

1.4.9.2 The extremity of the exhaust pipes on solo motorcycles must not pass the vertical tangent of the rear tyre, if they keep the exhaust pipe system as originally homologated.

1.4.9.3 Catalytic converters must be removed.

1.4.10 HANDLEBARS

1.4.10.1 The width of handlebars must not be less than 450mm.

1.4.10.2 The grips must be attached in such a way that at least the minimum width of handlebars is reached when measured between the outside ends of the grips.

1.4.10.3 Exposed handlebar ends must be plugged with a solid material or rubber covered.

1.4.10.4 The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be 15 degrees for solo motorcycles and sidecars.

1.4.10.5 Whatever the position of the handlebars the front wheel, tyre and mudguard (if any) must never touch the streamlining.

1.4.10.6 Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30mm. between the handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers.
1.4.10.7 Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.
1.4.10.8 The repair by welding of light alloy handlebars is prohibited.

1.4.11 CONTROL LEVERS

1.4.11.1 All handlebar levers (clutch, brake etc.) must be, in principle, ball ended (diameter of this ball to be at least 16mm.). The ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.
1.4.11.2 Each control lever (hand and foot levers) must be mounted on an independent pivot.
1.4.11.3 The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.
1.4.11.4 Solo motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle **(including hand operated rear brakes).**

1.4.12 THROTTLE CONTROLS

1.4.12.1 Throttle controls must be self-closing when not held by hand.

1.4.13 FUEL PUMPS

Electric fuel pumps must be wired through a circuit cut-out which will operate automatically in the event of an accident.
A test facility must be incorporated in the design of electrically operated fuel pumps for use at the technical control.

1.4.14 FOOTRESTS

1.4.14.1 Footrests may be of a folding type but in this case must be fitted with a device which automatically returns them to the normal position and an integral protection is to be provided at the end of the footrests which must have at least 8mm. solid spherical radius .
1.4.14.2 Non folding steel footrests must have an end (plug) which is permanently fixed, made of plastic, PTFE or the equivalent type material.

1.4.15 BRAKES

1.14.15.1 Vehicles in Group A (solo) must have at least 2 efficient brakes (one on each wheel) operated independently and concentrically with the wheel. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp)

1.4.16 MUDGUARD AND WHEEL PROTECTION

Mudguards must comply with the following requirements:-
1.4.16.1 They must project laterally beyond the tyre on each side.

1.4.16.2 The front mudguard must cover at least 100 degrees of the circumference of the wheel. In this area, the wheel may be covered, respecting the angles mentioned below. The angle formed by one line drawn from the front edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel must be between 45 degrees and 60 degrees. The angle formed by one line drawn from the rear edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20 degrees.

1.4.16.3 The rear mudguard must cover at least 120 degrees of the circumference of the wheel. The angle formed by two lines, one drawn from the edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20 degrees.

1.4.16.4 Mudguards are not required if there is streamlining. If there is no streamlining, mudguards are required. If the fairing or the saddle reaches the vertical tangent of the outside of the rear tyre (with a tolerance of - 50 mm.) a rear mudguard is not required.

1.4.17 STREAMLINING

The streamlining of solo machines must correspond to the following specifications :

1.4.17.1 The front wheel with the exception of the tyre and the part hidden behind the mudguard must be clearly visible from each side.
No part of the streamlining must be in front of a vertical line drawn 100mm in front of the wheel axle. Mudguards shall not be considered as streamlining.

1.4.17.2 No part of the streamlining must be to the rear of a vertical line drawn through the rear wheel axle and the rim of the wheel must be clearly visible over the 180 degrees of its circumference to the rear of this line. No part of the motorcycle shall project to the rear of a vertical line drawn through the exterior edge of the rear wheel.

1.4.17.3 Air foils or spoilers may only be fitted on solo machines when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm.

1.4.17.4 The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.

1.4.17.5 The rider, in the normal riding position must be completely visible, with the exception of his forearms from either side, from the rear and from above.

1.4.17.6 The minimum space between the face of the rider, or his helmet and the streamlining (including the windscreen) must be 100mm. It is forbidden to use transparent materials to evade these rules.

1.4.17.7 The maximum height of the rider's seat is 150mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the rider.

1.4.17.8 Whatever the position of the handlebars there must be a space of at least 20mm. between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.

1.4.17.9 The front inclination where the number plate is fixed must not exceed an angle of 30 degrees to the rear of the vertical.

1.4.17.10 The width of the seat and anything to its rear shall not be more than 450mm, exhaust systems excepted.

1.4.17.11 The fuel cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in a crash.

1.4.18 **OIL CONTAINMENTS – Four Stroke Machines only**

a) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and the engine coolant capacity used in the engine. **No drain holes are allowed in the oil containment belly pan or oil containment device.** The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
Minimum modifications with relation to the profile of the lower fairing are allowed, only to fulfil this rule.
Machines without a lower fairing must fit a sub-reservoir below the crankcase.

b) All engine cases containing oil and which could be in contact with the ground during a crash must be protected by a second cover made of composite material, metal such as aluminium alloy, stainless steel, steel or titanium. Plates or crash bars of aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and all devices must be fixed by bolts onto the engine covers/cases.

MCRCB approved covers will be permitted without regard of the Material, a list of approved cover manufacturers are available on request from MCRCB.

The Chief Technical Official has the right to forbid any covers, if the evidence shows the cover is not effective.

1.4.19 INCLINATION AND SUSPENSION OF MOTORCYCLES

Solo motorcycles in road racing and production racing, when unloaded, must be capable of being inclined to an angle of 50 degrees from the vertical without any part, other than the tyre, being in contact with the ground.

1.4.20 WHEELS, RIMS and TYRES

Note 1 - All tyres will be measured mounted on the rim at a pressure of 1kg/cm2 (14 lb/sq.in.); measurements at a tyre section located at 90 degrees from the ground.

1.4.20.1 Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturers or of a traditional detachable rim other than for spokes, valve or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If the rim is modified for these purposes bolts, screws etc. must be fitted.

The distance between the rim walls is measured inside the flange walls in accordance with ETRTO.

1.4.20.2 The maximum wheel rim widths are:

Rear	Talent Cup	3.50 inches
	Superbike	6.00 inches
	Supersport	Homologated size
	Superstock	Homologated size
	Sportbike	Homologated size
	Superteen	See class regulations
	GP2	See class regulations
	BMW Cup	See class regulations
Front	Talent Cup	2.50 inches
	Superbike	3.5 inches
	Supersport	Homologated size
	Superstock	Homologated size
	Sportbike	Homologated size
	Superteen	See class regulations
	GP2	See class regulations
	BMW Cup	See class regulations

1.4.20.3 The minimum rim diameter is 400mm.

1.4.21 Tyres

1.4.21.1 Where road legal production tyres must be used this is stated in the Championship or Class Conditions.
Tyres may be replaced from those fitted to the homologated motorcycle.
With the exception of tyres:
i) Supplied by the manufacturer
ii) Slick Tyres
iii) Tyres marked “not for highway use”.
The manufacturer must identify the tyre with the following:
- The DOT mark and/or the E mark (used for “homologated tyres” and tyres marked for highway use only)
- The name of the manufacturer.
- The year of manufacturer (in code).
- The tyre dimension
- The speed rating
- Any other features necessary for the correct use of the tyre.

1.4.21.2 Fitting

- Tyres must be mounted on a corresponding rim.
- The rim interior must not be deformed or damaged.

1.4.21.3 The surface of the tyre can be smooth (slick) or treaded. Classes may be restricted to a certain type.

1.4.21.4 The pattern for treaded tyres is unrestricted.

1.4.21.5 The tread pattern must be made exclusively by the manufacturer when producing the tyre.

1.4.21.6 Additional tread grooves, cuts etc. are allowed provided that they are made by a tyre manufacturer or a person duly authorised by a tyre manufacturer by means of special purpose built equipment.

1.4.21.7 Thus, the modified tyres must bear the distinguishing mark or stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

1.4.21.8 The choice of a certain type of tread pattern is left entirely at the discretion of the individual rider.

1.4.21.9 The use of slick tyres (where applicable) will also be at the discretion of the rider, at meetings where slick tyres are permitted.

1.4.21.10 For treaded tyres the minimum depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5mm.

1.4.21.11 Tyres which at the preliminary examinations have a tread depth of less than 1.5mm are considered as non-treaded tyres and the restrictions applying to slick tyres will then apply to them.

1.4.21.12 The surface of a slick tyre must contain three or more hollows at 120 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. The rider shall not enter the track if at least 2 of these indicator hollows become worn on different parts of the periphery.

1.4.21.13 There must remain a minimum 25mm wheel clearance to every fixed part .

1.4.21.14 In order to obtain optimum tyre adhesion, new unused tyres can be adapted by scuffing the surface. The rules concerning grooves and hollows and the depth of the latter must however still be respected after any such scuffing.

1.4.21.15 Unless stated in the class regulations the use of tyre warmers is allowed.

1.4.21.16 Control Tyres

If stated in the class regulations the competitor shall use tyres distributed by the Official Supplier during the event. The conditions of use will be stated in the class regulations or a separate Bulletin issued by MCRCB.

1.4.21.16.1 In the event that a tyre is damaged and not be usable for a complete lap (excluding the lap exiting the pit lane) the **Race Direction** may allow an additional tyre to be used. This decision may be retrospective and the agreement made after the practice session if the **Race Direction** believes the request is justified.

1.4.21.17 Superbike, Supersport and National Superstock Grid tyre pressure checks:

At 3 minutes before the start of the Warm Up lap – display of the 3 minute board on the grid. The crews of three riders on the grid that have been randomly chosen by the MCRCB Chief Steward will be asked to check the tyre pressures.

The pressure check will be made as soon as possible by the mechanic of each of the three riders under the supervision of officials delegated by Race Direction and the Official Tyre Suppliers staff. The gauge used will be the one provided by the Official Tyre Supplier – the reading on this gauge is deemed a matter of fact. Teams are advised to perform comparative checks between their own equipment and that of the official suppliers prior to the races.

Riders found to be using a tyre pressure less than the lower limit of the Official Tyre Suppliers prescribed/specification will be reported to Race Direction who will order the immediate removal of the motorcycle from the starting grid to the pit lane for remedial action.

PIRELLI		***BSB – BSS – NAT STK REAR TYRE PRESSURE***
MINIMUM PRESSURE IN SERVICE PRESCRIPTION		
Bar	**PSI**	
1.65	**23.9**	**Valid for every lap of practice and races including warm-up lap**
USE ONLY TOP QUALITY TYRE WARMERS		
Notes: No differences between what you set and the reality		
TYRES FITTING POLICY - It's mandatory for all the Teams to use a tyres heating strategy that respect the minimum pressure prescription - Max fitting pressure 3,5 Bar - It's suggested to balance the rim before the tyre fitting (especially if the pressure sensor is used)		

1.4.22 NUMBERS AND BACKGROUNDS

Numbers must be fitted as follows:

1.4.22.1 Racing numbers must be affixed to the front and the two sides of the motorcycle so that both front and side numbers are clearly visible to the public and officials ON BOTH SIDES OF THE TRACK and must comply with the following regulations

a) Front Numbers – Numbers must be fitted directly on the front of the fairing not on the side, ALL fairings may be modified to accommodate this. Where the design of the fairing makes this impossible the number must be alligned to the side of the machine in relation to the location of the timing/data centre.

b) Side Numbers –Numbers must be fitted to the middle or lower part of the side fairing, NOT THE SEAT FAIRING.

1.4.22.2 The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight. The minimum dimensions of the letters are as follows :

Height of figure	Front	160mm
	Side	120mm
Width of figure	Front	80mm
	Side	60mm
Width of stroke		25mm
Space between 2 figures		15mm

1.4.22.3 Only two digit numbers are allowed. Dispensation may be given by MSVR in exceptional circumstances.

1.4.22.4 No advertising is allowed on the front of the fairing without permission of MSVR.

1.4.22.5 The English form for the number must be used. That is single vertical line for the "one" and a sloping line without a horizontal line for the "seven" (see technical diagrams).

1.4.22.6 All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.

1.4.22.7 **Number and number plate colours**

1.4.22.8 **Front Number Plates**

Unless authorised in the Supplementary Regulations, Championship or Class Conditions the following colour combinations must be used:

Talent Cup	White Background	Black Numbers
Supersport	White Background	Blue Numbers
Supersport Cup	Yellow Background	Black Numbers
GP2	White background	Red Numbers
Superstock	See class technical regulations	
Sportbike	See class technical regulations	
Superbike	All number designs must be approved by MSVR	
Superteen	See class technical regulations	
BMW Cup	See class technical regulations	

1.4.22.9 **Side Number Plates**

Any colour background with a contrasting colour number that is clearly defined from the background and complies with 3.29.3. To help identification the numbers should be surrounded by a single black line of at least 5mm thickness.

1.4.22.10 Unless specified in the Championship or Supplementary regulations advertising must not appear on the number plate

1.4.22.11 Motorcycles with number plates that do not comply with the above regulations will not be passed by the eligibility control officials for practice or race. The decision of the Chief Technical Officer and/or Technical Director will be final.

1.4.22.12 The organisers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition a competitor may be fined or excluded by the Race Direction for non-compliance.

2.1 FUEL AND OIL TANKS

2.1.1.1 The maximum capacities of fuel tanks in solo competitions are:

Road Racing		32 litres
Sports Production	Superbike	24 litres
	Supersport/GP2	18 litres
	Superstock	As homologated
	Sportbike	As homologated
	Superteen	As homologated

2.1.1.2 Fuel must be contained in a single tank securely fixed to the machine. Seat tanks and auxiliary tanks are forbidden.

The use of a quickly detachable replacement tank as a means of refuelling is strictly forbidden in all types of competition.

2.1.1.3 The fuel tank must be fixed to the frame from the front and from the rear with a crash-proof assembly system.
Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Chief Technical Officer has the right to refuse a bike if he is of the opinion that the fuel tank fixation is not safe.

2.1.1.4 Fire Retardant
All fuel tanks must be filled with fire retardant material, or be fitted with a fuel cell bladder.

2.1.2 **Oil Catch Tanks and Breather Systems**
Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of the race.
The minimum size of a catch tank shall be 250cc for the gearbox breather pipes and 500cc for engine breather pipes.
All 4-stroke motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
All possible measures must be taken to prevent the possible loss of waste oil so that it does not hinder a following rider.

2.1.3 **Oil drain plugs and supply pipes**
All oil drain plugs must be tight and must be drilled and wired in position. Oil supply pipes must be correctly and securely wired in position. External oil filters and screws or bolts that enter an oil cavity must be safety wired.
Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

2.1.4 **Fuel tank breather pipes**
Non-return valves must be fitted to fuel tank breather pipes and these have to discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

2.1.5 **Fuel and filler caps**
Fuel and oil filler caps, when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

2.1.6 It is recommended that all four-stroke machines be equipped with a red light on the dashboard. This light must flash in the event of oil pressure drop.

2.1.7 FUEL, FUEL/OIL MIXTURES

2.1.7.1 All machines must be fuelled by unleaded petrol.

2.1.7.2 Fuel must conform to the regulation as stated in these Technical Regulations and any Supplementary Conditions or Final Instructions issued.
For information on handling and transporting fuels see section K - Safety and Guidence Notes.

2.1.7.3 A control fuel supplied at each circuit by Euro M-Sport must be used in all British, National and Manufacturer Championships. The details and cost of the fuel is given at www.msvracing.co.uk/bsb .

2.1.7.4 **To ensure fuel is not illegal all fuel must comply with the following:**

2.1.7.5 Only fuel complying with MCRCB regulations is permitted. The control fuel does so comply. Failure to comply with fuel regulations will result in penalties being imposed as stated in the Judicial Procedures.

2.1.7.6 **Physical properties for unleaded petrol**

2.1.7.7 Unleaded petrol must comply with the FIM specification.

2.1.7.8 Unleaded petrol will comply with the FIM specification if:

a) It has the following characteristics:

PROPERTY	**UNITS**	**MIN**	**MAX**	**TEST METHOD**
RON		95.0	102.0	ISO 5164
MON		85.0	90.0	ISO 5163
Oxygen	%m/m		2.7	ASTM D 5622 ASTM D 4815 (1)
Nitrogen	%m/m		0.2	ASTM D 4629
Benzene	%v/v		1.0	EN 238
RVP	Kpa		90.0	EN 12
Lead	g/l		0.005	EN 237
Density at 15°c	Kg/m^3	720.0	775.0	ASTM D 4052
Oxidation stability	Minutes	360		ASTM D 525
Existent gum	mg/100ml		5.0	EN ISO 6246
Sulphur	mg/kg		10	ASTM D 5453
Copper Corrosion	Rating		C1	ISO 2160
Distillation				
E at 70°c	%v/v	22.0	50.0	ISO 3405
E at 100°c	%v/v	46.0	71.0	ISO 3405
E at 150°c	%v/v	75.0		ISO 3405
Final Boiling Point	°c		210.0	ISO 3405
Residue	%v/v		2.0	ISO 3405

Property	**Units**	**Max**	**Test Method**
Olefins (2)	% v/v	18.0	ASTM D 1319
Aromatics (2)	% v/v	35.0	ASTM D 1319
Total di-olefins	%m/m	1.0	GCMS / HPLC

Notes:

1) GC/MS methods may also be applied to fully deconvolute the GC trace.
2) The above maximum values for olefins and aromatics are corrected for fuel oxygenate content according to clause 13.2 of ASTM D 1319:1998.

a) The total of individual hydrocarbon components present at concentrations of less than 5% m/m must constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS

b) The total concentration of napthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

%	C4	C5	C6	C7	C8	C9+
Napthenes	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

The total concentration of bicyclic napthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

c) Only the following oxygenerates are permitted:
Methonol, ethenol, iso-propyl alcohol, iso-butyl alcohol, methyl tertiary butyl ether, tertiary amyl methyl ether, di-isopropyl ether, n-propyl alcohol, tertiary-butyl alcohol, n-butyl alcohol, secondary-butyl alcohol.

d) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistant with FIM Regulations.

e) For oil used in two stroke mixtures, the following tolerances on the fuel specifications will be allowed:

Density at 15 degrees C	Plus/minus 30 kg/m3
Distillation residue	Not controlled

2.1.7.9 **Air**

Only ambient air may be mixed with the fuel as an oxidant.

2.1.7.10 Power Boosters, Octane Booster and the like are forbidden.

2.1.7.11 **Fuel Tests**

At all events the organisers or the permitting body may require tests of fuels to be administered at any time and place during the meeting (including free and qualifying practice).
The organiser must ensure there is sufficient fuel testing during the Championship and the means to carry out fuel testing at all meetings for all classes if required.
Competitors are required to have sufficient fuel remaining in the tank at all times for testing and in order to comply with the regulations this MUST BE A MINIMUM OF 2 LITRES.

a) Control Fuel - The minimum amount of fuel required for testing is 1 litre if it is a control fuel.
b) Non Control Fuel – The minimum amount of fuel required for testing is 2 litres if a control fuel is not required or if a control fuel is required but found not to be being used. This may be reduced to 1 litre if the competitor agrees to only one fuel sample being taken (see 2.1.7.14).
c) The Race Direction may only make exceptions if the appointed officials for the testing of fuel are satisfied that they have sufficient fuel to carry out the tests required by the regulations.
d) Any Competitor found in contravention of these regulations or fails to provide a fuel sample will be in contravention of fuel regulations and this will result in penalties being imposed as stated in the Judicial Procedures.

2.1.7.12 **Test Procedure**

Failure to comply with these regulations will mean a minimum of exclusion from that practice session or race. Fuel samples may be taken at any time including during practice, there must be sufficient fuel for testing at all times.

2.1.7.13 **Control Fuel**

If a control fuel is compulsory then analysis may be done at the meeting to determine if the fuel is the control fuel and eligible for the event. For this 1 litre of fuel may be sufficient to carry out the test and if the fuel is found to be eligible then no further action will be taken. However, if the fuel is found not to be eligible then tests may be carried out in accordance with 2.1.7.14 to find if the fuel is illegal. The penalties for ineligible (i.e. non-control) and illegal fuels are stated in the Judicial Procedures.

2.1.7.14 **Non Control Fuel & Illegal Fuel**

Fuel samples may be taken by any person or organisation authorised by the MCRCB/MSVR. They may authorise Tests by a fuel analyst on their behalf to ensure that fuel complies with fuel regulations at events. The findings regarding compliance with control fuel, when specified, will be final.

However, if they find that the fuel is illegal the competitor may challenge these findings in which case the following procedure will be adopted:

a) Two samples will be taken and collected in purpose made containers, sealed and identified.
b) One sample will be taken by a fuel analyst for a full analysis. The second sample will be retained by the competitor or his representative.
c) If a competitor agrees that the second sample may not be taken the competitor gives up all right of appeal.
d) If there is not sufficient fuel (2 litres – 1 litre per sample) for two samples to be taken he will be in contravention of fuel regulations and penalties will be imposed in accordance with Judicial Procedure. However, if there is sufficient fuel for only one sample (1 litre) the competitor may agree that the second sample may not be taken in which case the competitor gives up all right of appeal.
e) If requested for two-stroke engines the competitor must supply a sample of the oil being used and the ratio of the mix.

The authorised person or organisation will be responsible for the taking of all records regarding the test and these will be kept by the secretariat of the permitting body who will inform all parties involved of the results, as soon as they are available, in writing.

2.1.8 COOLANTS

The only liquid engine coolants permitted other than lubricating oil shall be water. This is to avoid the use of oil based substances which can be dangerous if spilt onto the circuit.

2.2 EQUIPMENT AND SAFETY CLOTHING

During practising and racing, the riders and passengers must wear the following clothing and footwear:

2.2.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc. The suit must be correctly fastened at all times during a competition.

2.2.2 The use of an airbag is recommended (see 2.2.6).. The equipment must be presented to the technical control for inspection prior the start of the event.

2.2.3 Linings or undergarments must not be made of synthetic material which may melt and and cause damage to a rider's skin.

2.2.4 Riders must wear leather gloves and boots, which with the suit provide complete coverage from the neck down.

2.2.5 Leather substitute materials may be used for gloves, boots and parts of the suit providing they offer the same protection as described above.

2.2.6 **The use of a chest, back protector and 'airbag' suit is highly recommended. In the British Superbike Championship class, the use of an airbag equipped suit is deemed compulsory. Equipment will be tagged and spot checked throughout Events. In the event of non-compliance, this will be reported to Race Direction.**

2.2.7 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs/protectors in knee sliders, boots etc).

2.2.8 It is the competitor's responsibility to ensure his/her clothing complies with article 2.2 and gives adequate protection.

2.2.9 **WEARING OF HELMETS**

It is compulsory for all participants taking part in practice and races to wear a safety helmet and visor. The helmet must be of the full face type and conform to one of the recognised standards. It must be of good fit, good condition and properly fastened.

2.2.10 RECOGNISED INTERNATIONAL OR ACU APPROVAL MARKS

All helmets must be marked with one of the official international standard marks recognised by the FIM or ACU. Helmets that do not comply may be rejected by officials.

The ACU Gold sticker is a guarantee that the helmet is accepted at MCRCB events.

2.2.11 It is the competitor's responsibility to ensure his/her helmet complies with articles 2.2.9 and 2.2.10.

2.2.12 Visors must be made of shatterproof material

2.2.12.1 Disposable "tear-offs" are permitted.

2.2.13 **IDENTIFICATION DISCS**

While practising and racing, riders and passengers are required to wear an identification disc attached around the neck by a material approved by the Chief Technical Officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

3.1 CONTROL

Exceptional procedures were introduced during the pandemic and may be reinstated in the event of any relevant national health guidelines being issued.

3.1.1 GENERAL VERIFICATION

A rider is at all times responsible for his machine

3.1.1.1 The Chief Technical Officer must be in attendance at all times and inform the Race Director or Judicial Clerk of the Course of his arrival.

3.1.1.2 He must ensure that all technical officials, appointed for the event, carry out their duties in a proper manner.

3.1.1.3 He must ensure that there are technical eligibility officials qualified to carry out all necessary duties to validate and test machines. There must be a technical official qualified in engine measuring and noise testing.

3.1.1.4 He must have access to the necessary tools and equipment to carry out his duties.

3.1.1.5 The rider, or his mechanics, must be present with the machine for eligibility inspection within the time limits stated in the Championship Regulations / Supplementary Regulations.

3.1.1.6 The Chief Technical Officer must inform the Judicial/Deputy Clerk of the Course and Chief Steward of any machine not accepted or eligible.

3.1.1.7 The Chief Technical Officer has the right to inspect any part of the motorcycle at any time of the event.

3.1.2 Competitors must ensure that their Motorcycles comply with the conditions of eligibility and safety throughout Practice and the Races.

3.1.3 All solo road race machines are required to have engine and frame numbers that have not obviously been tampered with or deleted. If a machine is found to have the engine or frame number tampered with or deleted it will be excluded from the event. For sidecars this applies to the engine numbers only. New unstamped components are permissible.

3.1.4 PROCEDURE

3.1.4.1 Any rider failing to report as required may be excluded from the meeting. The Race Direction will exclude any rider and machine that does not comply with the rules or any rider who can be a danger to other participants or to spectators, to take part in the practising or races. The Race Direction may impose a further penalty and/or, if that race is part of a Championship, refer

the matter to the MCRCB Stewards with a recommendation for exclusion from that Championship.

3.1.4.2 Technical control must be carried out in accordance with the procedure and times stated in these Regulations and any Supplementary Regulations or Bulletins issued.

3.1.4.3 The machine must be presented in a clean condition and in conformity with the rules.

3.1.4.4 An overall inspection must be carried out in conformity with the eligibility rules. Accepted machines will be marked and recorded.
The Chief Technical Official has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

3.1.4.5 At each Championship event a rider may use only one motorcycle which will be marked when presented at Technical Control. In the case of proven total wreckage the use of a replacement motorcycle is permitted once only during an event, however this must be constructed from sub assembled parts and authorised/verified by the Chief Technical Officer.
Sub-assembled parts means that no engine can be fitted into a frame. However typical assemblies that would normally be used to repair a crashed machine can be complete. Examples: handlebars, forks, foot pegs, front nose cone, front/rear sub-frame, swing arm and linkage assemblies are all considered acceptable.

3.1.4.6 Only accepted motorcycles may be used in a race or practice. The process of authorising the use of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of a race.

3.1.4.7 Machines may be required to go to a closed area (parc ferme) for a period of time. Only authorised officials are allowed into this area.

3.1.4.8 No rider will be classified before his machine has passed the final control.

3.1.4.9 It is the responsibility of the competitor at all times to ensure his machine is in conformity with the regulations; and that the equipment is in a safe, suitable and roadworthy condition for the event, and in a clean, tidy and presentable condition. However, a Technical Officer may reject any machine or equipment that does not comply.

3.1.5 PARC FERME

3.1.5.1 **COVID-19 RISK MITIGATION PROCEDURE FOR PARC FERME**
Exceptional procedures were introduced during the pandemic and may be reinstated in the event of any relevant national health guidelines being issued.

3.1.5.2 Any protest against a machine must be lodged when a machine is held in the parc ferme.

3.1.5.3 **Failure to comply will incur judicial penalties in accordance with F4.5.4.**

3.1.5.4 If a motorcycle is involved in an accident, the rider must present his machine for re-examination together with helmet and clothing. If the helmet is clearly defective it will be retained until after the meeting.
The rider will not be allowed to continue in the event until he receives clearance from the Chief Technical Officer.

3.1.5.5 **Post Race/Practice Eligibility Checking**

Any machine may be checked after the Race or Practice to ensure it conforms to the eligibility regulations. The rider or his team is responsible for complying with the request of officials as stated in article – A.50.9.1. See also the Judicial Procedures article F.4

3.1.5.6 **Superbike/Supersport**

At the conclusion of each race the first six machines may be subject to technical inspections.

In addition, prior to racing commencing, the Chief Steward will select at random three finishing positions from the first six positions in the race (the final of the Superbike races) and will confirm this in writing to the Judicial/ Deputy Clerk of the Course and the Chief Technical Officer. The machine finishing in first choice position may be subject to a more detailed examination, including the checking of internal engine components.

Should the first choice machine have been subject to such a check recently the second choice machine may be subject to such a check and so on.

If deemed necessary the selection of machines may be increased and the number of machines subject to a more detailed inspection may be increased.

The Technical Officials may carry out checks on additional machines after consultation with the Chief Steward.

3.1.5.7 **Superstock/Sportbike**

Dyno and ECU checks will be carried out after free and qualifying practices and races. After the Superstock/Sportbike Championship races these checks will be carried out on the first 3 finishers plus 3 chosen at random by the Chief Steward. Any machine failing the check may be examined by dismantling the engine at the owner/competitor's expense in accordance with articles E 3.1.5.6 and E.3.1.5.10

3.1.5.8 The Race Director may order the examination of any machine at any time.

3.1.5.9 The Judicial/Deputy Clerk of the Course may authorise inspections of motorcycles or parts of motorcycles in accordance with these regulations. He will liaise with the Race Director, the Chief Steward, Chief Technical Officer and the teams to ensure the inspections take place to the mutual satisfaction of all parties and to ensure the machines comply with the Regulations.

3.1.5.10 The team is responsible to ensure they have the equipment to carry out any inspection or examination required under these regulations. The inspection or examination must be completed within a maximum of 2 hours from the time of notification. Failure to comply will mean the machine has automatically failed eligibility examination and may be subject to penalties as prescribed in the Judicial Procedures.

3.2 NOISE CONTROL

All machines may be required to be noise tested before they are allowed onto the circuit. The criteria will be stated in Final Instructions and the rider must ensure he arrives in good time to assist the officials and to avoid delays.

3.2.1 Noise limits in force

Superbike, Supersport, Superstock and **Sportbike** Classes, Talent Cup and BMW Cup machines – Max 107 dB/A measured at a mean piston speed of 11 m/sec

3.2.2 Noise will be controlled to limits as stated in Art. 3.2.1.

3.2.3 With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

3.2.4 During a noise test, machines not equipped with a gear box neutral must be placed on a stand.

3.2.5 The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

3.2.6 The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

3.2.7 The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30{,}000 \times cm}{l}$$

in which N = prescribed RPM of engine
cm = fixed mean piston speed in m/s
l = stroke in mm

3.2.8 Noise control - Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM . For reference only, the mean piston speed at which the noise test is conducted, is calculated at 13 m/sec (2-stroke engines) and 11 m/sec (4-stroke engines).

Sports Production and Sports Production based engines:

	1 cylinder	2 cylinder	3 cylinder	4 cylinder
600cc (4-stroke)	5,000 RPM	5,500 RPM	6,500 RPM	7,000 RPM
750cc (4-stroke)	5,000 RPM	5,500 RPM	6,500 RPM	7,000 RPM
Over 750cc (4-stroke)	4,500 RPM	5,000 RPM	5,000 RPM	5,500 RPM

3.2.9 The noise level for engines with more than one cylinder will be measured on each exhaust end.

3.2.10 A machine which does not comply with the noise limits may be presented several times at pre-race control.

3.2.11 The surrounding noise should not exceed 90 dB/A within a 5 metres radius from the power source during tests.

3.55.12 Apparatus for noise control must be to international standard IEC 651, Type 1 or Type 2.
The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

3.2.13 The "slow response" setting must always be used.

3.2.14 Due to the influence of temperature on noise tests, all figures are correct at 20°c. For tests taken at temperatures below 10°c there will be a + 1 dB/A tolerance and for tests below 0°c, a + 2 dB/A tolerance.

3.2.15 **Noise control after the competition**
In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A tolerance.

3.2.16 **Noise control during a competition**
In a competition which requires noise control tests during the event, machines must comply with the noise limits without the tolerance in Art. 3.2.15

3.2.17 **GUIDELINES FOR USE OF SOUND LEVEL METERS**

a) The Noise Control Officer (NCO) must arrive in sufficient time for discussions with the Race Director, **Judicial/Deputy Clerk of the Course** and Chief Technical Officer in order that a suitable test site and testing policy can be agreed.
b) Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
c) Before testing, the NCO should if possible liaise with another official, who has noise test equipment including calibrators, in order to agree the accuracy of the official sound level meter.
d) Tests may take place in rain or excessively damp conditions but consideration may be given to the conditions, however, excessively noisy machines may still be excluded until such time as a re-test may be done and the noise operator is satisfied with the noise levels.
The Chief Technical Officer/**Race Direction** may exclude any machine they consider to be excessively noisy regardless of any test result
e) In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).
f) 'Slow' meter response must be used.
g) 'A' weighted setting on sound level meter.
h) Always round down meter reading, that is: 103.9 dB/A = 103 dB/A
i) Type 1 meter : deduct 1 dB/A
Type 2 meter : deduct 2 dB/A
j) Below 10° Celsius: deduct 1 dB/A
Below 0° Celsius : deduct 2 dB/A

All tolerances are accumulative. Action taken will depend on the sporting discipline concerned, and decisions taken during prior discussions with the Race Direction.

3.3 TRANSPONDERS AND OTHER COMPULSORY UNITS

The transponder to be used for timing purposes must be AMB/Mylaps TranX 260 or TranX Pro transponders, or other compatible equipment.

3.3.1 The Chief Technical Officer will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder should be positioned on either side of the machine in the area of the swinging arm pivot; it should not be covered by metal or carbon fibre. Positive attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The Transponder retaining clip must also be secured by a tie wrap.

3.3.2 This is the responsibility of the team and rider and no responsibility will be accepted by the organisers for failure to comply. Timekeepers have the right not to time any machine where the transponder is incorrectly fitted, not attached or lost and the Race Direction will not accept this reason for a rider failing to produce a qualifying time in accordance with the regulations.

3.3.3 For the Superbike class only; the use of EM Systems Smart Marshalling two way unit and compatible Dash is compulsory. It is the teams responsibility to ensure that it is fitted securely and working correctly at all times.

3.3.4 The transponder and two way system MUST be powered (active) throughout the relevant session, even when off the track.

3.3.5 Any other championship mandated units that are detailed in separate notifications

3.3.6 THE CARRYING OF CAMERAS ON MACHINES

Filming from on-board cameras in prohibited except where the approval of MSVR is granted. Where such approval is granted the installation of the camera and associated equipment is subject to the approval of the Chief Technical Officer.

3.3.7 RAIN LIGHT

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared “wet” by Race Control.

Lights must comply with the following:
a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute

over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
d) the switch must be accessible.
e) rain light power supply may be separated from the motorcycle main wiring and battery.

3.3.8 Wings and Aerodynamic Aids

Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification machine in all of Europe, Japan Asia and North America. For race use the wings must follow the dimensions, profiles and positions of the homologated shapes exactly (+-1mm).

For copies of the OEM parts the leading edges (including end plates) must have a minimum circumference of 4mm and must have a rounded end (8mm radius) or be enclosed / integrated into the fairing.

The OEM parts may be used 'as is' with the exception that the wing root and 10mm from the end face maybe be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root.

The wing must be fitted in the same 'relative' position (accepting the tolerance allowed for the fairing) and the angle of attack must be within +/-4° of the original angle of attack relative to the chassis.

For active or dynamic aerodynamic parts ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homologated road machine in normal use - not the mechanical maximum.

The Technical Directors decision will be final.

DIAGRAM 1

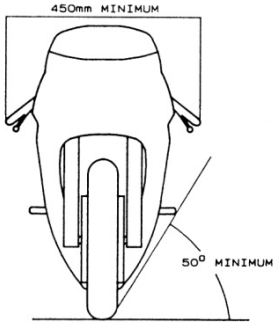


DIAGRAM 2

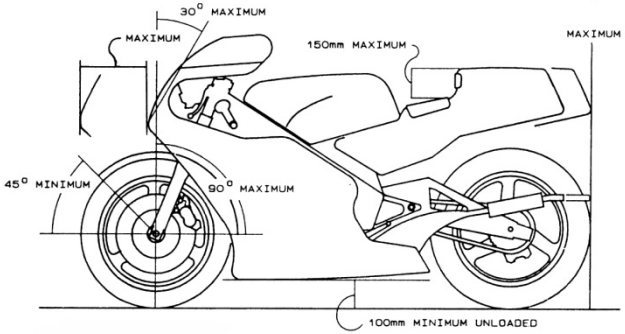
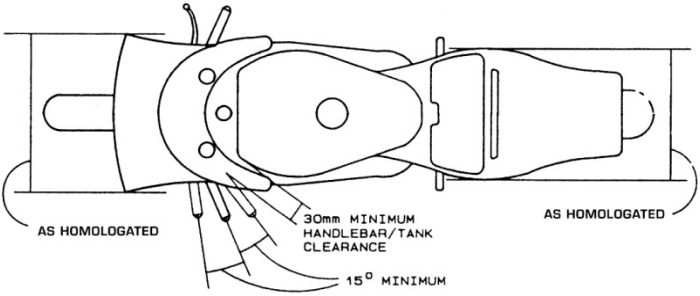
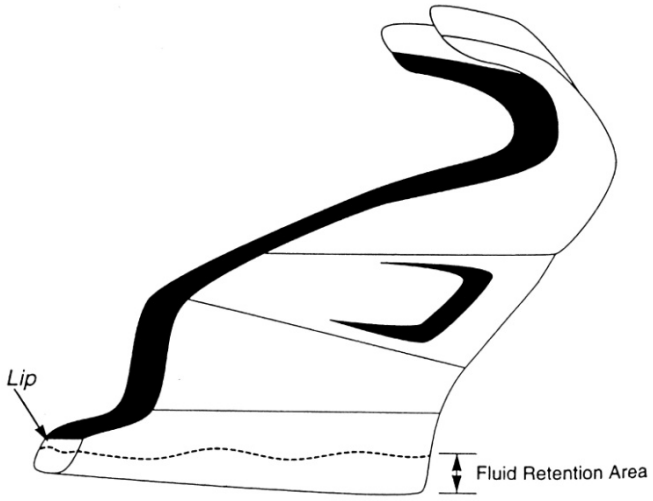
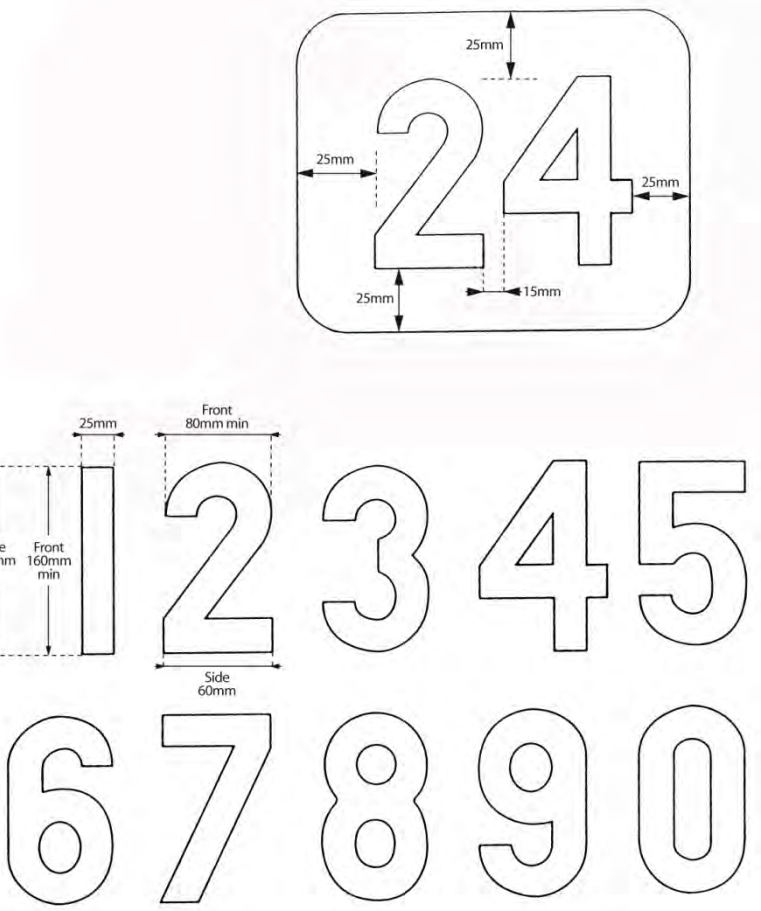


DIAGRAM 3






25mm
25mm
25mm
25mm
15mm
25mm
Front
80mm min
Side
120mm
Front
160mm
min
Side
60mm

Futura Heavy

Futura Heavy Italicy

Univers Bold

Univers Bold Italic

Oliver Med.

Oliver Med. Italic

Franklin Gothic

Franklin Gothic Italic

(**Note: Championship class regulations on number design prevail over the above).**

3.4 FIM HOMOLOGATION PROCEDURES

When published by the FIM they will available at www.fim-moto.com and also at www.msvracing.co.uk/bsb

E1.5 MCRCB BRITISH SUPERBIKE TECHNICAL SPECIFICATIONS (including MCRCB BSB PATHWAY)

The following rules are intended to give freedom to modify or replace some part in the interest of safety, research and development 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 allowed in any of the following articles, then it is forbidden.

MCRCB Superbike motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period as stated in the FIM Homologation list 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 Superbike motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

The MCRCB may accept any motorcycle model which appears on the FIM Superbike or Superstock homologation list for the relevant year. Exceptions for non FIM homologated models may be granted by the MCRCB. The list of eligible motorcycles will be published by the MCRCB by the 1st April. This may be updated during the season by way of Official Bulletin.

The following abbreviations will be used in this section:

i. SBK – British Superbike Specification Machines
ii. PW – British Superbike Pathway Specification Machines

1.5.1 Motorcycle specifications

All part and systems not specifically mentioned in the following Articles must remain as originally produced by the manufacturer for the homologated motorcycle.

1.5.2 Engine configurations and displacement capacities

The following engine configurations comprise the Superbike class.

Over 750cc up to 1000cc	4 stroke	3- and 4-cylinder
Over 850cc up to 1200cc	4 stroke	2-cylinder

The displacement capacity bore and stroke must remain at the homologated size.

1.5.2.1 Balancing various motorcycle concepts (statement)

MCRCB reserves the right to review the event results and to handicap any model(s) that have an identifiable performance advantage. This may be achieved by one or more of the following applications:

a) weight
b) air restrictors
c) electronic rev limit

1.5.2.2 Balancing various motorcycle concepts (method)

A review of **event results and respective model performance** will take place after the **second, fourth, sixth and eighth** championship rounds between MSVR (the series promoters/organisers) and the BSB Team and Manufacturer Liaison Groups. MSVR will then present their recommendations to the MCRCB.

1.5.2.3 Rev limit

The manufacturer specific rev limit will be adjusted in increments of 250rpm (up or down).

The rev limit will be controlled by the control ECU supplier firmware.

British Superbike 2024 inc Pathway	
Overall Max	**Rev Limit**
All Bikes Maximum	**16000 rpm**
Machines over 79.5mm bore	
BMW	**15,500 rpm**
Ducati V4	**16,000 rpm**
Honda	**15,550 rpm**
Machines below 79.5mm bore	
Kawasaki	**15,300 rpm**
Yamaha	**15,100 rpm**

Machines Over 1000cc (+200)	
Aprilia	**13,800 rpm**

1.5.3 Minimum weight

All machines: 168 kg

a. At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
b. There is no tolerance on the minimum weight of the motorcycle.
c. During the final technical inspection at the end of each 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.
d. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases, the rider must comply with this request.
e. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the MCRCB Chief Technical Officer at the technical checks.
f. The minimum weight includes all Championship contracted devices whether fitted or not, such as Transponder and on-board TV system.

1.5.4 Numbers and number plates

For Superbike the background colours and figures (numbers) for Superbike are free.
For Pathway the background colour is Yellow and the digits Black.

The size for each front digit:	Minimum height:	140 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	10 mm
The sizes for each side digit is:	Minimum height:	120 mm
	Minimum width:	70 mm
	Minimum stroke:	20 mm
	Minimum space between numbers	10 mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

a. The design of the numbers MUST be submitted to the Technical Director before the final pre-season test for approval (bsbtechnical@msvracing.co.uk)
b. Only single or double digit numbers will be allowed.
c. Numbers must be fitted:
    i. Once on the front, either in the centre of the fairing or slightly off to one side; the number must be centred on the white background with no advertising within 25mm in all directions.
    ii. Once on each side on the lower rear portion of the lower fairing. The number must be centred on the white background. Any change to this must be pre-approved a minimum of 2 weeks before the first race by the Technical Director.
d. All digits must be of standard form.
e. Any outlines must be of a contrasting colour and the maximum width of the outline is 3mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
f. **Digits cannot overlap.**
g. No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.
h. The organisers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition a competitor may be fined or excluded by the Race Direction for non-compliance.

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

1.5.5 Fuel

The MCRCB Control Fuel must be used in every practice session and race. See D-Championship Conditions and any Bulletins issued by MSVR

1.5.6 Tyres

a. Only the control tyres may be used. Further conditions will be stated in D - Championship Conditions and any Bulletins issued by MSVR.
b. **The 'regular' maximum number of dry tyres, available to each rider during the event will be 6 front tyres and 6 rear tyres.**

c. **A maximum of 3 new Rear (dry) tyres and 3 Front (dry) tyres may be used over the two Free Practice sessions and Qualifying (either Q1/Q2 or QP/Superpole format).**
d. **The remaining 3 new Rear (dry) tyres and 3 Front (dry) tyres may be used AFTER the Qualifying Practices. Any stickered tyre from the event allocation may be used for the Warm up session.**
e. Only the Race Direction, following consultation with the Technical Director and the official tyre supplier may alter the allocation during an event.
f. Every dry tyre used during the event must be marked with an adhesive sticker with a number allocated by the Technical Director. The front sticker will have white numbers and the rear stickers will have black numbers.
g. No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to "Wet" and/or authorisation to change tyres is announced by race control – see C 1.10. (Exception: Thruxton).
h. In the event of a exceptional tyre change authorised by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.
i. Wet and Intermediate tyres will not need to be marked with a tyre sticker. They will not be considered in the total number of tyres available for use, however normal supplier allocation limits still apply.
j. The tyres used to ride to the grid during the sighting lap of normal start procedures do not need to be marked with a tyre sticker. Tyre stickers MUST be fitted to race tyres before the 5 minute board.
k. The tyre stickers will be collected by the teams in a sealed envelope after which the teams will be responsible for their use.
l. The stickers must be applied to the right hand sidewall of the tyre. Officials will check that all the motorcycles entering the track are fitted with tyres carrying the sticker with the exception of the cases mentioned above.
m. The use of motorcycles without the official stickers will be immediately reported to the Race Direction whom will take appropriate action.
n. At the discretion of the rider, intermediate or wet weather tyre (if allocated) may be used. Wet-weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet-weather tyres must be marked "Not for Highway Use" or "NHS".
o. Any modification or treatment (cutting, grooving) is forbidden.

p. At the beginning of the event, the Official Supplier may be requested by the Technical Director to deliver to him four (4) samples of each type of tyre to be used at the event.

q. The allocation of individual tyres will be made on a random basis, with no involvement of any representative from the tyre supplier, teams or riders. Those tyres will be individually identified and may not be exchanged between riders, including between team mates, and may not be exchanged by the tyre supplier after the allocation, except with the permission of the Race Direction.

r. In exceptional cases, should the sticker be damaged or applied in the wrong way, an extra stickers may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Director and/or the tyre it was applied to, must be absolutely intact.

Tyre Limitations:

s. Minimum tyre pressure:

Minimum Tyre Pressure	
Period	**Pressure**
At all times	1.65bar
No tolerance	

t. At the 3 minute board the pressure will be checked on the grid for a minimum of three riders using the Pirelli approved tyre gauge. At the same time the TPMS data will be recorded for information only. If the tyre is below the minimum limit according to the Pirelli approved gauge then the machine will be removed from the grid to the pitlane to have the pressure corrected and the rider will start the warm up lap from the pitlane (and the race from the back of the grid).

1.5.7 Engine

a. The homologated engine design model cannot be changed.

b. The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the homologated model. ~~Simultaneous firing of 2 cylinders is also forbidden if not adopted on the homologated motorcycle.~~ ~~Up to 5 degrees firing difference in 2 cylinders is regarded as 'simultaneous' firing.~~

1.5.7.1 Fuel injection system

a. The original homologated fuel injection system must be used without any modification.

b. The fuel injectors must be stock and unaltered from the original specification and manufacture.

c. Air funnels may be altered or replaced.
d. Primary throttle valves cannot be changed or modified.
e. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the part of the variable intake tract device must remain exactly as homologated (excepting the air funnels). Variable intake tract devices may be replaced with fixed air funnels.
f. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.
g. If the variable intake tract actuation mechanism mount or fuel injector mount is an integrated part of the air funnel then those part alone may be redesigned maintaining the exact geometry of the original part
h. If the mechanism link arm interferes with the air funnels then the link may be redesigned for clearance maintaining the exact linkage geometry of the original part

1.5.7.2 Cylinder Head **(SBK only unless stated)**

The cylinder head must be the originally fitted and homologated part with the following modifications allowed:

a. The cylinder head must begin as a finished production part using homologated materials and castings. Material may only be added by epoxy or removed by machining. No machining or modification is allowed in the cam box / valve mechanism area.
b. The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.
c. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Epoxy may be used to shape the ports.
d. The throttle body intake insulators may be modified.
e. The compression ratio is free.
f. The combustion chamber may be modified.
g. Valve seats can be modified or replaced for repair. The material must remain as homologated.
h. Valve guides must remain as homologated. Modifications in the port area are allowed by machining.
i. Valves must remain as homologated.
j. Valves must remain in the homologated location and at the same angle as the homologated valves.
k. Rocker arms (if any) must remain as homologated.
l. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.
m. Valve springs may be altered or replaced. Their material must remain as homologated **(inc PW)**

n. Valve spring seats, collets and retainers may be modified or replaced. **(inc PW)s**
o. Only the originally homologated shim buckets / tappets may be used. They may have their surface finish altered.

1.5.7.3 Camshaft (excludes PW)

a. **For motorcycles with a bore of 79.5mm or greater.**
   - **i. Camshafts must be the originally fitted and homologated parts with no modification allowed.**
     - **a. BMW:**
       - **Inlet: 1 641 059 (Shift Cam)**
       - **Exhaust: 7 924 100**
     - **b. Ducati:**
       - **Inlet: 148.1.656.1A, 148.1.655.1A,**
       - **Exhaust 148.1.620.1°, 148.1.618.1A**
     - **c. Honda:**
       - **Inlet: 14110-MKR –D10, 14110-MKR –DH0**
       - **Exhaust: 14210-MKR –D10, 14210-MKR –DH0**

b. For motorcycles with a bore of less than 79.5mm
   - i. Only one camshaft design solution may be selected for the season.
   - ii. **The chosen solution must be declared to MSVR technical control at the first event**. Should a team subsequently present a determinable engineering or other, unavoidable, proven hardware supply issue then a once only change of design solution may be authorised by the Chief Technical Official.
   - iii. In the event of a team taking this once only option the rider(s) concerned must start the first race at the first event using the new solution with a +6 grid position penalty.

c. Offsetting the camshaft is not allowed. The camshaft must remain in the homologated location.
d. Pathway machines may only use the homologated Camshaft with no modification allowed.

1.5.7.4 Cam sprockets or cam gears

a. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
b. The cam chain or cam belt tensioning device(s) can be modified or changed.

1.5.7.5 Cylinders

a. Must be the originally fitted and homologated part with no modification allowed except as noted below.
b. The cylinder base gasket(s) may be changed.

c. The top face of the cylinder may be ground to adjust deck height.**(excludes PW)**

1.5.7.6 Pistons

Must be the originally fitted and homologated part with no modification allowed.

1.5.7.7 Piston rings

Must be the originally fitted and homologated part with no modification allowed.

1.5.7.8 Piston pins and clips

Must be the originally fitted and homologated part with no modification allowed.

1.5.7.9 Connecting rods (excludes PW)

a. The connecting rod must the originally fitted and homologated part with no modification allowed.

b. Connecting rod big end bolts may be changed but must be of the same weight or heavier, same material or of higher specific weight material.

c. The weight of the connecting rod assembly is the homologated weight (normally the weight of the middle weight rod) with a tolerance of +/-3%.

1.5.7.10 Crankshaft (excludes PW)

Only the following modifications are allowed to the homologated crankshaft:

a. Bearing surfaces may be polished.
b. Surface treatments may be applied to the crankshaft.
c. Balancing is allowed but only by the same method as the homologated crankshaft. For example heavy metal, i.e.: Mallory metal inserts, are not permitted unless they are originally specified in the homologated crankshaft.

d. The addition or reduction in weight of the crankshaft in order to reach a racing balance can be no greater than 5% of the homologated weight excluding the tolerance as shown in the homologation documents of the crankshaft. (From 2025 – 3%)

e. The balancing must be performed by the original method i.e. drilling or machining and in the same position (i.e. edge of flywheels).
f. Polishing of the crankshaft is not allowed.
g. Balance shaft must remain as homologated. No modifications are allowed.

1.5.7.11 Crankcase / Gearbox housing (excludes PW)

a. Crankcases must be the originally fitted and homologated part with only the following modifications allowed:
    i. If the crankcases have an integral cylinder then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified. No other modifications are allowed (including painting, polishing and lightening).
b. It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.
c. Oil-pan (sump) and oil pick up is free. Note that the gasket is free and may form part of the mechanism for controlling oil flow in the sump area.
d. One thread may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash.
e. Oil breather cover must remain as homologated but the internal breather/damper plate can be modified or replaced.

1.5.7.11.1 Lateral covers and protection

a. Lateral (side) covers may be altered, modified or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
b. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium, composite covers are not permitted.
c. The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
d. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
e. Covers from the Authorised Parts List will be permitted without regard of the material or dimensions.
f. These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
g. Titanium bolts may be used to fasten lateral covers.
h. Oil containing engine covers cannot be secured with aluminium bolts.
i. The Technical Director has the right to refuse any cover not satisfying this safety purpose or that is proven to be ineffective.

1.5.7.12 Transmission / Gearbox (SBK)

a. Only one (1) set of gearbox ratios will be allowed for the whole season. The ratios can be freely chosen.
b. The ratios chosen by the team for the season (individually and separately for each and every entry) must be declared before the start of the first event (includes wildcard and one-event entries).
    i. Should a team subsequently present a determinable engineering or other, unavoidable, proven hardware supply issue then a once only change of gearbox ratios may be authorised by the Chief Technical Official. In the event of a team taking this once only option the rider(s) concerned must start the first race at the first event using the new ratios with a +6 grid position penalty.
c. Only the homologated primary gear ratio may be used (see Art. 1.5.7.13)
d. The layout of the transmission shafts must be the same as on the homologated motorcycle.
e. The gear design and material are free.
f. The selector drum and complete gear index mechanism are free.
g. The selector forks may be changed. However, the forks must engage with the same gears and function in the same way as on the homologated motorcycle (i.e. no sliding dog ring boxes if not fitted as standard).
h. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
i. The sprocket cover may be modified or eliminated.
j. An external neutral selection mechanism may be fitted.
k. Seamless shift gearboxes are not allowed. Should the homologated base model be originally fitted with a seamless shift gearbox then the complete homologated gearbox assembly may be used with no modifications allowed excepting surface finish.

1.5.7.12.1 Transmission / Gearbox (Pathway)

a. Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:.
b. Undercutting and re-shimming are allowed
c. The positive neutral selector mechanism may be removed.
d. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
e. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.
f. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

g. The front sprocket cover may be modified or eliminated.
h. Chain guard as long as it is not incorporated in the rear fender may be removed.

1.5.7.13 Clutch

a. Aftermarket or modified clutches are permitted (including plates/springs etc).
b. Back torque limiter is permitted.
c. No power source (i.e. hydraulic or electric) can be used for clutch operation, if not installed in the homologated model for road use. Human power is excluded from the ban.
d. Clutch system (wet or dry type), type (multiplate) and method of operation (cable/hydraulic) must remain as homologated.
e. Clutch basket may be changed. If the clutch basket has the primary gear integrated then the primary gear must retain the original number of teeth and tooth form.

1.5.7.14 Oil pumps and oil lines

a. The originally fitted and homologated oil pump must be used. The following modifications are allowed:
    i. The oil pressure relief spring is free.
    ii. Blueprinting **(No longer allowed in 2025)**
    iii. Reducing gear and housing thickness but the external appearance must remain as homologated **(No longer allowed in 2025)**
b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

1.5.7.15 Cooling System

a. The only liquid engine coolant permitted is water.
b. The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.
c. From 2025: The water pump must remain as homologated.
d. The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.
e. Additional radiators or oil coolers may be added.
f. The original oil/water heat exchanger may be modified, replaced or removed.
g. The cooling system hoses and catch tanks may be changed.
h. Radiator fan and wiring may be changed, modified or removed.
i. The oil cooler must not be mounted on or above the rear mudguard.
j. The appearance from the front, rear and profile of the motorcycle must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

1.5.7.16 Airbox

a. The airbox must be the originally fitted and homologated part with the following modifications allowed:
b. If the homologated airbox is used to mount top type fuel injectors, then the airbox and the attached systems must remain as homologated.
c. Air funnels and Variable intake tract devices see Art 5.2.4.8.1.
d. Air filters, internal flap type valve, sensors and vacuum fittings may be removed, modified or replaced with aftermarket part Should any modification be required for the fitment of these part it will be at the discretion of the Technical Director.
e. Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed.
f. The airbox drains must be sealed.
g. Ram air tubes or ducts running from the fairing to the airbox may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified airbox inlets.
h. All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and exclusively discharge in the airbox.
i. If the top of the airbox is formed by the bottom of the tank then that part of the tank will be considered as the airbox and must conform to its homologated shape excepting 2mm variance in corner radii and must be the same volume.
j. A dry break / quick release connector may be fitted. See Art. 1.5.7.17.
k. Additional heat shielding is allowed to be applied to lower face/side of the airbox (i.e. foil tape).

1.5.7.17 Fuel Supply

a. Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed.
b. The fuel pressure must be as homologated. The pressure tolerance at the technical control is +5% in respect to the maximum pressure of the homologated motorcycle.
c. All motorcycles must have an approved fuel pressure sensor fitted.
d. All motorcycles must have a special device on the fuel line in accordance with FIM specifications for fuel pressure checks, or teams must provide a temporary adaptor to allow checks.
e. 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.
f. Fuel level sensors may be removed or fixed in position.
g. Quick connectors or dry break connectors may be used.
h. Fuel vent lines may be replaced.
i. Fuel filters may be added.

1.5.7.18 Exhaust System

a. Exhaust pipes and silencers may be altered or replaced from those fitted to the homologated motorcycle.
b. Catalytic converters must be removed.
c. The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
d. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
e. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
f. The noise limit for Superbikes will be 107dB/A (with a 3 dB/A tolerance after the race only).

1.5.8 Electronic Control System

a. Only the Electronic Control Units (ECU) supplied by the official supplier (MoTeC) are allowed. This ECU must remain unmodified in hardware and software as delivered by the official Supplier, with the exception of the normal tuning adjustments allowed only by the standard software 'Setting Tool' supplied as part of the BSB ECU solution.
b. Only dashboards/displays supplied by the official supplier (MoTeC) are allowed.
    i. **The dashboard must display compulsory flags and messages**
    ii. **2025:All shift lights must be only 'White'**
c. No additional electronics forming standalone control systems will be allowed (i.e. external igntion cut traction control systems, engine throttle blipper servo motors, ignition expanders or injector modules) however vehicle specific slave controllers may be added providing they receive official approval.
d. The use of the ECU team logging is optional, the ECU will include scrutineering logging which is fixed.
e. The following may be fitted:
    i. External ignition amplifier and lambda controller.
    ii. External quick shift sensors (load cells) are allowed and must be wired to an input of the control ECU and be approved by the official control ECU provider. See authorised parts list.
    iii. Vehicle specific Slave controllers (when authorised).
    iv. No other external controllers, traction control modules, blippers or other active expansion modules or calculation units may be fitted.
f. ECU may be relocated.
g. The Wiring Harness and connectors are free.

h. The download connector must conform to the published specification
i. Spark plugs, spark plug caps (not coils) and HT leads (if applicable) are free.
j. Battery type is free. The maximum capacity for a lithium type battery is 100Wh.
k. **2025: Only OEM sensors may be used**.
l. Engine sensors may be changed from the standard sensors. The chosen replacement must be approved by the control ECU supplier who will publish an approved list of sensors. Should you wish to use a non approved sensor a sample must be provided to the control ECU supplier for characterisation, the charge is £150/sensor and a minimum of three weeks for approval must be provided.
m. A standard sensor may be modified by fitting pigtails and or have the connectors changed on the standard cable.
l. The following sensors may be used: (Sensors listed that are not originally fitted to the standard machine may be substituted with alternative sensors);
    1. Throttle position (multiple)
    2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start.)
    3. Airbox Pressure
    4. Engine pick-ups (Cam, crank)
    5. Lambda (per cylinder)
    6. Twist grip position
    7. Front speed
    8. Rear Speed
    9. Gear position
    10. Shift selector shaft position if originally fitted only.
    11. Gear shift load cell
    12. Front brake pressure
    13. Rear brake pressure
    14. Oil pressure
    15. Air pressure
    16. Water temperature
    17. Air temperature
    18. IMU (only from Authorised parts list)
    19. Transponder / Lap time signal
    20. Fuel pressure
    21. Oil temperature
    22. Fork position
    23. Shock position
    24. Tilt / Tip-Over Switch
    25. GPS Unit
    26. Rear tyre temperature (External) (Multiple)
    27. Rear TPMS Monitor (Temperature and Pressure) (Compulsory)*

28. Front TPMS Monitor (Temperature and Pressure)*
29. Front brake disc and caliper temperature (multiple, various types)
30. Front brake lever position

* Must be from the Authorised Parts List

n. Telemetry is not allowed (remote signals to or from the bike), except by compulsory championship devices.
o. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.
p. It is the responsibility of the teams to ensure that the following must be fitted and operating correctly at all times and MUST all be connected to the same CAN bus as the Dashboard.
    i. Any MCRCB mandated devices
q. The Chief Technical Officer may inspect all ECU hardware and software at any time, including access to all stored information. The Chief Technical Officer may require the team to change the ECU on any machine for another identical standard one at any time.
r. The Chief Technical Officer may inspect and access the scutineering datalogger system at any time, including the reading and downloading of data. MSVR reserve the right to publish all scrutineering data.

1.5.8.1 SPECIAL PROVISON FOR WILD CARDS AT SELECTED EVENTS

The Promoter may accept up to two wild cards at selected events whereby an exemption is granted to using the series specified ECU. The manufacturers “kit ECU” may be used provided that it is verified (by MSVR and the series official ECU supplier) that the functionality does not exceed that of the series specified ECU. In all cases the machine must comply with all other MCRCB Superbike Technical Regulations and the team/rider will be ineligible to score championship points**.**
This provision may be withdrawn at anytime.

1.5.8.2 Generator, Alternator, Electric Starter

a. The rotor/stator/coil must be the originally fitted and homologated part with no modification allowed.
b. The starter motor gear system must be the originally fitted and homologated part Surface and hardening treatments are allowed.
c. During parc-fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session. If the above is satisfied

and the machine does not start for the noise test – then the boost battery may be used.

d. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

1.5.9 Main Frame and Spare Motorcycle

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a BSB Barcode. In case the frame needs to be replaced, the rider or the team must make a request to the Technical Director to use the spare frame.

The pre-assembled spare frame must be presented to the Technical Director to receive the permission to rebuild the motorcycle. The pre-assembly of the frame shall be strictly limited to:

- Main frame
- Bearings (steering pipe, swing-arm, etc)
- Swing-arm
- Rear suspension linkage and shock absorber
- Upper and lower triple clamps
- Wiring harness

The spare frame will not be allowed in the pit box or working area before the rider or the team has received authorisation from the Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new BSB Barcode will be placed on the motorcycle frame.

No complete spare machine may be at the track. If found penalties will be applied. For the remainder of the event the machine will be impounded and no part of that machine may be used for spare parts.

EXPLANATION OF THE PROCEDURES

Only one (1) complete motorcycle may be presented for the preliminary technical checks and it will be the only motorcycle allowed on the track and in the pit box during the practices, qualifying, warm up and race.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will be a BSB Barcode, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number punched on it, preferably on the steering-head.

If the motorcycle is damaged in a crash or in any other incident, it is allowed to use the pre-assembled spare frame to rebuild the motorcycle.

The spare frame may be pre-assembled with the following items: main frame assembly, swing-arm, rear suspension linkage, shock-absorber, steering head bearings, upper and lower triple clamps and wiring harness.

When a team decides that a crashed or damaged motorcycle requires a change of frame, it must inform the Technical Director. Only once authorized may the pre-assembled spare frame be brought into the pit box or working area.

Parts may be transferred from the damaged motorcycle for the assembly of the replacement motorcycle.

Once the assembly of the replacement motorcycle is completed, the machine must undergo technical and safety checks and it will be officially sealed. The sealon the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new BSB Barcode will be recorded by the Technical Director.

The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the pit box as soon as possible and put in storage outside the pit box.

After the pre-assembled spare part frame has been used, should it become necessary to replace the frame again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. The before work can start.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

1.5.9.1 Frame body and sub-frame

a. The main frame must be the originally manufactured, fitted and homologated part. The main frame is considered to be any component that structurally connects the steering head pivot to the swingarm pivot and the Technical Directors decision is final.

b. The main frame may be altered by the addition of gussets, tubes or plates. The additions may be welded or bonded and their material is free. No gussets or tubes may be removed. **(excludes PW)**
c. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
d. The homologated position (of engine, steering stem or pivots) is considered as the position in which the production motorcycle is supplied. (Fore and aft is considered along the bottom plane of the original bearing seat).
e. Suspension linkage mounting points on the frame must remain as homologated.

Engine Mounting Position:

f. If the original chassis includes adjustable inserts for the engine mounting position then:
    i. The inserts are free BUT the chassis cannot be modified further (except as mentioned in b).
    ii. There is no limit to the range of adjustment.
g. If the original chassis has fixed engine mounts then the engine must be mounted in the homologated position.

Steering Stem Position:

h. Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head.
i. No part of the insert must protrude axially more than 3 mm. from the original steering head.
j. The chassis cannot be modified further.

Swingarm Pivot Position:

k. If the original chassis includes adjustable inserts for the swinging arm pivot axis then:
    i. Inserts/bushings are free
    ii. The chassis cannot be modified further (except as mentioned in b).
    iii. There is no limit to the range of adjustment.
l. If the original frame does not have swingarm pivot position adjusters then inserts maybe used (without frame modifications excepting previous points) to offset the pivot, in addition offset pivot (axles) may be used:
m. Should this pivot / axles pass through the crankcases then the relevant crankcase mounting hole may be machined larger, no welding or other modifications will be permitted. Crankcases may be machined for swingarm clearance only.

n. The original lock stops may be removed from the frame body by grinding or machining. However another form of lockstop must be fitted.

o. All motorcycles must display a vehicle identification number (QR code)
p. No polishing or surface refinishing is allowed but the paint scheme is not restricted.
q. Fairing brackets may be altered or replaced.
r. Front and rear sub frame may be changed altered or removed. **Material is free.**
s. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm).

1.5.9.2 Suspension - General

a. Participants in:
    a. Superbike class must only use units from the MCRCB Authorised Parts List for Superbikes
    b. Pathway class must only use units from the MCRCB Authorised Parts List for Supersport/Superstock machines
b. The price limits are:
    i. SBK Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is **€13000** excluding tax
    ii. SBK Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €5000 excluding tax
    a. Pathway Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is €2450 excluding tax
    b. Pathway Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €2000 excluding tax
c. The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the Championship, and remain available all season. The products must be available within 6 weeks of a confirmed order.
d. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/teams/participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.

e. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.
f. The suspension manufacturers are allowed to offer service contracts when the team is using the eligible suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.
~~g. No aftermarket or prototype electronically-controlled suspensions maybe used. Electronically-controlled suspension may only be used if already present on the production model of the homologated motorcycle.~~
~~h. The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.~~
~~i. The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.~~
~~j. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is allowed to remove or disable this rider interface.~~
~~k. The original suspension system must work safely in the event of an electronic failure.~~
~~l. Electro-magnetic fluid systems which change the viscosity of the suspension fluid(s) during operation are not permitted.~~
~~m. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).~~
n. **Electronic suspension cannot be used.**
o. **Suspension lowering and locking devices (sometimes known as holeshot devices) are not allowed.**
p. **Titanium Springs are not allowed**

1.5.9.3 Front Suspension (SBK)

a. The front fork in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc.). see 1.5.9.2.a
b. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
c. A steering damper may be added or replaced with an 'after-market' damper.
d. The steering damper cannot act as a steering lock limiting device.
e. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it

must be completely standard (any mechanical or electronic part must remain as homologated).

1.5.9.3.1 Front Suspension (Pathway)

a. Forks must be the originally fitted and homologated parts with the following modifications allowed:
b. Original internal parts of the homologated forks may be modified or changed.
c. Only aftermarket damper kits or valves from the MCRCB Authorised Parts List may be installed (1.5.9.2.a)
d. Fork springs may be modified or replaced.
e. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.
f. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
g. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.
h. Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
i. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
j. The front fender mounts integrated in the fork lower may be modified or removed and replaced.
k. Fittings for suspension stroke sensors (potentiometers) may be attached.
l. The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.
m. The brake attachment point may be modified with prior approval of the technical director to facilitate the fitting of brake ducts, the addition of centring points and the addition of a bore for the bolt shank.

1.5.9.4 Swinging arm (Rear Fork) (SBK)

a. he rear fork may be altered or replaced from that fitted to the homologated motorcycle.
b. The price limit for eligibility is €10,000 for the bare swingarm. The limit for all the remaining part to complete the assembly including but not limited to bearings/spacers/inserts/chain-adjusters/chain sliders/ hugger/ chain-guard/ sharkfin is €2000. Any supplier must submit their part for authorisation. The part must be available to any team who wishes to purchase them

c. The use of carbon fibre or Kevlar® materials is not allowed if not homologated on the original motorcycle.
d. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
e. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
a. **2025: Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins. (Will be reviewed through 2024)**
f. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
g. Swingarm spindle (pivot) may be modified or replaced.

1.5.9.4.1 Swinging arm (Rear Fork) (Pathway)

a. The rear fork (Swingarm) must be the originally fitted and homologated part with the following modifications allowed.
b. Swingarm rear machined section that includes the wheel axle slots and chain adjuster system may be modified or replaced in full. The replacement section may be welded to the original Swingarm spars (can be described as a Harris swingarm modification).
c. The wheel axle nut may be replaced and/or made captive.
d. Rear brake caliper hanger may be altered or replaced and the caliper may be repositioned (underslung)
e. An anchorage system or point(s) to keep the rear brake caliper (hanger) in place may be added to the rear swing-arm.
f. Wheel support rails/guides may be added to permit quick wheel changes.
g. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
h. **Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins.**
i. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

1.5.9.5 Rear suspension unit

a. Rear suspension unit (shock absorber/RCU) may be changed.See art 1.5.9.2.a-b.
b. The rear suspension linkage may be modified or replaced. (Price limit from 2025)

c. The original fixing points on the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

d. **Removable top shock mounts may be replaced. If replaced they must retain their homologated geometry.**

1.5.9.6 Wheels

a. Wheels may be replaced (see Art. 2.3.4) and associated part may be altered or replaced from those fitted to the homologated motorcycle.

b. Aftermarket wheels must be made from aluminium alloys.

c. The use of the following alloy materials for the wheels is not allowed: Beryllium (>=5%), Scandium (>=2%), Lithium (>=1%).

d. Each specific racing wheel model must be certified according to JASO (Japanese Automotive Standards Organization) T 203-85 where W (maximum design load) of Art. 11.1.3 is 195 kg for front wheel and 195 kg for rear wheel, K = 1.5 for front and rear wheels. Static radius of tyre: front 0.301 m, rear 0.331 m.

e. Wheel manufacturers must provide copy of the certificate for their wheel(s) as proof of compliance to the Technical Director when requested.

f. The homologated road bike wheel and sprocket carrier assembly may be used with no modification, irrespective of material. They must meet Art. 1.5.9.6 d/e. Bearings and spacers may be changed.

g. On motorcycles equipped with a double sided swing arm (rear fork), the rear sprocket must remain on the rear wheel when the wheel is removed.

h. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).

i. Wheel balance weights may be discarded, changed or added to.

j. **Angled aluminium or steel inflation valves are compulsory.**

Wheel rim diameter size (front and rear)	17 inches
Front wheel rim width :	3.50 inches
Rear wheel rim width :	6.00 inches

1.5.9.7 Brakes (including Pathway)

a. Participants in the Superbike season must only use front brake part (Calipers, master cylinders, brake discs) from the relevant MCRCB Authorised Parts List (SBK and PW). The price limits are:

   a. Caliper: Including all parts such but not limited to body, pistons, radiators, anti-drag system, anti knockback (mechanical) and boost systems but excepting dry break / quick connect systems, hoses and pads the

price limit is **€2800** excluding tax. No optional parts will be allowed to be fitted to the calipers.

b. Master Cylinder: For a complete master cylinder the price limit is **€1400** excluding tax

c. Brake Disc: For a complete brake disc assembly (each) the price limit is €TBC excluding tax

b. The authorised products from the manufacturers must be available to all participants at least one month before the first round of the Championship season, and remain available all season. The products must be available within **12** weeks of a confirmed order.

c. No part can be added to the Authorized Parts List during the current season. Performance related updates are not allowed. Any product changes due to manufacturing or material supply issues must be declared eligible in advance.

d. Front brake master cylinder may be altered or replaced from those fitted to the homologated motorcycle (see art 1.5.9.7 a)

e. Front brake calipers may be altered or replaced from those fitted to the homologated motorcycle. (see art 1.5.9.7 a)

f. Rear brake master cylinder may be altered or replaced from those fitted to the homologated motorcycle. (see art 1.5.9.7 a)

g. Rear brake calipers may be altered or replaced from those fitted to the homologated motorcycle.

h. Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle.

i. Brake hoses and brake couplings may be altered or replaced from those fitted to the homologated motorcycle. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be Steel or Titanium.

j. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.

k. Brake discs may be altered or replaced from those fitted to the homologated motorcycle. **Only Steel (max. carbon content 2.1 wgt.%) is allowed for brake discs**. Alloys containing beryllium are not allowed to be used for brake calipers.

l. **Brake disc dimension maximum's:**

   a. Superbike: Diameter Max: 340mm, Thickness Max 7.1mm

   b. Pathway: Diameter Max: 330mm, Thickness Max 6.5mm

m. ABS systems cannot be used.

n. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. **Composite guards are not permitted unless on the Authorised parts list.** The Technical Director has the right to refuse any guard not satisfying this safety purpose.

o. Front brake system cooling ducts are allowed and the Technical Directors decision on their suitability and safety is final.

1.5.9.8 Handlebars and hand controls

a. Handlebars, hand controls (Subject to Art. 1.5.7.1) and cables may be altered or replaced from those fitted to the homologated motorcycle.

b. **Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.**

c. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. **The button or switch must be RED.**

1.5.9.9 Foot rest and foot controls

a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

b. Foot controls; gear shift must remain operated manually by foot.

c. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

d. The end of the foot rest must have at least an 8mm solid spherical radius. (See diagram A & C).

e. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

1.5.9.10 Fuel tank

a. The fuel tank must conform in principle to the homologated appearance and location of the original tank; however its actual shape can be slightly changed to suit the rider's preference and increased fuel volume. The tank may also be modified below the upper frame line and under the seat.
The tank may be replaced by a fuel cell and a structural cover.

b. The material of construction of the fuel tank may be altered from the one of the tank fitted to the homologated motorcycle.

c. All fuel tanks must be filled with fire retardant material (i.e. fuel cell foam, Explosafe), or be fitted with a fuel cell bladder.

d. Fuel tanks made of composite materials (carbon fibre, aramid fibre, glass fibre, etc.) must be lined with a fuel cell bladder.

e. All fuel bladders must conform to the FIA Standard FT3.5-1999, specifically for the chapters 2 (Fuel bladder lifetime), 3 (General

requirements), 4 (Fittings and connections), 5 (Sampling and pre-treatment), 6 (Testing) and 7 (Performance requirements). This includes also that, as stated in 3, all fuel bladders should be supplied with a suitable fuel resistant polyurethane foam baffling, conforming to Mil Spec MIL-B-83054, SAE-AIR-4170 or equivalent. This foam shall fill a minimum of 80 % of the volume of the fuel bladder. Where rapid refuelling is expected, an anti-static foam conforming to Mil-Spec MIL-F-87260 (USAF) should be employed.

f. The fuel tank must be fixed to the frame from the front and the rear with a crash-proof assembly system. Bayonet style couplings cannot be used, nor may the tank be fixed to any part of the streamlining (fairing) or any plastic part. The Chief technical Official has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.
g. Any lower areas of the tank exposed to potential tyre/wheel debris (e.g. outside the frame or subframe) must have a layer of secondary protection.
h. The maximum capacity of the tank is 24 litres.
i. A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).
j. Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
k. Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
l. The same size fuel tank used in practice must be used during the entire event.

1.5.9.11 Fairing / Bodywork

a. The fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer, irrespective of the model year to encourage the most up to date visual impression. Headlights shape must be included even when considered external.
b. The fairing has a tolerance of +/-15mm from the original homologated road fairing, respecting the design and features of the homologated fairing, with the exception of the oil containing portion of the lower fairing, seat area and the area supporting the screen.
c. The front upper fairing section (cowling) above the area of the front wheel cavity (front view) may have its frontal are increased in width by up to 30mm per side (60mm overall). It must still conform to the style of the original machine (scaled +/-15mm planar) incorporating all included design features, however it

may not exceed the homologated maximum width of the fairing side panels (excluding wings).
The decision of the Technical Director will be final.

d. The windscreen may be replaced.
e. The ram-air intake must maintain the originally homologated shape and dimensions.
f. The original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed.
g. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
h. There cannot be exit air vents in the front half of the lower fairing below a line 40mm below the centreline of the wheel axles of the machine. The Technical Director may give permission for the lower fairing to have additional vents added if vents have been filled to meet the these and the oil containment requirements. Any added vents will not allow the exit of air in the front half of the fairing lower if they are behind a water or oil radiator.
i. Exceptions may be made to Art. 1.5.9.11.g with the sole agreement of the Technical Director if a manufacturer produced and authorised close fitting, oil containing engine shroud is fitted in addition to the bellypan. In this case OEM shaped air vents will be allowed in the front lower half of the fairing.
j. Any vents in the fairing lower must have their inner surface finish in-line with their outer surface or overlap to reduce the risk of liquid spraying from the machine.
k. The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.
l. A feature may be built into the shape of the bellypan on its rear lower section. It may not extend around the tyre. The maximum dimensions when viewed from below (normally z-minus axis) are 120mm front to rear and 200mm in width. The feature may project 30mm from the bottom of the original bellypan shape. The feature must have rounded edges and must not create a ‘plough’ action (for safety and to stop issues in the gravel traps). The only aerodynamic effect must be to redirect the airflow laterally around the rear tyre. No downforce may be created. If there is any doubt about the aerodynamic effects then a CFD run of the whole machine (with rider) must be submitted to the Technical Director with and without the feature indicating the resultant forces. The Technical Director’s decision on suitability is final.

m. Bellypan must have minimum of 100mm ground clearance at 1G static ride height.
n. Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.
o. Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material.
p. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
q. If the upper fairing has a rear edge/section that returns to the frame, reducing airflow between the fairing and frame (or sealing the fairing to the frame) then slots/notches may be removed from that area only. No material can be removed from the lateral (side) surfaces of the fairing. A maximum of 50% of the rear face may be removed.
r. A Gurney flap (lip/deflector) may be fitted at the edge of the lateral air vents or the rear edge of the fairing to increase vent effectiveness. The gurney flap may project a maximum of 4mm from the lateral surface of the fairing and must have a rounded end. It should be formed from the same material and be a moulded part of the fairing. The Technical Directors decision on suitability is final.
s. Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
t. A rear hugger type mudguard may be added or removed, it may not project vertically down below the level of the rear bottom of the belly pan at 1G static ride height. It may not extend rearward past a line drawn vertically through the rear axle.
u. Material of construction of the front mudguard, rear mudguard and fairing is free.

Wings and Aerodynamic Aids

a. Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification machine in all of Europe, Japan and North America. See Section A – above.
b. For race use the wings must follow the dimensions, profiles and positions of the homologated shapes exactly (+-1mm). For copies of the OEM parts the leading edges (including end plates) must have a minimum circumference of 4mm and must have a

rounded end (8mm radius) or be enclosed/integrated into the fairing.

c. The OEM parts may be used “as is” with the exception that the wing root and 10mm from the end face may be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root.
d. The wing must be fitted in the same “relative” position (accepting the tolerance allowed for the fairing) and the angle of attack must be within +/-4° of the original angle of attack relative to the chassis.
e. For active or dynamic aerodynamic parts ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homoolgated road machine in normal use – not the mechanical maximum.

1.5.9.12 Seat

a. Seat may be altered or replaced from those fitted to the homologated motorcycle. The appearance from front, rear and profile must conform in principle to the homologated shape.
b. The top portion of the rear body work around the seat may be modified to a solo seat.
c. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
d. Material of construction of the seat is free.
e. All exposed edges must be rounded.

1.5.9.13 Rear Safety Light

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 in the pitlane and the session is declared WET. All lights must comply with the following:

a. 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.
b. 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.
c. Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
d. The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.

e. Safety light power supply may be separated from the motorcycle**.**
f. The Technical Director has the right to refuse any light system not satisfying this safety purpose.

1.5.10 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

a. Any type of lubrication, brake or suspension fluid may be used.
b. Gaskets and gasket material.
c. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
d. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
e. Thread repair using inserts of different material such as helicoils and timeserts.
f. External surface finishes and decals.

1.5.11 The following items MAY BE removed

a. Instrument and instrument bracket and associated cables.
b. Tachometer.
c. Speedometer and associated wheel spacers.
d. Chain guard.

1.5.12 The Following Items MUST BE Removed

a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
b. Rear-view mirrors.
c. Horn.
d. License plate bracket.
e. Tool box.
f. Helmet hooks and luggage carrier hooks
g. Passenger foot rests.
h. Passenger grab rails.
i. Safety bars, centre and side stand brackets welded to the main frame may be removed.
j. Catalytic convertors

E1.6 MCRCB SUPERSPORT AND MCRCB SUPERSPORT NEXT GENERATION TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development 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 allowed in any of the following articles, then it is forbidden.

MCRCB Supersport motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period as stated in the FIM Homologation list 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 Supersport motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1.6.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

1.6.2 Engine configurations and displacement capacities

The following engine configurations comprise the Supersport class:

Over 400cc up to 636cc	4 stroke	4 cylinders
Over 500cc up to 675cc	4 stroke	3 cylinders
Over 600cc up to 750cc	4 stroke	2 cylinders

The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.
Machines outside of these classifications will be considered upon application by the MCRCB.

They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines.
Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

2025: All machines must meet requirements of the Supersport Next Generation regulations

1.6.3 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles used in the MCRCB British Supersport Championship, a system of performance enhancements or restrictions may be applied according to their respective racing performances – including but not limited to:

- Authorised Parts
- Torque limited map with Rev Limit
- Minimum Weight
- Air restrictor
- Modifications

The decision to apply a balancing system to a motorcycle will be taken by MCRCB at any time deemed necessary to ensure fair competition.
The Authorised parts (and modifications) supersede all the following regulations (Supersport) and will be documented in the MCRCB Authorised Parts List.

The specification of MCRCB Supersport Next Generation machines will be agreed between the machine manufacturer and the Promoter, represented by their appointed Technical Director. The specification will be published in the MCRCB Authorised Parts List and will supersede all of the following regulations. The specification will be fixed for the entire season.

Balancing level will be continued between seasons.

1.6.3.1 Balancing Calculation

1) The following may include but not be limited to the following signals:
    a. Lap time relative to all other competitors
    b. Speed traps
    c. Number of riders per brand
    d. Anticipated individual rider performance
        i. Per track
        ii. Considering preceding rounds
    e. Race results
    f. Laps led
    g. Overall race time
    h. Change in balance following any rpm limiter changes
    i. Bias towards recent results reflecting current performance
    j. Any concession part updates being applied

2) The balancing factors may be updated (according to Art. 1.6.3) at the end of every 3rd event provided at least 3 events remain in the season. The balance will be weighted to the data collected during the previous 6 events.
3) The primary method of balancing will be torque limited maps updated in increments of +- x %
4) The balancing factors may also be updated at the end of the season.
5) MCRCB reserves the right to update the-balance at their discretion in the case of an imbalance.

1.6.3.2 Rev Limit

Brand	Rev Limit
Kawasaki ZX-6R*	**16,400 rpm**
Kawasaki ZX-6R (636)*	**15,750 rpm**
Yamaha YZF-R6*	**16,400 rpm**
Any other 4cyl as Supersport	16,000 rpm

*As Supersport
Supersport Next Generation Rev Limits will be noted as a feature of the legal balance in the MCRCB Authorised Parts List.

1.6.3.3 Minimum weight

TBC after tests

Brand	Combined Minimum Bike and Rider Weight
Ducati Panigale V2	243 kg
Honda CBR600RR	239 kg
Kawasaki ZX-6R	239 kg
Kawasaki ZX-636R	239 kg
MV Agusta F3	239 kg
MV Agusta F3 800	239 kg
MV Agusta F3 Superveloce	239 kg
Suzuki GSX-R600	239 kg
Suzuki GSX-R750	**243 kg**
Triumph 675R	239 kg
Triumph ST765RS	239 kg
Yamaha YZF-R6	239 kg

a. Combined weight is the weight of the rider (in full racing equipment) and motorcycle, as used on track.
b. At any time of the event, the weight of the whole machine (including the tank and its contents) plus the rider must not be less than the minimum weight At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
c. There is no tolerance on the minimum weight of the motorcycle or rider.
d. 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.
e. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.
f. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

1.6.4 Numbers and number plates

For the front number the background colours and figures (numbers) are:

Brand	Front Number Plate	Number
Supersport (inc NG)	White	Blue
Supersport Cup	Yellow	Black

The sizes for each front digit is:	Minimum height:	**140 mm**
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	**10** mm
The sizes for each side digit is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	20 mm
	Minimum space between numbers	**10** mm

a. **The font that may be used is free.**
b. Only single or double digit numbers will be allowed.
c. Numbers must be clearly visible to public and officials on both sides of the track.
d. Numbers must be fitted:

i. Once on the front, in the centre of the fairing. If the design of the faring makes this impossible then the number must be aligned to the side of the machine that has the timing/data centre. The number must be centred on the background with no advertising within 25mm in all directions.
ii. Once on each side on the lower rear portion of the lower fairing with a **white number on a black background.**
iii. Any change to this position must be pre-approved a minimum of 2 weeks before the first race by the Technical Director.

e. A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
f. Numbers cannot overlap.
g. No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.
h. The English form for the number must be used. That is single vertical line for the "one" and a sloping line without a horizontal line for the "seven" (see technical diagrams)
i. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.
j. The organisers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition a competitor may be fined or excluded by the Race Direction for non-compliance.

1.6.5 Fuel

See Fuel regulations article for fuel specifications – Only the official MCRCB control fuel may be used. See D-Championship Conditions and any Bulletins issued by MSVR.

1.6.6 Tyres

a. **The maximum number of dry tyres, available to each rider during the event will be 5 front tyres and 6 rear tyres.**
b. Only the Race Direction, following consultation with the Technical Director and the official tyre supplier may alter the allocation during an event.
c. Every dry tyre used during the event must be marked with an adhesive sticker with a number allocated by the Technical Director. The front sticker will have white numbers and the rear stickers will have black numbers.
d. No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to

"Wet" and/or authorisation to change tyres is announced by race control – see C 1.10.

e. In the event of a exceptional tyre change authorised by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.
f. Wet and Intermediate tyres will not need to be marked with a tyre sticker. They will not be considered in the total number of tyres available for use, however normal supplier allocation limits still apply.
g. The tyres used to ride to the grid during the sighting lap of normal start procedures do not need to be marked with a tyre sticker. Tyre stickers MUST be fitted to race tyres before the 5 minute board.
h. The tyre stickers will be collected by the teams in a sealed envelope after which the teams will be responsible for their use.
i. The stickers must be applied to the right hand sidewall of the tyre. Officials will check that all the motorcycles entering the track are fitted with tyres carrying the sticker with the exception of the cases mentioned above.
j. The use of motorcycles without the official stickers will be immediately reported to the Race Direction whom will take appropriate action.
k. At the discretion of the rider, intermediate or wet weather tyre (if allocated) may be used. Wet-weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet-weather tyres must be marked "Not for Highway Use" or "NHS".
l. Any modification or treatment (cutting, grooving) is forbidden.
m. At the beginning of the event, the Official Supplier may be requested by the Technical Director to deliver to him four (4) samples of each type of tyre to be used at the event.
n. The allocation of individual tyres will be made on a random basis, with no involvement of any representative from the tyre supplier, teams or riders. Those tyres will be individually identified and may not be exchanged between riders, including between team mates, and may not be exchanged by the tyre supplier after the allocation, except with the permission of the Race Direction.
o. In exceptional cases, should the sticker be damaged or applied in the wrong way, an extra stickers may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Director and/or the tyre it was applied to, must be absolutely intact.

Tyre Limitations:

p. Minimum tyre pressure:

Minimum Tyre Pressure	
Period	Pressure
At all times	1.65bar
No tolerance	

q. At the 3 minute board the pressure will be checked on the grid for a minimum of three riders using the official tyre suppliers approved tyre gauge. If the tyre is below the minimum limit according to the official tyre suppliers approved gauge then the machine will be removed from the grid to the pitlane to have the pressure corrected and the rider will start the warm up lap from the pitlane (and the race from the back of the grid).
r. Riders may be stopped in the pitlane at any time by the Technical Director or his appointed staff to check the tyre pressure.

For Supersport Next Generation: No modifications may be made to the engine (all of 1.6.7 and 1.6.8) unless noted in the text or in the MCRCB Authorised Parts List, where the list will take precedence over the following.

1.6.7 Engine

The allocated number of engines is calculated by the number of events and rounded to the nearest whole number (minimum of 3 engines):

Engine Limit	
Capacity	**Rounds/Engine**
400-600cc	**No Limit**
601-799cc	**No Limit**
800cc and over	**No Limit**

Engines may be chosen and impounded for Dyno testing (during events, between events or after the season) at an approved balancing facility and for comparison to the reference engine (see homologation). Apart from MCRCB staff, only one team representative may attend the test.

1.6.7.1 Fuel injection system

a. The original homologated fuel injection system must be used without any modification.
b. The fuel injectors must be stock and unaltered from the original specification and manufacture.
c. Air funnels (including their fixing points) may be altered or replaced.
d. Butterflies cannot be changed or modified.
e. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system (excepting the air funnels). Variable intake tract devices may be replaced with fixed air funnels.
f. Vacuum slides may be fixed in the open position.
g. Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

h. Electronically controlled throttle valves, known as ‘ride-by-wire’, may be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

1.6.7.2 Cylinder head

Cylinder head must be the originally fitted and homologated part. The following modifications are allowed:

a. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Welding is not allowed. No machining or modification is allowed in the cam box / valve mechanism area.
b. The throttle body intake insulators may be modified.
c. Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden) epoxy may be used to shape the ports.
d. Surface grinding of the cylinder head surface on the head gasket side.
e. Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side
f. Polishing of the combustion chamber
g. Original valve seats must be used, but modifications are allowed to the shape
h. Compression ratio is free, but the combustion chamber may be modified only by removing material.
i. It is forbidden to add any material to the cylinder head unless as described above.
j. Rocker arms (if any) must remain as homologated.
k. The valves must remain as homologated.
l. Valve springs may be changed but the number must remain as homologated.
m. Valve spring retainers may be replaced or modified, but their weight must be the same as, or higher than, the original ones.
n. The shim buckets / tappets must remain as homologated.
o. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

1.6.7.3 Camshaft

a. The method of drive must remain as homologated.
b. The duration is free but the maximum lift must remain as homologated.
c. For direct cam actuation system system the cam lobe lift is measured, for non direct systems (ie rockers) the valve lift is measured.

1.6.7.4 Cam sprockets or cam gears

a. Cam sprockets or cam gears may be modified or replaced to allow the degreeing of camshafts.
b. The cam-chain/cam-belt tensioning device(s) must be the originally fitted and homologated parts with no modification allowed.

1.6.7.5 Cylinders

a. Cylinders must be the originally fitted and homologated parts with only the following modification allowed.
    i. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
b. The surface finish of the cylinder bore must remain as homologated.

1.6.7.6 Pistons

a. Pistons must be the originally fitted and homologated parts with no modification allowed.
b. Polishing and lightening is not allowed.

1.6.7.7 Piston rings

a. Piston rings must be the originally fitted and homologated parts with no modification allowed.
b. All piston rings must be fitted.

1.6.7.8 Piston pins and clips

Piston pins and clips must be the originally fitted and homologated parts with no modification allowed.

1.6.7.9 Connecting rods

a. Connecting rod assembly must be the originally fitted and homologated parts with no modification allowed.

1.6.7.10 Crankshaft

a. Crankshaft must be the originally fitted and homologated parts with no modification allowed.
b. Polishing and lightening is not allowed.
c. Modifications of the flywheels are not allowed.

1.6.7.11 Crankcase / Gearbox housing

a. Crankcases must be the originally fitted and homologated parts with no modification allowed.
b. It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.
c. One thread may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash.

1.6.7.11.1 Lateral covers and protection (including Supersport NG)

a. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

b. Titanium bolts may be used to fasten lateral covers.
c. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel or steel or titanium, composite covers are not permitted.
d. The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
e. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
f. Covers from the MCRCB Authorised Parts List will be permitted without regard of the material or dimensions.
g. These covers must be fixed properly and securely with a minimum of three (3) with case cover screws that also mount the original covers/engine cases to the crankcases.
h. Oil containing engine covers cannot be secured with aluminium bolts.
i. The Technical Director has the right to refuse any cover not satisfying this safety purpose.

1.6.7.12 Transmission / Gearbox (including Supersport NG)

a. Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:
b. For Supersport Next Generation machines the first gear (ratio) may be changed to the manufacturer nominated and supplied Supersport NG first gear (see MCRCB Authorised Parts List)
2025: Replacement first gear no longer allowed.
c. Undercutting and re-shimming are allowed
d. The positive neutral selector mechanism may be removed.
e. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
f. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.
g. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
h. The front sprocket cover may be modified or eliminated.
i. Chain guard as long as it is not incorporated in the rear fender may be removed.

1.6.7.13 Clutch (including Supersport NG)

a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
b. Friction and drive discs may be changed.
c. Clutch springs may be changed.
d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.

e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
f. No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

1.6.7.14 Oil pumps, ~~water pumps~~ and oil lines

a. Must be the originally fitted and homologated parts with no modification allowed.
b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors (including Supersport NG)

1.6.7.15 Cooling System (including Supersport NG)

a. The only liquid engine coolants permitted will be water.
b. The water pump must remain as homologated with no modifications allowed.
c. The radiator may be changed with an aftermarket radiator or an additional radiator added that fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
d. Modifications to the homologated oil-cooler are allowed only if they do not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.
e. Protective meshes may be added in front of the oil and/or water radiator(s).
f. The cooling system hoses and catch tanks may be changed. The reservoir/overflow/expansion bottle must be fitted. It can have a small vent hole.
g. Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.
h. Radiator Cap is free.
i. The oil cooler must not be mounted on or above the rear mudguard.

1.6.7.16 Airbox (including Supersport NG)

a. The airbox must be the originally fitted and homologated part with no modification allowed.
b. The air filter element may be ~~removed or~~ replaced.
c. The airbox drains must be sealed.
a. All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.
d. No heat protection may be attached to the airbox.

1.6.7.17 Fuel supply (including Supersport NG)

a. Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.

b. The fuel pressure must be as homologated.
c. 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.
d. Fuel level sensors may be removed or fixed in position.
e. Quick connectors or dry break connectors may be used.
f. Fuel vent lines may be replaced.
g. Fuel filters may be added.

1.6.7.18 Exhaust system (including Supersport NG)

a. Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.
b. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
c. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
d. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
e. The noise limit for Supersport will be 107 dB/A (with a 3 dB/A tolerance after the race only).
f. Supersport Next Generation machines **may** have limitations on the exhaust specification defined at the time of the balance test and specified in the MCRCB Authorised Parts List. If an exhaust system manufacturer wishes to authorise a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the MCRCB Authorised Parts List.

1.6.8 Electrics and electronics (including Supersport NG)

The complete electronics system must be either:

i. For 'Supersport' Machines See art 1.6.8.1 (may include World Supersport Control ECU)
ii. For 'Supersport Next Generation' Machines see art 1.6.8.2

Front Wheel Speed Sensors

Machines using:
Kit ECU: Front wheel speed sensor is not allowed
Motec / Mectronik ECU: Front wheel speed sensor is allowed.

1.6.8.1 Supersport Electrics and electronics

a. Spark plugs and plug caps and wires may be replaced.
b. No additional electronics forming control systems will be allowed (i.e. external ignition/fuel cut traction control systems, engine throttle blipper servo motors or ignition expanders are allowed.
c. The only systems allowed are manufacturers "kit ECU", Standard ECU with fuelling module only or the series option ECU which is Motec M130 with control software/firmware provided by (Motec/MSVR).

d. A manufacturers 'kit' ECU is one that is based on the OEM hardware, the Yamaha R6 YMERR6-KIT and YMERR6-WSS ECU's are not legal.
e. No traction control is allowed, any ECU with this capability must have the functionality disabled.
f. If the manufacturers "kit ECU" is used or Series Option ECU (Motec M130) a maximum rev limit will be prescribed by MCRCB/MSVR whose decision is final, this may be checked at any time during an event.
g. Supersport manufacturers kit ECU authorised by the MCRCB/MSVR is subject to the manufacturer providing the organiser checking tools and other means of verification for compliance.

Additional Equipment

h. Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, one rear wheel speed sensor for data logging ONLY, computers, recording equipment).
i. An aftermarket quick shifter / blipper may be fitted to bikes with Kit ECU System and must be from the MCRCB Authorised Parts List.
j. Load cell for quickshift blipper may be fitted to the bikes with Motec or Mectronik ECU or to Supersport Next Generation machines (Mectronik).
k. The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
l. The addition of a GPS unit for lap timing/scoring purposes is allowed.
m. Telemetry is not allowed.
n. Connectors and switches are free.

Wiring Harness

o. The wiring harness may be altered or replaced. Additional wiring harnesses may be added.
p. Cutting of the wiring harness is allowed.

Battery

q. The size and type of battery may be changed and relocated.

1.6.8.2 Supersport Next Generation Electrics and Electronics:

a. The ECU and Dashboard must be the Supersport control units as documented in the MCRCB Authorised Parts List. The sole official supplier of the Control Electronic System is Solo Engineering. www.soloengineering.com, sales@soloengineering.com Those parts are the WSS600_A (MKE7) ECU and DAS-SOLOWSS3-D1 (ADU5).
b. The firmware and manufacturer (engine) map must be declared Authorised by the championship and published here on the online system.
c. No other external modules may be fitted except:
    1. Part of a quickshifter where the module may only provide a signal to the control ECU.
    2. Championship mandated devices (e.g. 2 way RF system).
    3. Datalogger.
    4. Additional external lambda driver module
d. 2 CAN connections must be made available for Championship devices. They must be located in the rear of the seat unit of the motorcycle. It must be connected to the ECU CAN bus and the TPMS system (if fitted) must be

connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the Technical Director.
Connector spec: JST 04R-JWPF-VSLE-S

1. Ground
2. CAN Lo
3. CAN Hi
4. 12v Main Switch

e. The rain light must be powered by the ECU (as detailed in the harness schematics).
f. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.
g. During an event the Technical Director has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.
h. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file (amp), it will not be shared except for conformity checks with control electronics system partners, but may be used in Dyno tests.
i. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated.

1. Throttle position Sensor(s)
2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
3. Airbox Pressure
4. Engine pick-ups (Cam, crank)
5. Twist grip position (Gas)
6. Front Speed (add only if not available OEM)*
7. Rear Speed (add only if not available OEM)*
8. Gearbox output shaft speed (if on OEM machine)
9. Gear position
10. Air pressure
11. Water temperature
12. Air temperature
13. Tip-Over Switch (No lean angle – except from ECU) (all ECU's feature crash detection by IMU).

The following can be added (and not OEM sensors)

14. Gear shift load cell / switch (may only provide a signal to the control ECU)
15. Bosch Lambda Sensor (per cylinder allowed)
16. Fork position
17. Shock position
18. Front brake pressure
19. Rear brake pressure
20. Fuel pressure (not temperature)
21. Oil pressure
22. Oil temperature
23. Switches (Left and right)

24. Rear TPMS Monitor (Temperature and Pressure, must be CAN)**
25. Front TPMS Monitor (Temperature and Pressure, must be CAN)**

* The OEM phonic/speed sensor rings must be used (ZX636 for ZX6)
** Must be from the MCRCB Authorised Parts List

j. The data logger must be from the MCRCB Authorised Parts List (Data Logger List). The characteristics of Authorised data logging systems must be the following:
   1. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3.000 Euro (VAT excluded) unit. The 'unit' may consist of multiple parts, input module, recording module etc.
   2. The Data Logger unit must be available for sale to the public.
   3. The data logger may ONLY be connected to the CAN bus and to those Parts Listed in section 1.6.8.2.k.

k. Only the following may be connected directly to the logging system.
   a. GPS Unit (Lap timing and track position)
   b. Transponder / Lap time signal
   c. Rear tyre temperature (Infra-Red)(External)(Maximum 3)
   d. Any exceptions noted in MCRCB Authorised Parts List.

l. Telemetry is not allowed.
m. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.
n. All shift lights must be only 'White'.
o. For Supersport Next Generation: If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com Their basic layout, switch function, position and colour must follow those supplied in the kit.
p. Plug caps and coils must remain as homologated.
q. Electric cables, harness, connectors, battery and switches are free but the harness must comply with the wiring schematic that is available from www.soloengineering.com.
r. Spark plugs and wires may be replaced.

1.6.8.3 Generator, alternator, electric starter (including Supersport NG)

a. The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
b. The stator must be fitted in its original position and without offsetting.
c. The electric starter must operate normally and always be able to start the engine during the event.
d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

1.6.9 Main frame and pre-assembled spare frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame needs to be replaced, the rider or the team must make a request to the Technical Director to use the spare frame.

The pre-assembled spare frame must be presented to the Technical Director to receive the permission to rebuild the motorcycle. The pre-assembly of the frame shall be strictly limited to:

- Main frame
- Bearings (steering pipe, swing-arm, etc)
- Swing-arm
- Rear suspension linkage and shock absorber
- Upper and lower triple clamps
- Wiring harness

The spare frame will not be allowed in the pit box before the rider or the team has received authorisation from the Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

No complete spare machine may be at the track. If found penalties will be applied. For the remainder of the event the machine will be impounded and no part of that machine may be used for spare parts.

EXPLANATION OF THE PROCEDURES

Only one (1) complete motorcycle may be presented for the preliminary technical checks and it will be the only motorcycle allowed on the track and in the pit box during the practices, qualifying, warm up and race.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will bear a serial number, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number punched on it, preferably on the steering-head.

If the motorcycle is damaged in a crash or in any other incident, it is allowed to use the pre-assembled spare frame to rebuild the motorcycle.

The spare frame may be pre-assembled with the following items: main frame assembly, swing-arm, rear suspension linkage, shock-absorber, steering head bearings, upper and lower triple clamps and wiring harness.

When a team decides that a crashed or damaged motorcycle requires a change of frame, it must inform the Technical Director. Only once authorized may the pre-assembled spare frame be brought into the pit box.

Parts may be transferred from the damaged motorcycle for the assembly of the replacement motorcycle.

Once the assembly of the replacement motorcycle is completed, the machine must undergo technical and safety checks and it will be officially sealed. The seal on the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new serial number will be recorded by the Technical Director.

The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the pit box as soon as possible and put in storage outside the pit box.

After the pre-assembled spare part frame has been used, should it become necessary to replace the frame again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. The before work can start.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

1.6.9.1 Frame body and sub-frames

a. The frame must be the originally fitted and homologated part with no modification allowed.
b. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
d. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm).
e. Nothing else may be added or removed from the frame body.
f. All motorcycles must display a unique identification number punched on the frame body.
g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
h. Front sub frame / fairing mount may be changed or altered, **the material is free.**

i. Rear sub frame may be changed or altered. **The material must be metal, no composites are allowed.**
j. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
k. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

Steering Stem Position:

l. **Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert may protrude axially more than 1.5 mm outside the original steering head. The bearing position maybe moved a maximum 4mm forward and aft in the plane of the original bearing.**
m. **These parts must be on the MCRCB Authorised Parts List and freely available with a price limit of €180 / pair.**

Swingarm Pivot Position:

n. **If the original chassis includes adjustable/replaceable inserts for the swingarm pivot position then they may be replaced. The swingarm pivot position may be moved radially by a maximum of 3mm.**
o. **If the original chassis does not include adjustable/replaceable inserts then the swingarm pivot (axle) may be replaced to allow offset bushes in both the frame and to support the swingarm pivot bearings. The pivot axis may be moved a maximum of 3mm radially from the homologated position.**
p. **These parts (as complete kits) must be on the MCRCB Authorised Parts List and freely available with a price limit of €TBC / set**

1.6.9.2 Suspension - General

a. Participants in the Supersport class must only use units from the MCRCB Authorised Parts List.
   The retail price limits (excluding taxes) are:
   a. Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is €2450 excluding tax
   b. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €2000 excluding tax
b. The Authorised products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.
c. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.

d. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.
e. The suspension manufacturers are allowed to offer service contracts when the team is using the Authorised suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.
f. No aftermarket or prototype electronically-controlled suspensions maybe used. If electronically controlled suspension is originally fitted to the machine it must be replaced by conventional parts.
g. Electronically controlled steering damper cannot be used if not installed in the homologated model for road use. If an electronics model is fitted to the homologated machine then it can be used - however, it must be completely standard (any mechanical or electronic part must remain as homologated).

1.6.9.3 Front forks

a. Forks must be the originally fitted and homologated parts with the following modifications allowed:
b. Original internal parts of the homologated forks may be modified or changed.
c. Only aftermarket damper kits or valves from the MCRCB Authorised Parts List may be installed (1.6.9.2.a)
d. Fork springs may be modified or replaced.
e. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.
f. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
g. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.
h. Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
i. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
j. **The front fender mounts integrated in the fork lower may be modified or removed and replaced.**
k. **Fittings for suspension stroke sensors (potentiometers) may be attached.**
l. **The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.**
m. **The triple clamp assembly (Upper clamp, lower clamp and stem) may be replaced. The parts may be manufactured by the team but must be listed on the MCRCB Authorised Parts List at least 2 weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within 4 weeks of a paid order). The**

registration of the parts must include dimensioned drawings and photographs to allow easy identification. Failure to meet these requirement will result in the points earned using the parts being removed. The price limit for the complete assembly is €1250.

n. A steering damper may be added or replaced with an aftermarket damper.
o. The steering damper cannot act as a steering lock limiting device.

1.6.9.4 Rear fork (swing-arm)

a. The rear fork (Swingarm) must be the originally fitted and homologated part with no modification allowed.
b. ~~Rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.~~
c. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.
d. Rear axle chain adjuster slot may be enlarged to allow the brake calliper mounting to become captive.
e. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel. **Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins.**
f. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
g. Wheel support rails/guides may be added to permit quick wheel changes.
h. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

1.6.9.5 Rear suspension unit

a. Rear suspension unit (shock absorber) may be replaced with a unit from the MCRCB Authorised Parts List (see 1.6.9.2.b).
b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.
The rear suspension linkage assembly (all parts including bearings) may be replaced. The parts may be manufactured by the team but must be listed on the MCRCB Authorised Parts List at least 2 weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within 4 weeks of a paid order). The registration of the parts must include dimensioned drawings and photographs to allow easy identification Failure to meet these requirement will result in the points earned using the parts being removed. The price limit for the complete assembly is €600.
c. Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

1.6.9.6 Wheels

a. Wheels must be the originally fitted and homologated parts with no modification allowed.
b. The wheels may be overpainted but the original finish cannot be removed.
c. A non-slip coating / treatment may be applied to the bead area of the rim.
d. If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
e. **Wheel axles may be modified or replaced but must be of the same material as the originally homologated part. The shank section of the axle must remain the same diameter as the originally homologated axle but the threaded area may be reduced in diameter.**
f. Wheel spacers can be modified or replaced.
g. Bearing spacers are free.
h. Wheel balance weights may be discarded, changed or added to.
i. Angled aluminium or steel inflation valves are compulsory.
j. The only allowed rim sizes are:

Wheels Size	
Front	3.5"
Rear	5.5"

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacture and the Technical Director.
The inertia must be within 10% of the originally fitted wheel.
The inertia must be within the range of homologated wheels in the other machines.

1.6.9.7 Brakes

a. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. The maximum outside diameter is 320mm. However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.
b. The maximum thickness of the brake disc **is 6mm.**
c. Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
d. Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. (see Art. 1.6.9.3). Spacers may be fitted between the caliper and fork lower to fit larger diameter discs. **Bolts must have correct length shanks.**
e. Rear brake callipers must be the originally fitted and homologated parts with no modification allowed. The mounting points must remain as homologated but the mounting hardware (mount, carrier, hanger) may

have the axle bore sleeved to capture the brake calliper assembly to the swingarm to permit quick wheel changes.

f. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims, heatsink or spacers to the calipers, between the pads and the calipers, these may be positively retained by clipping to the brake pad or to the brake caliper piston. They must be metallic (including titanium) and must be from the MCRCB authorised parts list.

g. and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper. If the caliper manufacturer makes available a replacement piston - specific to the caliper and on the MCRCB authorised parts list it may replace the original pistons. The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the MCRCB Authorised Parts List. The retail price limit for the front master cylinder (including lever) is €350
The brake lever design is free.

h. The rear brake master cylinder ~~must~~ can be the originally fitted and homologated parts with no modification allowed or may be replaced with a unit from the MCRCB Authorised Parts List. The retail price limits are:
    a. Thumb brake (including lever and mounts) €450
    b. Hand brake €450
    c. Foot operated master cylinder €200

    The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

i. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used but only between the master cylinder and the brake hose split. The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be Steel or Titanium.

j. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

k. Additional air ducts are not allowed.

l. The ABS System must be removed.

m. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the MCRCB Authorised Parts List will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

1.6.9.8 Handlebars and hand controls

a. Handlebars may be replaced.

b. Handlebars and hand controls may be replaced and relocated.

c. Throttle controls must be self-closing when not held by the hand.

d. Motorcycle with Throttle Cables:

i. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.
ii. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

e. Motorcycle with Ride By Wire throttle 'Grip' sensor:
i. Only the OEM unit may be used or an optional OEM unit (motorcycle specific) from the Authorised Parts List – Supersport Next Generation Permitted Modifications

f. Clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

g. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

h. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

1.6.9.9 Foot rest and foot controls

a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

b. Foot controls; gear shift (and rear brake, if kept) must remain operated manually by foot.

c. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

d. The end of the foot rest must have at least an 8 mm solid spherical radius. (see diagram A & C).

e. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

1.6.9.10 Fuel tank

a. Fuel tank must be the originally fitted and homologated parts with no modification allowed unless stated otherwise in the MCRCB Authorised Parts List.

b. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe®").

c. 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 cc made of a suitable material.

d. Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

e. If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.
f. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
g. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
h. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
i. Fuel tank may have heat reflective sheet attached to its bottom surface.

1.6.9.11 Fairing / Bodywork

a. Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
b. For all bodywork paint and decal design is free.
c. The fairing has a tolerance of +/-10mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +10mm maximum. The decision of the Technical Director is final.
d. For Supersport Next Generation - The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. The decision of the Technical Director is final.
e. Wind screen may be replaced.
f. Fairing brackets may be altered or replaced.
g. The ram-air intake must maintain the originally homologated shape and dimensions.
h. For Supersport: The original air ducts running between the fairing and the airbox may be altered or replaced. Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Air ducts cannot be added if they are not present on the original machine. Material is free.
i. For Supersport Next Generation: The original air ducts running between the fairing and the airbox may replaced by exact cosmetic replicas of the original parts If the part serves another function (ie dashboard mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the MCRCB Authorised Parts List. Material is free.
Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed or fixed in position. Air ducts cannot be added if they are not present on the original machine.

j. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
k. The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.
l. Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
m. Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
n. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fibre or Kevlar® composites are allowed.
o. Front mudguard may be spaced upward for increased tyre clearance.
p. Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicates of the original part. The use of carbon fibre or Kevlar® composites are allowed.
q. The chain guard may be removed as long as it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
r. The chain guard may be removed as long as it is not incorporated in the rear fender.
s. The existing rear mudguard under the seat may be removed.
t. Supersport Next Generation, in the event that the proposed machine is not fitted with a fairing, then a fairing from the manufacturers range may be used by agreement with MSVR and the Technical Director. A bellypan according to 1.6.9.11.j is compulsory.

1.6.9.12 Seat

a. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.
b. The top portion of the rear body work around the seat may be modified to a solo seat.
c. Same materials as fairing must be used (article 1.6.9.11.a)
d. All exposed edges must be rounded.

1.6.9.13 Fasteners

a. Standard fasteners may be replaced with fasteners of any material and design.
b. Aluminium fasteners may only be used in non-structural locations.
c. Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing, internal engine bolts must remain of standard homologated materials or materials of higher specific weight.

d. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
e. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
f. Thread repair using inserts of different material such as helicoils and timeserts.
g. Fairing/bodywork fasteners may be changed to the quick disconnect type.

1.6.9.14 Rear Safety Light

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 in the pit lane and the session is declared WET. All lights must comply with the following:

a. 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.
b. 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.
c. Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
d. The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
e. Safety light power should be supplied by the control ECU.
f. The Technical Director has the right to refuse any light system not satisfying this safety purpose.
g. Also see 1.6.8

1.6.10 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

a. Any type of lubrication, brake or suspension fluid.
b. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
c. Gaskets and gasket materials (excepting head and base gaskets – see Authorised parts list).

1.6.11 The following items MAY BE removed

a. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
b. Speedometer and related wheel spacers.
c. Bolt on accessories on a rear sub frame.

1.6.12 The following items MUST BE removed

a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
b. Rear-view mirrors.

c. Horn.
d. License plate bracket.
e. Tool box.
f. Helmet hooks and luggage carrier hooks
g. Passenger foot rests.
h. Passenger grab rails.
i. Safety bars, centre and side stands must be removed (fixed brackets must remain).
j. Catalytic convertors
k. Rear mudguards affixed to the seat unit

E1.7 MCRCB SPORTBIKE TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development 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 allowed in any of the following articles, then it is forbidden.

MCRCB Sportbike class motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period stated in the homologation conditions. 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 Sportbike motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1.7.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

1.7.2 Engine configurations and displacement capacities

MCRCB Sportbike Class Motorcycles must be able to achieve approximately 70kW (95PS):

Machines outside of these classifications will be considered upon application by the MCRCB.
They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit).
If approved these machines will have their full specification published in the MCRCB Authorised Parts List.

1.7.3 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles used in the MCRCB and National Championships, a system of performance enhancements or restrictions may be applied according to their respective racing performances – including but not limited to:

- Authorised Parts

- Torque limited map with Rev Limit
- Minimum Weight
- Air restrictor
- Modifications

The decision to apply a balancing system to a motorcycle will be taken by MCRCB at any time deemed necessary to ensure fair competition.
The Authorised parts (and modifications) supersede all the following regulations (Sportbike) and will be documented in the MCRCB Authorised Parts List.

The specification of MCRCB Sportbike machines will be agreed between the machine manufacturer and the Promoter, represented by their appointed Technical Director. The specification will be published in the MCRCB Authorised Parts List and will supersede all of the following regulations. The specification will be fixed for the entire season.

Balancing level will be continued between seasons.

1.7.3.1 Balancing Calculation

1) The following may include but not be limited to the following signals:
   a. Lap time relative to all other competitors
   b. Speed traps
   c. Number of riders per brand
   d. Anticipated individual rider performance
      i. Per track
      ii. Considering preceding rounds
   e. Race results
   f. Laps led
   g. Overall race time
   h. Change in balance following any rpm limiter changes
   i. Bias towards recent results reflecting current performance
   j. Any concession part updates being applied

2) The balancing factors may be updated (according to Art. 1.7.3) at the end of every 3rd event provided at least 3 events remain in the season. The balance will be weighted to the data collected during the previous 6 events.
3) The primary method of balancing will be torque limited maps updated in increments of +- x %
4) The balancing factors may also be updated at the end of the season.
5) MCRCB reserves the right to update the balance at their discretion in the case of an imbalance.

1.7.3.2 Performance Limit

MCRCB Sportbike Performance Limits will be an integrated part of the legal maps issued for the class and listed online.

1.7.3.3 Minimum weight

To be established following the final official test and published by MCRCB bulletin

Brand	Combined Minimum Bike and Rider Weight
Aprilia RS660	Kg
Kawasaki Ninja 650	Kg
Suzuki GSX-8R	Kg
Triumph Daytona 660	Kg
Yamaha YZF-R7	kg

a. Combined weight is the weight of the rider (in full racing equipment) and motorcycle, as used on track.

b. At any time of the event, the weight of the whole machine (including the tank and its contents) plus the rider must not be less than the minimum weight At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.

c. There is no tolerance on the minimum weight of the motorcycle or rider.

d. 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.

e. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

f. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

1.7.4 Numbers and number plates

For the front number the background colours and figures (numbers) are:

Brand	Combo	Background
Aprilia	**Purple / White**	Avery 717 violet lucido
Honda	**Red / White**	
Kawasaki	**Green / White**	Pantone 368

Suzuki	**Yellow / Black**	Yellow (Not fluoro)
Triumph	**Black / Fluoro Yellow**	Black
Yamaha	**Blue / White**	Blue (RAL5002)

For the side numbers:

The sizes for each front digits is:	Minimum height:	**140 mm**
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	**10** mm
The sizes for each of side digit is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	20 mm
	Minimum space between numbers	**10** mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

a. **The only font that may be used is 'ConthraxSB'. The numbers must use the design/font and precise colours prescribed by these regulations.**

0123456789

b. Only single or double digit numbers will be allowed.
c. Numbers must be clearly visible to public and officials on both sides of the track.
d. Numbers must be fitted:
   i. Once on the front, in the centre of the fairing. If the design of the faring makes this impossible then the number must be aligned to the side of the machine that has the timing/data centre. The number must be centred on the background with no advertising within 25mm in all directions.
   ii. Once on each side on the lower rear portion of the lower fairing with a **white number on a black background.**
   iii. Any change to this position must be pre-approved a minimum of 2 weeks before the first race by the Technical Director.
e. A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
f. Numbers cannot overlap.
g. No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.

h. The English form for the number must be used. That is single vertical line for the "one" and a sloping line without a horizontal line for the "seven" (see technical diagrams)
i. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.
j. The organisers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition a competitor may be fined or excluded by the Race Direction for non-compliance.

1.7.5 Fuel

See Fuel regulations article for fuel specifications – Only the official MCRCB control fuel may be used. See F-Championship Conditions and any Bulletins issued by MSVR.

1.7.6 Tyres

a. Only the control tyre smay be used. Further conditions will be stated in F - Championship Conditions and any Bulletins issued by MSVR.
b. **The maximum number of dry tyres, available to each rider during the event will be 3 front tyres and 3 rear tyres.**
c. Only the Race Direction, following consultation with the Technical Director and the official tyre supplier may alter the allocation during an event.
d. **From and including Free Practice 2**, every dry tyre used during the event must be marked with an adhesive sticker with a number allocated by the Technical Director. The front sticker will have white numbers and the rear stickers will have black numbers.
e. No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to “Wet” and/or authorisation to change tyres is announced by race control – see C 1.10.
f. In the event of a exceptional tyre change authorised by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.
g. Wet and Intermediate tyres will not need to be marked with a tyre sticker. They will not be considered in the total number of tyres available for use, however normal supplier allocation limits still apply.
h. The tyres used to ride to the grid during the sighting lap of normal start procedures do not need to be marked with a tyre sticker. Tyre stickers MUST be fitted to race tyres before the 5 minute board.
i. The tyre stickers will be collected by the teams in a sealed envelope after which the teams will be responsible for their use.
j. The stickers must be applied to the right hand sidewall of the tyre. Officials will check that all the motorcycles entering the track are fitted with tyres carrying the sticker with the exception of the cases mentioned above.

k. The use of motorcycles without the official stickers will be immediately reported to the Race Direction whom will take appropriate action.
l. At the discretion of the rider, intermediate or wet weather tyre (if allocated) may be used. Wet-weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet-weather tyres must be marked “Not for Highway Use” or “NHS”.
m. Any modification or treatment (cutting, grooving) is forbidden.
n. At the beginning of the event, the Official Supplier may be requested by the Technical Director to deliver to him four (4) samples of each type of tyre to be used at the event.
o. The allocation of individual tyres will be made on a random basis, with no involvement of any representative from the tyre supplier, teams or riders. Those tyres will be individually identified and may not be exchanged between riders, including between team mates, and may not be exchanged by the tyre supplier after the allocation, except with the permission of the Race Direction.
p. In exceptional cases, should the sticker be damaged or applied in the wrong way, an extra stickers may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Director and/or the tyre it was applied to, must be absolutely intact.

Tyre Limitations:

q. Minimum tyre pressure:

Minimum Tyre Pressure	
Period	Pressure
At all times	1.65bar
No tolerance	

r. At the 3 minute board the pressure will be checked on the grid for a minimum of three riders using the official tyre suppliers approved tyre gauge. If the tyre is below the minimum limit according to the offical tyre suppliers approved gauge then the machine will be removed from the grid to the pitlane to have the pressure corrected and the rider will start the warm up lap from the pitlane (and the race from the back of the grid).
s. Riders may be stopped in the pitlane at any time by the Technical Director or his appointed staff to check the tyre pressure.

1.7.7 Engine

For the Sportbike category all engine parts must remain as homologated unless specified in the MCRCB Authorised parts list, where the list will take precedence over the following. Engine Kits are compulsory where listed.

The allocated number of engines is calculated by the number of events and rounded to the nearest whole number (minimum of 3 engines):

Engine Limit	
Capacity	**Rounds/Engine**
400-600cc	**No Limit**
601-799cc	**No Limit**
800cc and over	**No Limit**

Engines may be chosen and impounded for Dyno testing (during events, between events or after the season) at an approved balancing facility and for comparison to the reference engine (see homologation). Apart from MCRCB staff, only one team representative may attend the test.

1.7.7.1 Fuel injection system

a. The original homologated fuel injection system must be used without any modification.
b. The fuel injectors must be stock and unaltered from the original specification and manufacture.
c. Butterflies cannot be changed or modified.

1.7.2 Lateral covers and protection

a. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
b. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel or steel, composite covers are not permitted (see e)
c. The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
d. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
e. Covers from the MCRCB Authorised Parts List will be permitted without regard of the material or dimensions.
f. These covers must be fixed properly and securely with a minimum of three (3) with case cover screws that also mount the original covers/engine cases to the crankcases.
g. Oil containing engine covers must be secured with steel bolts.
h. The Technical Director has the right to refuse any cover not satisfying this safety purpose.

1.7.3 Transmission / Gearbox

a. Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:
b. Undercutting and re-shimming are allowed
c. The positive neutral selector mechanism may be removed.
d. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
e. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
f. The front sprocket cover may be modified or eliminated.
g. Chain guard as long as it is not incorporated in the rear fender may be removed.

1.7.4 Clutch

a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
b. Friction and drive discs may be changed.
c. Clutch springs may be changed.
d. The clutch basket (outer) must be the originally fitted and homologated part.
e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
f. No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

1.7.5 Oil pumps and oil lines

a. Must be the originally fitted and homologated parts with no modification allowed.
b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

1.7.6 Cooling System

a. The only liquid engine coolants permitted will be water.
b. 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. Extra mounting brackets to accommodate the additional radiator are permitted.
c. Protective meshes may be added in front of the oil and/or water radiator(s).
d. The cooling system hoses and catch tanks may be changed. The reservoir/overflow/expansion bottle must be fitted. It can have a small vent hole.
e. Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.
f. Radiator Cap is free.

1.7.7 Airbox

a. The airbox must be the originally fitted and homologated part with no modification allowed.
b. The air filter element may be replaced.
c. The airbox drains must be sealed.
a. All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.
d. No heat protection may be attached to the airbox.

1.7.8 Fuel supply

a. Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.
b. The fuel pressure must be as homologated.
c. 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.
d. Fuel level sensors may be removed or fixed in position.
e. Quick connectors or dry break connectors may be used.
f. Fuel vent lines may be replaced.

1.7.9 Exhaust system

a. Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle.
b. Catalytic converters must be removed.
c. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
d. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
e. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
f. The noise limit for Sportbike will be 107 dB/A (with a 3 dB/A tolerance after the race only).
g. Sportbike machines may have limitations on the exhaust specification defined at the time of the balance test and specified in the MCRCB Authorised Parts List. If an exhaust system manufacturer wishes to authorise a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the MCRCB Authorised Parts List.

1.7.10 Sportbike Electrics and Electronics:

a. The ECU/Dashboard/Harness must be the Sportbike Control Electronic System as documented in the eligible parts list and includes SPTBK_A ECU.
The sole official supplier of the Control Electronics System is Solo Engineering. www.soloengineering.com, sales@solengineering.com

b. The firmware and manufacturer (engine) map must be declared Authorised by the championship and published here on the online system.
c. No other external modules may be fitted except:
    1. Part of a quickshifter where the module may only provide a signal to the control ECU.
    2. Championship mandated devices (e.g. 2 way RF system).
    3. Datalogger.
d. The rain light must be powered by the ECU (as detailed in the harness schematics).
e. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.
f. During an event the Technical Director has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.
g. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file (amp), it will not be shared except for conformity checks with control electronics system partners, but may be used in Dyno tests.
h. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated.
    1. Throttle position Sensor(s)
    2. Grip Position Sensor (see MCRCB Authorised Parts list)
    3. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
    4. Airbox Pressure
    5. Engine pick-ups (Cam, crank)
    6. Twist grip position (Gas)
    7. Front Speed
    8. Rear Speed
    9. Gear position
    10. Air pressure
    11. Water temperature
    12. Air temperature
    13. Oil Pressure Switch
    14. Tip-Over Switch (Internal to the ECU)

    The following can be added (and not OEM sensors)
    15. Gear shift load cell / switch (may only provide a signal to the control ECU)
    16. Bosch Lambda Sensor (single)
    17. Fork position
    18. Shock position
    19. Front brake pressure
    20. Rear brake pressure
    21. Switches (Left and right)
i. The data logger must be from the MCRCB Authorised Parts List (Data Logger List). The characteristics of Authorised data logging systems must be the following:

1. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3.000 Euro (VAT excluded) unit. The 'unit' may consist of multiple parts, input module, recording module etc.
2. The Data Logger unit must be available for sale to the public.
3. The data logger may ONLY be connected to the CAN bus and to those Parts Listed in section 1.7.10.j

j. Only the following may be connected directly to the logging system.
   a. GPS Unit (Lap timing and track position)
   b. Transponder / Lap time signal
   c. Any exceptions noted in MCRCB Authorised Parts List.

k. Telemetry is not allowed.

l. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

m. All shift lights must be only 'White'.

n. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com Their basic layout, switch function, position and colour must follow those supplied in the kit.

o. Plug caps and coils must remain as homologated.

p. Spark plugs may be replaced.

q. Battery is free

1.7.10.1 Generator, alternator, electric starter

a. The generator (ACG) must be the originally fitted and homologated part with no modification allowed.

b. The stator must be fitted in its original position and without offsetting.

c. The electric starter must operate normally and always be able to start the engine during the event.

d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

1.7.11 Main frame and pre-assembled spare frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a BSB Barcode. In case the frame needs to be replaced, the rider or the team must make a request to the Technical Director to use the spare frame.

The pre-assembled spare frame must be presented to the Technical Director to receive the permission to rebuild the motorcycle. The pre-assembly of the frame shall be strictly limited to:

- Main frame
- Bearings (steering pipe, swing-arm, etc)
- Swing-arm
- Rear suspension linkage and shock absorber

- Upper and lower triple clamps
- Wiring harness

The spare frame will not be allowed in the pit box or working area before the rider or the team has received authorisation from the Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new BSB Barcode will be placed on the motorcycle frame.

No complete spare machine may be at the track. If found penalties will be applied. For the remainder of the event the machine will be impounded and no part of that machine may be used for spare parts.

EXPLANATION OF THE PROCEDURES

Only one (1) complete motorcycle may be presented for the preliminary technical checks and it will be the only motorcycle allowed on the track and in the pit box during the practices, qualifying, warm up and race.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will be a BSB Barcode, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number punched on it, preferably on the steering-head.

If the motorcycle is damaged in a crash or in any other incident, it is allowed to use the pre-assembled spare frame to rebuild the motorcycle.

The spare frame may be pre-assembled with the following items: main frame assembly, swing-arm, rear suspension linkage, shock-absorber, steering head bearings, upper and lower triple clamps and wiring harness.

When a team decides that a crashed or damaged motorcycle requires a change of frame, it must inform the Technical Director. Only once authorized may the pre-assembled spare frame be brought into the pit box or working area.

Parts may be transferred from the damaged motorcycle for the assembly of the replacement motorcycle.

Once the assembly of the replacement motorcycle is completed, the machine must undergo technical and safety checks and it will be officially sealed. The sealon the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new BSB Barcode will be recorded by the Technical Director.

The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the pit box as soon as possible and put in storage outside the pit box.

After the pre-assembled spare part frame has been used, should it become necessary to replace the frame again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. The before work can start.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

1.7.11.1 Frame body and sub-frames

a. The frame must be the originally fitted and homologated part with no modification allowed.
b. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
d. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm).
e. Nothing else may be added or removed from the frame body.
f. All motorcycles must display a unique identification number punched on the frame body.
g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
h. Front sub frame / fairing mount may be changed or altered but the use of titanium and carbon (or similar composite materials) is forbidden.
i. Rear sub frame may be changed or altered. The material must be metal, no composites are allowed.
j. In the case of a fixed rear subframe (part of the main frame) the rear part of the frame may be cut off and replaced with a subframe following the outline of the original design. The MCRCB Authorised parts list will document exactly where this alteration may be made and there will be no tolerance.
k. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
l. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

1.7.11.2 Suspension - General

a. Participants in the Sportbike class must only use units from the MCRCB Authorised Parts List.
   The retail price limits (excluding taxes) are:
   a. Fork: For the fork kit, including all parts such as but not limited to cartridge, adjusters, fork caps, blanking inserts, seals, bushes but

excepting oil, springs and fitting the price limit is €1250 (£1085 GBP) excluding tax.

b. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €1500 (£1300 GBP) excluding tax

b. The Authorised products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.

c. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.

d. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.

e. The suspension manufacturers are allowed to offer service contracts when the team is using the Authorised suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.

f. No aftermarket or prototype electronically-controlled suspensions maybe used. If electronically controlled suspension is originally fitted to the machine it must be replaced by conventional parts.

g. Electronically controlled steering damper cannot be used if not installed in the homologated model for road use. . If an electronics model is fitted to the homologated machine then it can be used - however, it must be completely standard (any mechanical or electronic part must remain as homologated).

1.7.11.3 Front forks

a. Forks must be the originally fitted and homologated parts with the following modifications allowed:

b. Only aftermarket damper kits or valves from the MCRCB Authorised Parts List may be installed (1.7.11.2.a)

c. Kits must be of an open cartridge design (no sealed/through rod/pressurised systems).

d. Fork springs may be modified or replaced.

e. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.

f. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.

g. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.

h. Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
i. **The triple clamp assembly with fixed offset (Upper clamp, lower clamp and stem) must be the manufacturer designated assembly and listed on the MCRCB Aurthorised Parts list. The price limit for the complete assembly is €850 (£745GBP). No other options are allowed.**
j. A steering damper may be added or replaced with an aftermarket damper.
k. The steering damper cannot act as a steering lock limiting device.

1.7.11.4 Rear fork (swing-arm)

a. The rear fork (swingarm) must be the originally fitted and homologated part with no modification allowed.
b. Rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.
c. Rear axle chain adjuster may be modified or changed. Bolts may passthrough the adjuster to make the rear caliper hanger captive, however wheelbase adjustment will be reduced and the swingarm cannot be modified to regain that adjustment. The wheel axle nut may be replaced and/or made captive. **See article 1.7.11.7.e**
d. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
e. **Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins.**
f. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
g. Wheel support rails/guides may be added to permit quick wheel changes.
h. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

1.7.11.5 Rear suspension unit

a. Rear suspension unit (shock absorber) may be replaced with a unit from the MCRCB Authorised Parts List (see 1.7.11.2.b).
b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.
c. **The rear suspension linkage must be the manufacturer designated assembly and listed on the MCRCB Aurthorised Parts list. The price limit for the complete assembly is €550 (£485 GBP). No other options are allowed.**
d. Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

1.7.11.6 Wheels

a. Wheels must be the originally fitted and homologated parts with no modification allowed.
b. The wheels may be overpainted but the original finish cannot be removed.

c. A non-slip coating / treatment may be applied to the bead area of the rim.
d. If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
e. **Wheel axles must be as homologated with no modification allowed. Axle cones are not allowed.**
f. **Axle nut may be replaced and be captive.**
g. Wheel spacers can be modified or replaced.
h. Bearing spacers are free.
i. Wheel balance weights may be discarded, changed or added to.
j. Angled aluminium or steel inflation valves are compulsory.
k. The only allowed rim sizes are:

Wheels Size	
Front	3.5"
Rear	5.5"

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacture and the Technical Director.
The inertia must be within 10% of the originally fitted wheel.
The inertia must be within the range of homologated wheels in the other machines.

1.7.11.7 Brakes

a. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. **The maximum outside diameter is 320mm.** However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.
b. The maximum thickness of the brake disc **is 5.5mm**
c. Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
d. Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. (see Art. 1.7.11.3). Spacers may be fitted between the caliper and fork lower to fit larger diameter discs. **Caliper bolts must have correct length shanks.**
e. Rear brake calipers must be the originally fitted and homologated parts with no modification allowed. The mounting points must remain as homologated but the mounting hardware (mount, carrier, hanger) but threaded holes may be made in the hanger to make the hanger captive (connected to the chain adjusters. See 1.7.11.4.c
f. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to replace light alloy pistons with steel pistons kits made by the same manufacturer of the calliper and listed on the MCRCB Authorised Parts List.

g. The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.
h. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used but only between the master cylinder and the brake hose split.
i. The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be Steel.
j. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
k. Additional air ducts are not allowed.
l. The ABS System must be removed.
m. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the MCRCB Authorised Parts List will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

1.7.11.8 Handlebars and hand controls

a. Handlebars may be replaced.
b. Handlebars and hand controls may be replaced and relocated.
c. Throttle controls must be self-closing when not held by the hand.
d. Only the Grip/Gas sensor listed in the MCRCB Authorised Parts list may be used.
e. Clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
f. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
g. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

1.7.11.9 Foot rest and foot controls

a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
b. Foot controls; gear shift must remain operated manually by foot.
c. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
d. The end of the foot rest must have at least an 8 mm solid spherical radius. (see diagram A & C).
e. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

1.7.11.10 Fuel tank

a. Fuel tank must be the originally fitted and homologated parts with no modification allowed.
b. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe®").
c. 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 cc made of a suitable material.
d. Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
e. If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.
f. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
g. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
h. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
i. Fuel tank cannot have heat reflective sheet attached to its bottom surface.

1.7.11.11 Fairing / Bodywork

a. Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
b. For all bodywork paint and decal design is free.
c. The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. In case modifications to the design are necessary to fit the purpose of racing then this must be agreed between the Manufacturer and the Technical Director and will apply to ALL machines of that model. In all cases the decision of the Technical Director is final.
d. Wind screen may be replaced.
e. Fairing brackets may be altered or replaced.
f. If fitted the ram-air intake must maintain the originally homologated shape and dimensions.
g. The original air ducts running between the fairing and the airbox may replaced by exact cosmetic replicas of the original parts If the part serves another function (ie Dash Mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the MCRCB Authorised Parts List. The material is free.

h. No ducting may be added to direct airflow towards the airbox if not fitted on the original machine. No other part may be modified to perform this purpose.
i. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed. Air ducts cannot be added if they are not present on the original machine.
j. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
k. The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.
l. Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
m. Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
n. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fibre or Kevlar® composites are allowed.
o. Front mudguard may be spaced upward for increased tyre clearance.
p. Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicates of the original part. The use of carbon fibre or Kevlar® composites are allowed.
q. The chain guard may be removed as long as it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
r. The chain guard may be removed as long as it is not incorporated in the rear fender.
s. The existing rear mudguard under the seat may be removed.
t. In the event that the proposed machine is not fitted with a fairing, then a fairing from the manufacturers range may be used by agreement with MSVR and the Technical Director. A bellypan according to 1.7.11.11 j is compulsory.

1.7.11.12 Seat

a. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.
b. The top portion of the rear body work around the seat may be modified to a solo seat.
c. Same materials as fairing must be used (article 1.7.11.11.a)
d. All exposed edges must be rounded.

1.7.11.13 Fasteners

a. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
b. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
c. Aluminium fasteners may only be used in non-structural locations.
d. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
e. Thread repair using inserts of different material such as helicoils and timeserts.
f. Fairing/bodywork fasteners may be changed to the quick disconnect type.

1.7.11.14 Rear Safety Light

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 in the pit lane and the session is declared WET. All lights must comply with the following:

a. 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.
b. 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.
c. Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
d. The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
e. Safety light power should be supplied by the control ECU.
f. The Technical Director has the right to refuse any light system not satisfying this safety purpose.
g. Also see 5.2.6.9

1.7.12 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

a. Any type of lubrication, brake or suspension fluid.
b. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
c. Gaskets and gasket materials (excepting head and base gaskets – see Authorised parts list).

1.7.13 The following items MAY BE removed

a. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
b. Speedometer and related wheel spacers.
c. Bolt on accessories on a rear sub frame.

1.7.14 The following items MUST BE removed

a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
b. Rear-view mirrors.
c. Horn.
d. License plate bracket.
e. Tool box.
f. Helmet hooks and luggage carrier hooks
g. Passenger foot rests.
h. Passenger grab rails.
i. Safety bars, centre and side stands must be removed (fixed brackets must remain).
j. Catalytic convertors
k. Rear mudguards affixed to the seat unit

E1.8 BRITISH SUPERTEEN TECHNICAL SPECIFICATIONS

These will be published when available at
https://www.msvr.co.uk/bike/championships/british-superteen

E1.9 BRITISH TALENT CUP TECHNICAL REGULATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN.

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

The only model homologated is Honda NSF 250 R (Type MR03). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

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

1.9.1 **Motorcycle specifications**
All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

1.9.2 **Displacement capacities**
The following engine configurations comprise this class

Honda NSF 250 R 4-stroke 1 cylinder

1.9.3 **Minimum Weight**

The minimum weight is:

Machine Hard Minimum	**85kg**
Machine Soft Maximum	**93kg**
Combined Rider + Motorcycle	148kg

~~Minimum total weight of Motorcycle + Rider: 148 kg with the machines with its fuel tank in place and the rider dressed as to race, including helmet.~~
IF the motorcycle has achieved or exceeded the 'Machine Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Machine Hard Minimum Weight'. This limits the maximum amount of ballast that can be added to the machines.

~~A limit to the amount of ballast that may fixed to the machines of the lightest riders will be imposed: For safety reasons and to promote new, young riders to the class, a limit to the amount of ballast that maybe fixed to the machines of the lightest riders will be imposed; the maximum machine only weight limit is 94 kg.~~

~~Subject to the above and at any time of the event, the weight of the whole machine (including the tank and its contents) and rider, must not be lower than the minimum weight.~~
During the final technical inspection at the end of the race, the selected motorcycles and riders 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.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Chief Technical Officer at the preliminary checks.

1.9.4 **Number and Background Colours**
See MCRCB General Technical Regulations (E1.4.22).
In case of dispute concerning legibility of numbers, the decision of MCRCB will be final.

1.9.5 **Fuel**
Only MCRCB Control Fuel is permitted for all practice and race.

1.9.6 **Tyres**
Only tyres from the official tyre supplier may be used in this class and each team must sign a contract with that supplier

The tyre specifications available at each event will be determined by the Championship Promoter. Only homologated tyres in each event are permitted.

1.9.7 **Engine**
a) At any time, the Chief Technical Officer, under the supervision of Race Direction, may request a team that the engine used during a Qualifying Practice (QP) to be sealed and checked after the completion of the meeting. This request must be submitted at any moment during the event and the team has the right to work in the engine maintenance until two (2) hours after this notification. This maintenance must be done with a technical steward present. At the end of this maintenance, the engine will be resealed.

1.9.7.1 **Fuel Injection System**

a) The original homologated fuel injection system must be used without any modification.
b) The fuel injectors must be stock and unaltered from the original specification and manufacture.
c) Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.
d) Butterfly valves cannot be changed or modified.
e) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body.
f) Electronically controlled throttle valves, known as 'ride-by-wire', cannot be used.

1.9.7.2 **Cylinder Head**

a) Must be the originally fitted and homologated part with no modification allowed.
b) The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be as originally produced and in the original position as supplied by the manufacturer of the homologated motorcycle.
c) Only normal maintenance interventions as prescribed by the Manufacturer in the service manual of the motorcycle are authorized.
d) Valve spring shims are not allowed.

1.9.7.3 **Camshafts**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.4 **Cam sprockets**

a) Must be the originally fitted and homologated part with no modification allowed.
b) The cam chain and tensioner must remain as homologated.

1.9.7.5 **Cylinder**

Must be the originally fitted and homologated part with no modification. The cylinder must be used in conjunction with standard homologated head and base gaskets.

1.9.7.6 **Pistons**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.7 **Piston rings**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.8 **Piston pin and clips**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.9 **Connecting rod**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.10 **Crankshaft**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.11 **Crankcase/Gearbox housing**

a) Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
b) It is not allowed to add a pump used to create a vacuum in the crankcase.

1.9.7.11.1**Lateral covers and protection**

a) Lateral (side) covers may not be altered, modified or replaced.
b) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, steel, titanium or composite material.
c) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
d) Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
e) MCRCB approved covers will be permitted without regard of the material.
f) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
g) Oil containing engine covers must be secured with steel bolts.
h) The Chief Technical Officer has the right to refuse any cover not satisfying this safety purpose.

1.9.7.12 **Transmission/Gearbox**

a) Must be the originally fitted and homologated part with no modifications allowed.
b) Quick-shift systems are allowed (including wire and potentiometer).
c) Countershaft sprocket, rear wheel sprocket, rear sprocket carrier hub, chain pitch and size may be changed.

1.9.7.13 **Clutch**

a) The clutch centre must be the originally fitted and homologated part with no modification allowed.
b) The clutch basket may be changed to one from the BSB BTC approved parts list.
c) Friction and drive discs may be changed, but their number must remain as original.
d) Helical clutch springs may be changed, but only the non-helical clutch springs can be eliminated.

1.9.7.14 **Oil Pumps and Oil Lines**

Must be the originally fitted and homologated part with no modification allowed.

1.9.7.15 **Radiator and cooling system**

a) The only liquid engine coolants permitted is water.
b) The water radiator must be the originally fitted and homologated part with no modification allowed.
c) Protective meshes may be added in front of the water radiator.

d) The cooling system hoses and catch tanks may be changed.
e) Radiator cap is free.

1.9.7.16 **Air Box**

a) The air box (and its included ram-air intake) must remain as originally produced by the manufacturer on the homologated motorcycle.
b) The air filter element may be modified or replaced but must be mounted in the original position. This element cannot be used to modify the air flow inside/outside the airbox.
c) The air box drains must be sealed.
d) All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox.
e) No heat protection may be attached to the airbox.

1.9.7.17 **Fuel supply**

a) Fuel pump and fuel pressure regulator must remain as homologated.
b) The fuel pressure must be as homologated.
c) Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced and must be located in such a way that they are protected from crash damage.
d) Quick connectors or dry break connectors may be used.
e) Fuel vent lines may be replaced.
f) Fuel filters may be added.

1.9.7.18 **Exhaust System**

a) Exhaust pipes and silencers must be standard.
b) For safety reasons, the exposed edges of the exhaust pipe outlet must be rounded to avoid any sharp edges.
c) Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
d) Coating of exhaust systems is not allowed.

1.9.7.19 **Sound limits in force**

Noise will be controlled at: Max. 107 dB/a measured in a static test at 5.500rpm (with a 3 dB/A tolerance after the race only).

In a competition which requires a final examination of machines before the results are announced, this examination can include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/a tolerance. There is also an equipment tolerance of 2 dB/A, the actual maximum reading before a practice or race is 109 dB/A and after the race or practice being 112 dB/A.

1.9.8 **Electrics and Electronics**

1.9.8.1 **Ignition/Engine Control System (ECU)**

a) Central unit (ECU) must be the originally fitted and homologated part with no modification allowed.
b) It isn't allowed to add injection modules that modify the inputs/outputs of the Central unit (ECU).

c) The software used to modify the ECU must be the originally produced by the manufacturer for the homologated motorcycle.
d) The parameters that the software itself provides for adjustment, cannot be extended and/or exceeded under any circumstances.
e) The Chief Technical Officer could, at its discretion, download and analyse the files and maps of the Central Unit (ECU).
f) During an event the Chief Technical Officer has the right to ask a team to substitute their ECU with the sample received from the Manufacturer. The change has to be done before Sunday warm up.
g) The data logging system is free. The data logger may not act to control any strategy or setting in the ECU. The logger may not automate these setting changes. The maximum number of inputs by external sensors allowed are:
    1) Position and speed by GPS
    2) Engine temperature (water)
    3) Lambda signal
    4) TPS signal
    5) Engine RPM
    6) Rear Wheel speed
    7) Front Wheel speed
    8) Front brake pressure
    9) Rear brake pressure
    10) Front fork position
    11) Rear damper position
h) The addition of a device for infrared (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
i) The addition of a GPS unit for lap timing/scoring purposes is allowed.
j) Telemetry is not allowed.
k) Harness must be the originally fitted and homologated part with no modification allowed except:
    a) Modifications are only allowed for data download proposal (Datalogger).
    b) These modifications must be authorized by the Chief Technical Officer.
    c) Map Selector and Pit-limiter switches are considered homologated parts of the harness.
l) The original temp meter and tachometer may be altered, replaced or eliminated. It can be replaced only by a unit specified in the BSB BTC Authorised parts list. Display/s for lap-timing and gear selection purposes only can be added.
m) The standard sensors of the ECU, cannot be changed, modified or eliminated.
n) Spark plug may be replaced.
o) A battery can be installed and connected.

1.9.8.2 **Generators, alternator, electric starter**

a) The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
b) The stator must be fitted in its original position and without offsetting.

1.9.9 **Main frame**

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame needs to be replaced the rider or the team must request the use of a spare frame to the Chief Technical Officer.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

1.9.9.1 **Frame body and Rear sub frame**

a) The frame must remain as originally produced by the manufacturer for the homologated motorcycle.
b) Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
c) The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame, but they must leave and empty place to add the technical control sticker close to the right side of the pivot frame.
d) Crash protectors may be fitted to the frame, using existing points, or pressed into the ends of the wheel axles.
e) Nothing else may be added or removed from the frame body.
f) All motorcycles should display a vehicle identification number (chassis number).
g) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
h) Rear sub frame may be changed or altered, to allow different riders, but the type of material must remain as homologated, or material of a higher specific weight.
i) Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
j) The paint scheme is not restricted but polishing the frame body or sub frame is allowed with the sole aim of improving its aesthetics.

1.9.9.2 **Front Forks**

a) Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.
b) The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
c) Steering stem pivot position must remain in the homologated position (as supplied on the production bike).
d) The steering damper may be eliminated or replaced with an after-market damper.
e) The steering damper cannot act as a steering lock limiting device.
f) Fork caps cannot be modified or replaced.

g) Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
h) The springs of the homologated forks may be modified or changed. Any quantity and quality of oil can be used. The original surface finish of the fork tubes (stanchions, fork pipes) cannot be changed. Additional surface treatments are not allowed.
i) The inner parts of the cartridges can be modified or replaced using a kit from the BSB BTC Authorised parts list. The external aspect cannot be modified, except adding holes, or enlarging existing holes.

1.9.9.3 **Rear fork (Swingarm)**

a) The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle. The paint scheme is not restricted but polishing the swingarm is allowed with the sole aim of improving its aesthetics.
b) Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.
c) Rear swingarm pivot position must remain as originally produced by the manufacturer for the homologated motorcycle.
d) A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swing-arm and the rear wheel sprocket, irrespective of the position of the rear wheel.
e) Rear wheel stand brackets may be added in the original position. Brackets must have rounded edges (with a large radius).
f) The sides of the swing-arm may be covered by a protective part made of a composite material or thin vinyl cover. These protectors must fit the form of the swing-arm.
g) A Carbon Fibre or Fibre glass swingarm mounted mudguard ('Hugger') may be used. It must be securely fixed in place but cannot be bonded to the surface.

1.9.9.4 **Rear suspension unit**

a) Rear suspension unit (shock absorber) can be replaced with a part from the BSB BTC Authorised Parts list. The original attachments to the frame and rear fork (swing arm and linkage) must be as homologated.
b) All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.
c) Rear suspension spring may be changed. Any quantity and quality of oil can be used.
d) The inner valves and piston of the hydraulic components can be modified or replaced.
e) The total length of the shock absorber must remain between the limits recommended by the manufacturer for the homologated motorcycle (Max. length between the mounting hole centres is 312mm).

1.9.9.5 **Wheels**

a) Wheels can be changed or modified, but the only material allowed is aluminium alloy.
b) The only permitted wheel rim sizes are:
Front 2.50" x 17"
Rear 3.50" x 17"

c) A non-slip coating / treatment may be applied to the bead area of the rim.
d) Wheel axles, bearings and wheel spacers may be modified or replaced.
e) The use of titanium and light alloys in the construction of the wheel axles is forbidden.
f) Wheel balance weights may be discarded, changed or added to.
g) Aluminium or steel inflation valves are compulsory. Angled valves are recommended.
h) The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.

1.9.9.6 **Brakes**

a) Brake discs may be replaced by aftermarket discs which comply with following requirements:
    i. Brake discs must retain the same material as the homologated disc and carrier or Steel (max. carbon content 2.1 wt%).
    ii. The outside diameter of the front brake disc must be between 290 and 300 mm.
    iii. The thickness is limited to 5.5 mm.
b) The front and rear brake caliper must remain as originally homologated.
c) In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the caliper.
d) The front and rear master cylinder may be changed with parts listed in the MCRCB BTC Approved parts list. Front and rear brake fluid reservoirs may be changed with aftermarket products.
e) Front and rear hydraulic brake lines may be changed.
f) Front and rear brake pads may be changed.
g) Additional air scoops or ducts are not allowed.
h) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. FIM approved guards will be permitted without regard of the material. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

1.9.9.7 **Handlebars and hand controls**

a) Handlebars may be replaced.
b) Handlebars and hand controls may be relocated.
c) Throttle controls must be self-closing when not held by the hand.
d) Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable.
e) Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
f) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the left or right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

1.9.9.8 **Foot rest/Foot controls**

a) Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
b) Foot controls; gear shift and rear brake must remain operated manually by foot.
c) Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
d) The end of the foot rest must have at least an 8 mm solid spherical radius.
e) Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

1.9.9.9 **Fuel tank**

a) Fuel tank must be an exact cosmetic replica of the one as originally produced by the manufacturer for the homologated motorcycle and be the same weight or heavier. It must be made of Aluminium and conform to the MCRCB General Technical Regulations.
b) All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe).
c) Fuel tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 200cc made of a suitable material. The original catch tank can be changed.
d) Fuel cap must remain as originally produced by the manufacturer for the homologated motorcycle. Fuel cap when closed must be leak proof.
e) A rider spacer/pad may be fitted to the rear of the tank with no permanent adhesive. It may be constructed of foam padding or composite material.
f) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

1.9.9.10 **Frame Body and Rear Sub Frame**

a) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the different manufacturers (different pieces mix, fixing points, etc.). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
b) For all bodywork paint and decal design is free.
c) Overall size and dimensions must be the same as the original part, with a tolerance of +-10mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +25mm maximum. The decision of the Chief Technical Officer is final.
d) Wind screen may be replaced with an aftermarket product. The height of the windscreen can be raised from standard, The screen cannot be lower than stock and a maximum of 30 mm higher than stock as measured from/to the upper fork bridge. The screen must conform to the same profile

from the front as the original. From a top view the length of the windscreen may be shortened by 25mm to allow clearance for the rider. The edge of the screen must have no sharp edges.

e) Fairing brackets may be altered or replaced.
f) The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 2.5 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
g) The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.
h) Motorcycles may be equipped with a radiator shroud (inner ducts) to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
i) The lower fairing must not incorporate any drain holes.
j) Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.

1.9.9.11 **Seat**

a) Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform to the homologated shape. The length of the seat bodywork can be modified to allow taller riders.
b) No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.
c) The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering.
d) Same materials as fairings must be used (article 1.9.9.10.a).
e) All exposed edges must be rounded.

1.9.9.12 **Fasteners**

a) Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
b) Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
c) Thread repair using inserts of different material such as helicoils and timeserts is allowed.
d) Aluminium fasteners may only be used in non-structural locations.

1.9.9.13 **Rear Safety Light**

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.

The light must be able to be switched on by the rider from a handlebar mounted switch.

Lights must comply with the following:

a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
d) the switch must be accessible.
e) rain light power supply may be separated from the motorcycle main wiring and battery.

1.9.10 **The following items MAY be altered or replaced from those fitted to the homologated motorcycle:**

a) Any type of lubrication, brake or suspension fluid may be used.
b) Painted external surface finishes and decals.
c) Material for brackets connecting non original parts (fairing, instruments, etc.) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
d) Protective covers for the frame, etc. may be made in other materials if these parts do not replace original parts mounted on the homologated model.

1.9.11 **The following items MAY BE removed**

a) Bolt-on accessories on a rear sub frame.

1.9.12 **General Items**

1.9.12.1 **Materials**

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing-arms, the swing-arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts isn't allowed in this class.

a) Titanium test to be performed on the track: magnetic test (titanium is not magnetic).
b) The 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).
c) Specific weight of titanium alloys is between 4.5 and 5.0 kg/dm3 vs., over 7.48 kg/dm3 of steel and can be ascertained by weighing the part and measuring its volume in a calibrated glass filled with water (intake valve, rocker, connecting rod, etc.)
d) In case of doubt, the test must take place at a Material Testing Laboratory.

1.9.12.2 **Handlebars and Control Levers**

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The minimum angle of rotation of the steering on each side of the centre line or mid position must be of 15º.

Whatever the position of the handlebars, the front wheel, tyre and the mudguard must maintain a minimum gap of 10 mm.

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers.

Repair by welding of light alloy handlebars is prohibited.

Composite handlebars are not allowed.

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

Modified rider controls will be considered for the mobility challenged subject to a report by the Medical director, the Chief Technical Officers decision is final.

Clutch lever may have a guard fitted equivalent to a brake lever guard.

1.9.12.3 **Compulsory safety items**

a) All drain plugs must be lock wired (safety wired). External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases). The oil filter may optionally have a secondary retention mechanism.
b) Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained: no direct atmospheric emission is permitted.

1.9.12.4 **Tyres**

Tyres may be replaced from those fitted to the homologated motorcycle. Only tyres distributed by the Official supplier at the event are authorized. The tread pattern (if present) must be made exclusively by the manufacturer when producing the tyre.

1.9.12.5 **The use of tyre warmers is allowed.**

1.9.12.6 **Use of tyres**

The competitors shall only use tyres distributed by the Official Supplier during the event.

For each event, all tyres must be made of the same quality and shall be strictly identical.

During qualifying practices and race(s), rear tyres may be required to be marked with tyre stickers (see Art. 1.9.6).

The Chief Technical Officer may, at this discretion, require the exchange of one (1) or more competitors' tyres for a tyre sample under his control. The tyres exchanged remain under his/her control and he/she can exchange them for the ones of another competitor.

1.9.12.7 **Ballast**

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the Chief Technical Officer at the preliminary checks.

The ballast must be made of solid metallic piece/s, firmly and securely connected, either through an adapter or directly to the main frame or engine, with a minimum of two (2) steel bolts (min. 8 mm diameter, 8.8 grade or over). Other equivalent technical solutions must be submitted to the Chief Technical Officer for his/her approval.

Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

1.9.12.8 **Homologated Parts**

Homologated parts are the OEM parts supplied fitted to the machine during manufacture and as delivered. Unless stated otherwise these parts may not be remade, refinished, treated, coated or modified in any way.

E1.10 MCRCB SUPERSTOCK TECHNICAL SPECIFICATIONS

Machines competing in the National Superstock Championships must comply with the MCRCB SUPERSTOCK REGULATIONS. These are as follows and are correct as of the printing of these regulations but which are subject to any amendments made by the FIM or MCRCB which will be issued by means of an MCRCB Bulletin.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

The motorcycles must be homologated by the original manufacturer only.

As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for safety reasons or specific measures regarding the balance of performance between models as prescribed by the MCRCB.

Superstock motorcycles require FIM Homologation or specific MCRCB approval in the case of motorcycles over 1000cc up to 1200cc accepted to participate in the championship at the invitation of the Promoter.

All machines must comply in every respect with all requirements of Road Racing as specified in the MCRCB Technical Regulations (G).

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

1.10.1 Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine. Unless detailed in the MCRCB Authorised Parts List

1.10.2 Balancing various motorcycle concepts

At the request of the Promoter, acknowledging the current motorcycle market production cycles, in order to equalize the performance of motorcycles used in the MCRCB Superstock Championships a system of performance enhancements or restrictions (such as but not limited to authorised parts, minimum weight, air restrictor or Rev Limit) may be developed or applied according to their respective racing performances. The decision to apply a balancing system to a motorcycle will be taken by MCRCB at any time deemed necessary to ensure fair competition between varying makes and models of motorcycle, to reduce any disparity of performance and maximise the period of competitiveness of machine models given the much reduced release of new material into the market.

Authorised parts and restrictions will be documented in the MCRCB Authorised Parts list.
Motorcycles over 1000cc up to 1100cc must be equipped with the MCRCB/MSVR specified ECU. MCRCB/MSVR will impose functionality and performance controls at their exclusive discretion. This may include; disablement of rider aids, rev limit, throttle position control.
Full details of the motorcycle model and the MCRCB/MSVR prescribed technical interventions will be published by Bulletin and in the MCRCB authorised parts list.

1.10.3 Displacement capacities

The following engine configurations compose the MCRCB Superstock class.

Over 750cc up to 1000cc	4-stroke	3 and 4 cylinders maximum
Over 1000cc up to 1100cc	4-stroke	4 cylinders maximum
Over 850cc up to 1200cc	4-stroke	2 cylinders maximum

The displacement capacities must remain at the homologated size. Increasing the bore size to reach class limits is not allowed.

1.10.3.1 Minimum Weight

The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.

The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and the main stand when fitted but with oil and radiator liquid at the prescribed level). To confirm the dry weight a minimum of three motorcycles are weight and compared. The result is rounded off to the nearest digit.

The minimum weight value is determined by the dry weight value (kg)

1100cc 4	178kg
1000cc 4	174kg
1200cc 2	174kg

In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.

The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.

At the time of the event, the weight of the whole machine (including the tank and its contents) must be not less than the minimum weight.

During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control.

1.10.4 Number and Background Colours

The front number plate background colour must correspond to the manufacturers identity colour as listed below:

Brand		
Aprilia	**Purple / White**	Avery 717 violet lucido
BMW	**Light Blue / White**	
Honda	**Red / White**	
Kawasaki	**Green / White**	Pantone 368
Suzuki	**Yellow / Black**	Yellow (Not Fluoro)
Yamaha	**Blue / White**	Blue (RAL5002)

~~Aprilia – Black (white numbers)~~
~~BMW – Light blue (white numbers)~~
~~Ducati – White (black numbers)~~
~~Honda – Red (white numbers)~~
~~Kawasaki – Green (white numbers)~~
~~Suzuki – Yellow (black numbers)~~
~~Yamaha – Dark blue (white numbers)~~

The sizes for each front digits is:	Minimum height:	**140 mm**
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	**10** mm
The sizes for each of side digit is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	20 mm
	Minimum space between numbers	**10** mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

a. **The only font that may be used is 'ConthraxSB'. The numbers must use the design/font and precise colours prescribed by these regulations.**

0123456789

b. Only single or double digit numbers will be allowed.
c. Numbers must be clearly visible to public and officials on both sides of the track.
d. Numbers must be fitted:

i. Once on the front, in the centre of the fairing. If the design of the faring makes this impossible then the number must be aligned to the side of the machine that has the timing/data centre. The number must be centred on the background with no advertising within 25mm in all directions.
ii. Once on each side on the lower rear portion of the lower fairing with a **white number on a black background.**
iii. Any change to this position must be pre-approved a minimum of 2 weeks before the first race by the Technical Director.

e. A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

f. Numbers cannot overlap.

g. No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.

h. The English form for the number must be used. That is single vertical line for the "one" and a sloping line without a horizontal line for the "seven" (see technical diagrams)

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

j. The organisers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition a competitor may be fined or excluded by the Race Direction for non-compliance.

1.10.5 Fuel

The MCRCB Control Fuel must be used in every practice session and race. **This is supplied by Panta**, see D-Championship Conditions and any Bulletins issued by MSVR.

1.10.6 Tyres

The MCRCB will impose a controlled tyre. Further conditions will be stated in D - Championship Conditions and any Bulletins issued by MSVR.

The use of tyre warmers is allowed.

Any modification (cutting, grooving) is forbidden.

1.10.7 Engine

1.10.7.1 Carburetion Instruments / Fuel Injection System

Carburetion instruments refer to throttle bodies and variable length intake track devices.

Carburation instruments must remain as homologated.

Bell mouths must remain as originally produced by the manufacturer for the homologated machine.

The injectors must remain standard units as on the homologated motorcycle. See also 1.10.7.17 Fuel Supply.

1.10.7.2 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The head gaskets cannot be changed from the standard homologated one.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine.

Valve springs shims are not allowed.

1.10.7.3 **Camshaft**

No modifications are allowed.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. rocker arms) the valve lift is measured.

The timing of the camshaft cannot be altered from the manufacturers homologated timing.

1.10.7.4 Cam Sprockets or Gears

No dimensional modifications are allowed.

1.10.7.5 Cylinders

No modifications are allowed.

1.10.7.6 Pistons

No modifications are allowed (including polishing and lightening).

1.10.7.7 Piston Rings

No modifications are allowed.

1.10.7.8 Piston Pins and Clips

No modifications are allowed.

1.10.7.9 Connecting Rods

No modifications are allowed (including polishing and lightening).

1.10.7.10 Crankshaft

No modifications are allowed (including polishing and lightening).

1.10.7.11 Crankcase/Gearbox housing
No modification to the crankcases are allowed (including painting, polishing and lightening).

Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

1.10.7.11.1 Lateral covers and protection
Lateral (side) covers may be altered, modified or replaced. lf altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium.

Plates or crash bars from aluminium or steel also are permitted in addition to these covers. AII of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
MCRCB authorised covers will be permitted without regard of the material. These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.

The Chief Technical Officer has the right to forbid any cover, if the evidence shows the cover is not effective.

No damaged cases will be permitted unless approved by the Chief Technical Officer.

1.10.7.12 Transmission/Gearbox
No modifications or alterations are allowed to the gears, gearbox or gear ratios.

Other modifications or additions to the gearbox or selector mechanism, including quick shift systems are not allowed. Quick shift systems **and** aftermarket systems are allowed if fitted on the homologated model (the original wiring loom must remain unmodified).

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

The sprocket cover can be modified or eliminated.

1.10.7.13 Clutch
No modifications are allowed.

Only friction and drive discs may be changed but their numbers must remain as original.

Clutch springs may be changed but the number must remain as that on the homologated model.

The clutch secondary (or spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model.

1.10.7.14 Oil Pumps and Oil Lines
No pump modifications are allowed

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

1.10.7.15 Radiator and oil coolers
The only liquid engine coolants permitted will be water.

Additional radiators and / or oil coolers are not allowed.

The radiator tubes to and from the engine can be changed but the system must be maintained, with its original tanks.

Protective meshes can be added in front of the oil and/or water radiator(s).

Radiator fan and wiring may be removed

1.10.7.16 Air Box
The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. All the oil breather line must be connected and discharge in the airbox.

1.10.7.17 Fuel Supply
An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors, the unit must not be able to perform any other function. (The original wire-loom must remain unmodified).

Auto tuning map devices are not allowed.

Fuel pump and fuel pressure regulator must remain as homologated.

Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used. Fuel vent lines may be replaced.

Fuel filters may be added. See also 1.10.7.1 Carburetion Instruments/Fuel Injection.

Bazzas Z – FI, Power Commander V fuel control unit or any other plug in fuel control units of other manufactures that are used, must only be used for the change of the fuel mixture. Any other function such as traction control, quick shifting, response control ignition timing and the addition of dual fuel maps are not allowed. The Technical Officials in determining compliance with this regulation may require any team/competitor to supply verifiable evidence including software. Breaches of this regulation may result in the prohibition of specific makes and models of fuel control units. At pre-qualifying Technical Control riders/teams must declare any such fuel control systems. 1000-1200cc machines may use the quick shifting function**.**

1.10.7.18 Exhaust System
Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

Catalytic converters must be removed.

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

The noise limit for Superstock is 107 dB/A (with a 3 dB/A tolerance after the race). There is also an equipment tolerance of 2dB/A, the actual maximum reading before race or practice is 109 dB/A and after race or Practice 112dB/A.

1.10.8 Electrics and Electronics
1.10.8.1 Ignition/Engine Control System (ECU)
The standard homologated ECU may be used. For the avoidance of doubt flashing the standard supplied ECU is NOT authorised.

A manufacturer's authorised "kit" ECU may be used with manufacturer authorised firmware. The rev limit must be as the standard homologated ECU and will be checked on the Dyno for compliance. Where a manufacturers "kit" ECU has a dash that is an integral part of the "kit" with no additional functions over the "dash" from the homologated model then it may be used, providing there is no alternative "kit" ECU from that manufacturer for that model and is within the MSVR price cap of £3,500 plus VAT for the complete kit. The manufacturer must provide MSVR with the means to check the dash.

For models where a manufacturer's kit ECU is not available, the promoter/organiser will in conjunction with the relevant manufacturer and an official technical partner, make available authorised firmware for use with the standard ECU. This will be the sole authorised firmware for that particular machine model.

As detailed in 1.10.2 in the case of the Superstock class, motorcycles over 1000cc up to 1100cc must be equipped with the MCRCB/MSVR specified ECU and dash - see MCRCB authorised parts list. MCRCB/MSVR will impose functionality and performance controls at their exclusive discretion. This may include; disablement of rider aids, rev limit, throttle position control.
Full details of the motorcycle model and the MCRCB/MSVR prescribed technical interventions will be published by Bulletin.

The British Superstock Optional Electronics Package may be used as detailed in the MCRCB Authorised Parts List.

Alternatively, a dash as per the MCRCB authorized list may be used as a replacement in both classes. The dash used must be the correct model for the particular motorcycle model (no wiring modifications allowed).

At technical control machines may be checked on a dyno and/or the ECU sealed with a tamperproof sticker.

At post qualifying and post race technical control any irregular dyno reading and/or evidence of the ECU being tampered with may constitute a fail and subsequent judicial action. The decision of the Chief Technical Officer in this respect will be considered a matter of fact.

Any team refusing to co-operate with the instructions of the Technical Officials in respect of any aspect of pre and post qualifying/race Technical Control will be penalised.

The MCRCB may invite manufacturers to participate in matters of technical control and eligibility. Any manufacturer's recommendations and determinations on matters of machine compliance with the class technical rules will be considered a matter of fact.

Spark plugs may be replaced.

1.10.8.2 Generators
No modifications allowed.

The electric starter must operate normally and always be able to start the engine during the event (including at pre and post race inspections). The engine must start and run when the electric starter has stopped its procedure.

1.10.8.3 Additional Equipment
ECU DATA BUS refers to any form of CAN/LIN/Proprietary or data protocols

ECU DATA BUS channels may be logged. This must be 'listen only.'
Other than messages/data found on the stock machine, no messages/data may be presented on any ECU DATA BUS.

For example: Some stock systems use the ECU DATA BUS to send BUTTON state and other similar messages to the ECU. Aside from these 'stock' messages, no other messages may be presented to ECU DATA BUS.

Use of a GPS or infra-red based Lap Timer is allowed. Use of a Lap Timer display is allowed.

Any form of telemetry (remote/wireless communication in either 'ship to shore' or 'shore to ship') is not allowed unless it is in the form of an infrared signal for the purposes of a lap timer beacon only.

Additional sensors not on the original homologated motorcycle may be added for the recording of data, these are explicit and limited to five channels as follows:
1.Front Suspension
2.Rear Suspension
3.Front Brake Pressure
4.Rear Brake Pressure
5.Lambda (per cylinder) can be used for autotuning strategy

A data logger connected to the ECU DATA BUS may not connect to any dedicated ECU diagnostic/programming pins/wires.

All such systems must be authorised by technical control.

1.10.8.4 Wiring Harness
A manufactures kit wiring harness may be used only if a manufactures authorised kit ECU is used.

The original wire-loom may be modified only as indicated hereafter:

The unused wire loom elements supplying current to direction indicators, horn, ignition contact and key lock etc. may be unplugged and/or removed

(no cutting allowed).

Cutting of the wiring harness is not allowed but to disconnect connectors is allowed.

The wiring harness may only be used for the purpose it is homologated for unless stated in these regulations.

When using the Superstock 1000 Optional Electronics Package the team must supply their own harness to the specific pinout and specification supplied the system supplier.

1.10.8.5 Battery
Battery may be replaced, if replaced nominal capacity must be equal or higher than the homologated type.

1.10.9 Frame and Body
1.10.9.1 Frame Body and Rear Sub Frame
Frame must remain as originally produced by the manufacturer for the homologated machine.

For the avoidance of doubt machine models fitted with steering head cap bearing inserts, the manufacturer's standard original fitted homologated inserts for that model are the only ones allowed.

The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

Nothing can be added by welding or removed by machining from the frame body.

All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly.

Bolt on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame is not allowed.

1.10.9.2 Suspension – General
Any exceptions to section 1.10.9 will be noted in the MCRCB Authorised Parts List.

Participants in the Superstock classes must only use units from the MCRCB Authorised Parts List:
The price limits are:
a. Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is €2450 excluding tax
b. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €2000 excluding tax
c.The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the Championship, and remain available all season. The products must be available within 6 weeks of a confirmed order.
d. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.
e. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.
f. The suspension manufacturers are allowed to offer service contracts when the team is using the eligible suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.

- **i. No aftermarket or prototype electronically-controlled suspensions maybe used. Electronically-controlled suspension may only be used if already present on the production model of the homologated motorcycle.**
- **ii. The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.**
- **iii. The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.**
- **iv. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is allowed to remove or disable this rider interface.**
- **v. The original suspension system must work safely in the event of an electronic failure.**

vi. Electro-magnetic fluid systems which change the viscosity of the suspension fluid(s) during operation are not permitted.

g. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

1.10.9.3 Front Forks

Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.

Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set).

- Fork caps may be modified or replaced to allow external adjustment They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.

- The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.

- The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.

- The manufacturer service agents will be required to assist inspection for up to 3 fork sets and 3 shock absorbers per event.

Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

MECHANICAL FORKS: Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and

electronic parts must remain as homologated) with the exception of shims and springs. The original suspension system must work safely in the event of an electronic failure. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

1.10.9.4 Rear Fork (Swing arm)
The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

Rear swing arm pivot position must remain in the homologated position (as supplied on the production machine)

If the standard machine has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm**.**

The sides of the swing arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

Aftermarket rear chain adjusters may be used for the sole purposes of adjusting the chain only, not for performance gains of any kind.

1.10.9.5 Rear Suspension Unit
Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated.

All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.

MECHANICAL SUSPENSION: Rear suspension unit and spring may be changed.

ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the

homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of shims and springs). The original suspension system must work properly safely in the event of an electronic failure. The electronic shock absorber can be replaced with a
mechanical one.

1.10.9.6 Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

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

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modifications of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorised. Spacers can be modified.

Modifications to keep spacers in place are permitted.

Wheel diameter and rim width must remain as originally homologated. Any inner tube (if fitted) or inflation valves may be used.

Wheel balance weights may be discarded, changed or added to.

Carbon wheels are permitted if fitted as a homologated part to the homologated machine. The CTO reserves the rights to impound any wheels that have knowingly been involved in a crash.

1.10.9.7 Brakes

Brake discs can be replaced by aftermarket discs which comply to the following rules:

Brake discs and carrier must retain the same material as the homologated disc and carrier.

A ‘wave’ type disc can be replaced with a round disc.

The outside and inner diameter of the brake disc must remain the same as on the homologated disc.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims, heatsink or spacers to the calipers, between the pads and the calipers, these may be positively retained by clipping to the brake pad or to the brake caliper piston. They must be metallic (excluding titanium) and must be from the MCRCB authorised parts list.
and/or to replace light alloy pistons with steel pistons made by the same

manufacturer of the caliper. If the caliper manufacturer makes available a replacement piston - specific to the caliper and on the MCRCB authorised parts list it may replace the original pistons.

The thickness of the brake disc may be increased by 20% and must continue to fit into the homologated brake caliper without any modification. The number of floaters is free.

The fixing of the carrier on the wheel must remain the same as on the homologated disc.

Anti lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.

The ABS pump may be removed.

The ABS rotor wheel can be deleted, modified or replaced.

Front and rear brake calipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

The rear brake caliper bracket may be fixed on the swingarm, but the bracket (support) must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorised. The Swingarm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or using a helicoil.

The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.

Front and rear brake fluid reservoirs may be changed with an aftermarket product.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

Quick (or “dry-brake”) connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change types.

Additional air scoops or ducts are not allowed.

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

1.10.9.8 Handlebars and Hand Controls
Handlebars may be replaced (does not include brake master cylinder).

Handlebars and hand controls may be relocated.

Throttle controls must be self closing when not held by the hand.

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

Clutch and brake lever may be exchanged by an aftermarket copy. An adjuster to the brake lever is allowed for the 1000cc/1200cc class only.

Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

1.10.9.9 Footrest/Foot Controls
Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original
National Superstock class only: You may reposition the rear brake control lever to the handle bar.

Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the footrest must have an 8mm solid spherical radius.

Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

1.10.9.10 Fuel Tank
Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a “screw-on” type fuel cap (SAFETY).

All fuel tanks must be completely filled with a fire retardant material (open celled mesh i.e. “Explososafe ®”).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank.

Fuel tanks with a 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.

The use of a single piece frp tank cover/air box cover/side trim, referred generally as a “tank cover” is permitted for 1000cc/1200cc class only.

From 2025: The use of a tank cover will not be allowed unless fitted originally by the manufacturer.

The device as 1.10 must comply with “The Appearance from front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer) – i.e.the profile, in principle, cannot deviate from the original profile by more than thickness of the frp moulded cover.

1.10.9.11 Fairing/Body Work

a) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due to the racing use (different attachment points, fairing bottom etc.). The materials may be changed. The use of carbon fibre or carbon composite materials is not allowed. The front of the fairing may be modified to accommodate a front number plate in compliance with MCRCB General Technical Regulations.
b) Overall size and dimensions must be the same as the original part.
c) Windscreens may be replaced with a duplicate of transparent material, but the overall size and dimensions must be the same as the original part.
d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from axle to axle.
e) The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
f) The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
g) The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing

must be positioned at least 50mm above the bottom of the fairing.
h) Front mudguards may be replaced with a cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.
i) Rear mudguards fixed on the swinging arm can be modified or changed but the original profile must be respected.
j) All exposed edges must be rounded.
k) Motorcycles can be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
l) Wings and Aerodynamic Aids
Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification machine in all of Europe, Japan and North America.

For race use the wings must follow the dimensions, profiles and positions of the homologated shapes exactly (+-1mm). For copies of the OEM parts the leading edges (including end plates) must have a minimum circumference of 4mm and must have a rounded end (8mm radius) or be enclosed/integrated into the fairing.

The OEM parts may be used "as is" with the exception that the wing root and 10mm from the end face may be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root.

The wing must be fitted in the same "relative" position (accepting the tolerance allowed for the fairing) and the angle of attack must be within +/- 4° of the original angle of attack relative to the chassis.

For active or dynamic aerodynamic parts ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homolgated road machine in normal use - not the mechanical maximum.

1.10.9.12 Seat
The appearance from both front rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear bodywork around the seat may be modified to a solo seat.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed

All exposed edges must be rounded.

1.10.9.13 Fasteners
Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing..

Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.

Fairing/body work fasteners may be changed to the quick disconnect type. Aluminium fasteners may only be used in non-structural locations.

1.10.9.14 Rain Light
All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.

Lights must comply with the following:
a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
d) the switch must be accessible.
e) rain light power supply may be separated from the motorcycle main wiring and battery.

1.10.10 The following items may be altered or replaced from those fitted to the homologated motorcycle.
A special one way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage)

Any type of lubrication, brake or suspension fluid may be used.

Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).

Instrument bracket(s)

NB: Only the "dash" from the homolgated model or a dash as per the MCRCB approval list, designed for the specific motorcycle model can be used. Unless

stated otherwise in these technical regulations.

Painted external surface finishes and decals.

Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

Tachometer – NB this must be working so that noise limits may be measured – (MCRCB Only)

1.10.11 The Following Items May Be Removed

Emission control items (anti-pollution) in or around the airbox and engine (02 sensors, air injection devices)

Chain guard as long as it is not incorporated in the rear fender. Bolt on accessories on a rear sub frame.

1.10.12 The following items MUST BE removed

- Headlamp and rear lamp.
- Turn signal indicators (when not incorporated in the fairing). Openings must be covered with a suitable material.
- Rear view mirrors.
- Horn.
- Licence plate bracket.
- Tool kit.
- Helmet hooks and luggage carrier hooks.
- Passenger foot rests.
- Passenger grab rails.
- Safety bars, centre and side stands must be removed (fixed brackets must remain).

1.10.13 The Following Items Must Be Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

E1.11 MCRCB BRITISH GP2 TECHNICAL SPECIFICATIONS

Machines competing in the British GP2 Championship must comply with the MCRCB BRITISH GP2 CHAMPIONSHIP REGULATIONS. These are as follows and are correct as of the printing of these regulations but which are subject to any amendments made by the MCRCB which will be issued by means of an MCRCB Bulletin.

1.11.1 The British GP2 class is intended to accommodate non-homologated chassis specifications and technology.

For clarification purposes these will be described as follows:
British GP2 machines may use a full prototype, or donor chassis, swing arms, upper and lower yokes, bodywork and fuel tanks, using any three or four cylinder engine, listed on the FIM Supersport or Superstock homologation list, plus any engines stipulated in these class regulations. The use of Externpro Honda CBR 600 engines is permitted but these must have electric starters fitted.

The organiser further reserves the right to prohibit the use of certain parts and materials on the grounds of cost and availability if they deem it not to be in the interests of the class. MSVR are the sole arbiter regarding this.

Moto2 Machines that have previously competed in the Moto2 World Championship or Moto2 European Championship (CEV) equipped with Honda CBR 600 engines and were manufactured before 1st January 2019. These machines must only use the Honda CBR 600 engine or Honda CBR 600 engines built to the Extempro specification and must have electric starters fitted. Proof of previous ownership must be provided.

GP 2 CLASS SPECIFICATIONS

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

All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the Technical regulations

The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden on any part of the motorcycle. The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm/spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.

1.11.1.1 **Machine Specifications**
Selected items mentioned in the following must be homologated by MCRCB/MSVR. A list of homologated parts will be supplied to the teams and manufacturers.

1.11.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations changes in the minimum weight, rev limits, air restrictors and electronic throttle programming can be applied according to their respective racing performances. The decision about applying a handicap system to a respective team or machine type can be taken by MCRCB/MSVR at any time.

A review of the results will take place after the third, sixth and ninth championship rounds between MSVR (the series promoters/organisers) and the GP2 teams and management groups. MSVR will then present their recommendations to the MCRCB.

1.11.3 Engine configurations and Displacement capacities

Over 400cc up to 650cc 4 stroke 4 cylinder
Over 500cc up to 675cc 4 stroke 3 cylinders
The displacement capacities must remain at the homologated size.
Modifying the bore and stroke to reach class limits is not allowed.
Machines outside of these classifications will be considered upon application by the MCRCB. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit)

1.11.4 Minimum Weight

A combined rider and machine minimum weight of 222 kg for 600cc 4 cylinder.

A combined rider and machine minimum weight of 227 kg for all other machines.

Machine will be weighed with rider dressed as to race including helmet. The addition of weight, including fuel or water after practice or race is not allowed.

There is no tolerance on the minimum weight.

During the practice and qualifying sessions every rider may be asked to submit his motorcycle to weight control, in any case the rider and team must comply with this request

The use of ballast is allowed to stay over the minimum weight limit the use of ballast and weight must be declared to the Chief Technical Officer at the preliminary checks.

1.11.5 Number Plate Colours

Front: White background, Red numbers
Side: Any colour background with a contrasting colour number that is clearly defined from the background and complies with E1.4.22. To help identification the numbers should be surrounded by a single black line of at

least 5mm thickness.

In case of dispute concerning the legibility of numbers, the decision of MCRCB will be final.

1.11.6 Fuel

The MCRCB Control Fuel must be used in every practice, qualifying session and race. This is supplied by Panta; see D-Championship Conditions and any Bulletins issued by MSVR.

1.11.7 Tyres

The MCRCB will impose a selection of Pirelli controlled tyres. Further conditions will be stated in any Bulletins issued by MSVR/Series Organisers.The use of tyre warmers is allowed.

Any modification (cutting, grooving) is forbidden.

A tyre usuage limit applies for the race weekend (free and qualifying practices, warm up and race) which is as follows:
5 (Five) Rear (dry) tyres and Four Front (dry) tyres which apply only to the use of Pirelli Slick tyres.
The use of full wet tyres is not restricted.

No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to "Wet" and/or authorisation to change tyres is announced by race control – see C; 1.10.

In the event of a exceptional tyre change authorised by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.

Any other unauthorised tyre change will result in a penalty.

1.11.8 Engine

All engines must comply with BSB Superstock 600 Technical regulations unless stated otherwise.

The series has a power ceiling of **132BHP** as defined by the BSB Dyno**. It is the riders responsibility to ensure that this power ceiling is not exceeded.**
All machines will be tested on the BSB Dyno. Weight and/or rev limit and/or other sporting penalties will be applied to breaches of this.

The Triumph 765 RS Next Generation engines must be built exactly to MCRCB **Supersport NG** regulations.

The engines of the Kramer GP2-R and KTM RC8-C must be built exactly to MCRCB Superstock regulations.

1.11.9 Fuel injection systems

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

The original homologated fuel injection system must be used as was supplied with the original donor engine.

For machines without fly by wire throttle controls, the throttle body must remain as homologated but the intake insulators or intake runners may be modified to allow the fitment of one air bleed stub per cylinder (maximum ID of 8mm). If the throttle body is fitted with one air bleed stub as standard per cylinder, this may be opened to a maximum of 8mm ID, if multiple stubs/air bleeds are utilised per cylinder, the total maximum area of the holes must not exceed that of a single 8mm hole.

The injectors must be standard units as on the homologated engine. Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the original homologated donor engine.

Butterflies cannot be changed or modified.

1.11.10 **Cylinder Head**

~~No modification are allowed.~~

For 3 and 4 cylinder Superpsort Engines AND the Kramer engine the Cylinder head may be modified in the following way:

a.Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Welding is not allowed. No machining or modification is allowed in the cam box / valve mechanism area.

b. The throttle body intake insulators must remain as homologated.

c.Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden) epoxy may be used to shape the ports.

d. Surface grinding of the cylinder head surface on the head gasket side.

e.Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side

f. Polishing of the combustion chamber

g. Original valve seats must be used, but modifications are allowed to the shape

h. Compression ratio is free, but the combustion chamber may be modified only by taking material off.

i. It is forbidden to add any material to the cylinder head unless as described above.

k.The valves must remain as homologated.

l. Valve springs must remain as homologated.
m. Valve spring retainers may be replaced or modified, but their weight must be the same as, or higher than, the original ones.
n. The shim buckets / tappets must remain as homologated.
o. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

For Triumph 765 engines: The Supersport NG regulations apply

~~No material may be added or removed from the cylinder head~~

~~Valves, Valve seats, Valve guides, Valve springs, Tappet buckets, cotters, spring base, shims, Oil Seals, spring retainers must be as originally produced by the manufacture for the homologated engine.~~

~~(Honda Extempro specification is exempt and must use the Honda Extempro cylinder head.)~~

1.11.11 Camshaft
No modification allowed. (Honda Extempro specification is exempt and must use the Honda Extempro cams) .

Cam timing of engines up to 600cc with 4 cylinders may be altered from the engine manufactures homologated timing and the sprockets on those engines may be altered to achieve this.

The method of drive and the cam sprockets or gears must remain as homologated.

1.11.12 Cylinders
Cylinders no modifications are allowed.
1.11.12.1 Pistons
No modifications are allowed.
1.11.12.2 Piston Rings
No modifications are allowed.
1.11.12.3 Piston Pins and Clips
No modifications are allowed.
1.11.12.4 Connecting Rods
No modifications are allowed.

1.11.13 Crankshaft
No modifications are allowed. Polishing and lightening is not allowed.

1.11.14 Crankcase/Gearbox and all other Engine Cases (i.e. ignition case, clutch case).
Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

1.11.14.1 **Lateral covers and protection**
Lateral (side) covers may be altered, modified or replaced. If altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. AII of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

MCRCB approved covers will be permitted without regard of the material. The Chief Technical Officer has the right to forbid any cover, if the evidence shows the cover is not effective.

1.11.15 Transmission/Gearbox
All transmission/gearbox ratios, shafts, shift drum and selector forks may be altered or replaced. The design concept must remain the same as the original homologated parts.

Only one set of gear ratios may be selected for the season. The chosen ratios must be declared to MSVR technical control. Should a team subsequently present a determinable engineering or other, unavoidable, proven hardware supply issue then a once only change of gearbox ratios may be authorised by the Chief Technical Official. In the event of a team taking this once only option the rider(s) concerned must start the first race at the first event using the new ratios with a +6 grid position penalty.

Primary gears (and ratio) must remain as homologated.

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

1.11.16 Clutch
An aftermarket slipper clutch may be used (Wet or Dry) and the operating method (Cable or Hydraulic) must remain as the homologated donor engine.

~~No throttle blipper systems can be used~~

The addition of an air bleed system may be used.

Back control torque springs and there number may be changed.

1.11.17 Oil Pumps, water pumps and Oil Lines
Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or treaded connectors.

Oil pump and water pump no modifications are allowed.

1.11.18 Radiator and oil coolers
Design and construction of the cooling system is free, provided it only uses an aluminium alloy throughout its construction.

It is the teams/riders responsibility to ensure that the radiator meets the engine operating parameters specified by the official Supplier or those of the homologated engine used as a donor.

The standard homologated oil cooler for the donor engine is mandatory, additional oil coolers are not permitted.

1.11.19 Air Box
The air box must remain as originally produced by the manufacturer of the donor engine.

The resonance chamber on top of the airbox lid may be changed, modified or removed (this applies only to Moto2 machines made before 1st January 2018)

The air filter element may be removed or replaced.

The air box drains must be sealed.

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

A catch-tank may be fitted in the engine breather between the engine and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the engine, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

1.11.20 Fuel Supply
The fuel pump may be changed to accommodate the prototype tank.

The fuel pressure must be as was originally designed on the original donor engine.

Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced.

The fuel line(s) going from the fuel tank to the fuel injection system must be located in such a way that they are protected from possible crash damage.

Quick connectors or dry brake quick connectors may be used. Fuel vent lines may be replaced.

Fuel filters may be added.

1.11.21 Exhaust System
Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

The noise limit for all classes will be 107 dB/A (with a 3 dB/A tolerance after the race. There is also an equipment tolerance of 2dB/A, the actual maximum reading before race or practice is 109 dB/A and after the race or practice is 112dB/A.

1.11.22 Electric and Electronics
1.11.22.1 ECU/ Engine Control Unit
For 4 cylinder 600cc machines a manufactures original ECU or “Kit ECU” may be used from the GP2 class Approved Parts list.

For all other machines **600-675cc** a MoTec control ECU of a specification set by MSVR must be used. The electronic throttle settings will be set by MSVR in order to equalize the performance of motorcycles with different engine configurations according to their respective racing performances.

No Traction control is allowed, any ECU with this capacity must have the functionality disabled.

Kit ECU’s may not use a front wheel speed sensor,
Motec and Solo sytems may use a front wheel speed sensor.

For the Triumph 765RS, Supersport NG specification engine then the relevant Supersport Next Generation control system must be used according to the BSS regulations in 1.6.8.2.
The manufacturer map / balance settings may be set differently by the Championship.

For the Kramer GP2-R and the KTM RC8C will have a control electronic system equivalent to the Supersport Next Generation control system.

See BSS regulations in 1.6.8.2.

Maximum Rev Limit:

600cc 4 cylinder models	Standard plus 750rpm not exceeding 16,000rpm
650cc 4 cylinder models	Standard plus 750rpm not exceeding 15,500rpm
675cc 3 cylinder models	Standard plus 600rpm not exceeding 14,500rpm
Triumph 765 (BSS Spec)	**13,750rpm**
Kramer GP2-R (Stock)	**12,000rpm**
KTM RC8-C (Stock)	**TBC**

1.11.22.2 Generator, alternator, electric starter
Aftermarket generators/alternators are allowed
The electric starter must operate normally and always be able to start the engine during the event. This also applies to the Moto2 machines that have previously competed in the Moto2 World Championship or Moto2 European Championship (CEV) equipped with Honda CBR 600 engines.
Triumph, KTM and Kramer must remain as homologated.
1.11.22.3 Additional Equipment
Additional electronic hardware equipment may be added (e.g. data acquisition, computers, recording equipment)

The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

The addition of a GPS unit for lap timing/scoring purposes is allowed.

Telemetry is not allowed.

No other electronic equipment may be carried.

An aftermarket quick shifter / blipper may be fitted to bikes with Kit ECU and must be from the MCRCB Authorised Parts list.
Load cell for quickshift blipper may be fitted to the bikes with Motec ECU or Supersport Next Generation System.
1.11.22.4 Wiring Harness
The wiring harness may be altered or replaced. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed.
1.11.22.5 Battery
The size and type of battery may be changed and relocated.

1.11.23 Frame Body
The main frame must be a prototype chassis or a modified version of a production homologated chassis.

1.11.23.1 Frame Body and Rear sub-frame
The chassis can be a prototype design or a production homologated chassis. Material is free.

The rear subframe must be of a prototype design the construction of which is free ~~or a modified version of a production homologated chassis.~~

A Carbon Fibre monocoque seat unit is allowed and free in its construction. Kevlar may be used around the frame mounting and any fixing points only.

All exposed edges must be rounded.

The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

1.11.23.2 Front Forks

Forks or other suspension units used at the front must be from the GP2 class Approved Parts list or the OEM forks from machines homologated for the Supersport and Superstock classes with fork kits from the MCRCB Authorised Supersport and Superstock list.

The price limit for the race type forks is €6400 exc taxes.

Honda 600 based Moto 2 Machines manufactured before 1st January 2018 may utilise the units supplied with the machine but if replaced must be from the GP2 class Approved Parts list.

A steering damper may be added.

The steering damper cannot act as a steering lock limiting device.

1.11.23.3 Rear Fork (Swing arm)

The Swing Arm may be a prototype the design and construction of which is free but may only be constructed from aluminium alloy.

A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket.

1.11.23.4 Rear Suspension Unit

Rear suspension unit used must be from the MCRCB authorised parts list for Supersposrt and Superstock shock absorbers (RCU). ~~in accordance with the GP2 class Approved Parts list.~~

Honda 600 based Moto 2 Machines manufactured before 1st January 2018 may utilise the unit supplied with the machine but if replaced must be one from the GP2 class Approved Parts list.

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Rear suspension unit spring(s) may be changed.

No aftermarket or prototype electronically-controlled suspensions can be

used.

Rear suspension linkage is free. ~~May be an adjustable unit. Link plate design is open.~~

1.11.23.5 Wheels

Must be made from an aluminium alloy.

Wheel rim diameter size Front and Rear 17 inch

Front wheel rim width 3.50 inches or 3.75 inches
Rear wheel rim width 5.50 inches or 6.00 inches

1.11.23.6 Brakes

Motorcycles must have a minimum of one brake on each wheel that is independently operated.

Only brake discs of ferrous materials are allowed.

Callipers & master cylinder are free ~~open~~ but must be homologated by the series organiser.

Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in case of collision with another machine.

Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and it must not be considered a dangerous fitting (at the sole discretion of the Technical Director).

Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs. Conventional hydraulic hand/foot controls such as master/slave cylinders for brake systems are allowed.

No increase or control of brake pressure by electronic or mechanical systems apart from the rider's direct manual inputs are allowed. Specifically, brake systems designed to prevent the wheel from locking when the rider applies the brake are forbidden

Front and rear hydraulic brake lines must be of braided steel type and readily available on the open market from an established manufacturer. Quick connectors may be used. The split of the front brake lines for twin front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp).

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air ducts are allowed.

1.11.23.7 Handle Bars and Hand Controls
Handle bars, throttle assembly and associated cables, hand controls and levers must be readily available on the open market from an established manufacturer.

1.11.23.8 Foot Rest/Foot Controls
Foot rest/foot controls must be readily available on the open market from an established manufacturer.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8mm solid spherical radius. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

1.11.23.9 Fuel Tank
Fuel tanks are open in design but must be made from aluminium or steel. Other materials will be considered upon application a require written approval by the MCRCB technical committee.

The Technical Director may require the team to exchange any parts of the fuel system for another standard part, at any time.

No exotic materials maybe used to include Carbon Fibre.

All fuel tanks must be filled with fire retardant material (open- celled mesh, i.e. “Explosafe®”).

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 cc made of a suitable material.

Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

1.11.23.10 Fairing/Body Work
All bodywork is of an open design but must be produced from fibreglass. All exposed edges must be rounded.

The bodywork cannot be the design or shape of a homologated production machine in the Supersport class.

The lower part of the fairing must be constructed to hold in case of an engine breakdown, at least half the total oil and coolant capacity (minimum 5 litres).

The lower edge of any openings must be positioned at least 50mm above the bottom of the fairing.

1.11.23.11 Fasteners

Fasteners of any material and design maybe used.

Aluminium fasteners may only be used in non-structural locations.

Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Special steel fasteners may be used in structural locations, the strength and design must be fit for purpose.

Fasteners may be drilled for safety wire.

Fairing/body work fasteners may be of the quick disconnect type.

1.11.24 The following items MUST BE PRESENT

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

1.11.25 RAIN LIGHT

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared “wet” by Race Control.

Lights must comply with the following:

a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
d) the switch must be accessible.
e) rain light power supply may be separated from the motorcycle main wiring and battery.

E1.12 BMW MOTORRAD F900 TECHNICAL SPECIFICATIONS

These will be published when available at
https://www.msvr.co.uk/bike/championships/bmw-cup

F - JUDICIAL

The Judicial Procedures are an appendix of the Sporting Code.
NB. Where reference is made to the Permitting Body this is the MCRCB.

1 JUDICIAL BODIES

The Judicial Bodies are:
1) the Race Direction
2) the MCRCB Stewards;
3) an MCRCB Tribunal.

Their duties and responsibilities are set out in the Sporting Code under articles A25.1, A25.4 and A6 respectively.

2 BREACH OF REGULATIONS

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these regulations. Please see Sporting Code (article 50.19) for the responsibility/liability of a rider.

2.1 To ride a machine that is not prepared in accordance with these regulations or does not comply with these regulations.

2.2 All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an event or employed in any manner in connection with an event or competing in the event or in any other way involved in the event; and the acceptance of or offer to accept a bribe by such a person.

2.3 Any action having as its object the entry or participation in an event of :
a) A person or motorcycle found to be ineligible therefore and/or,
b) A person who is not the holder of a licence appropriate to the event concerned.

2.4 Any fraudulent act or proceeding in connection with an event or motor sport generally.

2.5 Any proceeding or act prejudicial to the interests of the MCRCB or of motor sport generally.

2.6 Riding which results in avoidable or unfair contact with another competitor or competitors.

2.7 Careless, reckless or dangerous riding in the course of a meeting (as defined in section D).

2.8 Disregard of flag signals (see the General Regulations, section E).

FLAG OFFENCES

All the following may result in the imposition of penalty points (3.8).

2.8.1 **Red Flag or Light**

Penalty for disregarding a red flag or light around the circuit **or pit lane exit**:
During practice – A loss of grid positions in the relevant race(s). In addition a fine may be imposed.
During a race - A loss of places in the result in the relevant race(s). In addition a fine may be imposed.

2.8.2 **Waved Yellow Flag or Flashing Yellow Light**

Penalty for overtaking or not slowing down when waved Yellow Flag/Light shown and not immediately raising a hand and reversing any positional or time advantage gained:

During practice – Cancellation of lap times or a loss of grid positions in the relevant race(s). In addition a fine may be imposed.

During a race – A penalty which may result in a loss of places in the result, or a long lap penalty, or a change of position penalty or a time penalty or a ride-through penalty, depending on the circumstances. In addition a fine may be imposed.

2.8.2.1 **Stationary Yellow Flag**

Penalty for overtaking when stationary Yellow Flag is shown and not immediately raising a hand and reversing any positional or time advantage gained:

During practice – Cancellation of lap times or a loss of grid positions in the relevant race(s). In addition a fine may be imposed.

During a Race – A penalty which may result in a loss of places in the result, or a long lap penalty, or a change of position penalty or a time penalty or a ride-through penalty, depending on the circumstances. In addition a fine may be imposed.

2.8.3 **Black Flag with Orange Disc**

Penalty for delay in responding to a Black Flag with Orange Disc:

During practice - A loss of grid positions in the relevant race(s). In addition a fine may be imposed.

During a race - Exclusion. In addition, a loss of grid positions in a subsequent race and/or a fine may be imposed.

2.8.4 **Black Flag**

Penalty for delay in responding to a Black Flag:

During Practice - A loss of grid positions in the relevant race(s). In addition a fine may be imposed.

During the Race – Exclusion. In addition, a loss of grid positions in a subsequent race and/or a fine may be imposed.

2.8.5 **Chequered Flag**

Penalty for disregarding a Chequered Flag: **Official warning, or the riders lap time(s) may be cancelled, a rider(s) may be suspended from particpating in all or part of a practice, qualifying or warm up session or a loss of grid positions in the relevant race(s)**.

2.8.6 **Red Flag with Diagonal WHITE Cross (Safety Car Flag)**

When the Safety Car Flag is shown, the penalty for gaining a positional advantage and not immediately reversing any advantage gained (whether inadvertently or not), **or any other breach of the Safety Car regulations (E 1.4.4 Neutralisation of Races – SAFETY CAR):**

A positional penalty which may result in a loss of places in the result, or a long lap penalty, or a change of position penalty or a time penalty or a ride-through penalty, depending on the circumstances. In addition a fine may be imposed.

Penalty for not slowing down sufficiently when Safety Car Flag/Lights are shown:
A time penalty, a long lap penalty or a ride-through penalty, depending on the circumstances. In addition a fine may be imposed.

Penalty for unfair or unsafe conduct during a Safety Car intervention including the restart: A time penalty, a ride-through penalty or a long lap penalty, depending on the circumstances. In addition a fine may be imposed.

2.8.7 **Blue Flag**
Penalty for disregarding a Blue Flag:
During Practice - A penalty which may result in a loss of places on the grid and/or a fine.
During a Race - A penalty which may result in a loss of places in the result, or a long lap penalty, or a time penalty and/or a fine.

2.9 **Riding in a manner not compatible with general safety**
Any penalty incurred under this regulation shall not prevent any appropriate action under regulations 2.6 and 2.7.

2.10 The Race Direction may refer matters of a more serious nature directly to the MCRCB Stewards, having satisfied themselves that there is a case to answer.

2.10.1 Any allegations of contravention of 2.6, 2.7 or 2.9 may be modified by the Race Direction/MCRCB Stewards to be considered as a lesser or greater offence.

2.11 The MCRCB may in its absolute discretion, within a maximum of 30 days after the event, order that a hearing by the MCRCB Tribunal shall take place in respect of an allegation of careless, reckless or dangerous riding notwithstanding that the Race Direction or MCRCB Stewards have taken no action.

2.12 During a competition, riders must not manoeuvre in a foul, unfair or dangerous manner. Therefore:

2.12.1 It is forbidden to ride on the course in the opposite direction to that stated in the regulations or on the Track Licence.

2.12.2 It is forbidden to ride in the pit lane, with the engine running, in the opposite direction to that stated in the regulations or in the Track Licence, unless authorised.

2.12.3 It is forbidden to ride a race bike in the paddock at excessive speed or in a reckless or dangerous manner. It is forbidden to ride a race bike in other public areas.

2.12.4 It is forbidden to ride a paddock bike, bike or any other vehicle in the paddock at excessive speed or in a reckless or dangerous manner. It is forbidden to ride a paddock bike in other public areas unless all road traffic regulations are complied with (see article F2.27 for penalties).

2.12.4.1 It is forbidden to ride a paddock bike, bike or any other vehicle in the paddock if under 18 years of age unless a competitor at the meeting, the rider and team will be held responsible.

2.12.5 Riders must not gain an unfair advantage, however slight.

2.12.6 Riders must not tour, see article 2.19.

2.12.7 It is forbidden for a rider to transport another rider on his solo machine during practice or races.

2.12.8 When, for whatever reason, a rider leaves the track he must resume racing without any outside assistance, except by the marshals, at the place indicated by the marshals or at a place which does not provide a advantage to him.

2.12.9 During a competition riders must wear safety/protective clothing as described in article G3.40.

2.13 Misbehaviour or Unfair Practice.

2.14 Abusive language or behaviour, or assault within the area under the control of the MCRCB or to an official of the meeting.
Any rider or team member using abusive language or behaviour, or assault, within the area under the control of the MCRCB or to an official of the meeting (or Circuit) will be excluded from the meeting. The penalty may be imposed on rider(s) and team if the offence is by a member of his team.
In exceptional circumstances this may reduced to a fine and a suspended sentence.

2.15 Failure to honour a **funds transfer** payable to the MCRCB, Event Organiser or any Body appointed or authorised by the MCRCB, will result in suspension until payment of the full amount, plus charges, has been made.

All the following offences (2.16 to 2.20) may result in the imposition of penalty points (3.8).

2.16 **Disregard of instructions of an Official, the Regulations or Official Bulletin**
Penalty: Any rider or team member disregarding the instructions of any Official of the meeting (or Circuit) or the Regulations or an Official Bulletin will be penalised. The penalty may be imposed on rider(s) if the offence is by a member of his team.
In exceptional circumstances this may mean exclusion of the rider(s) from the event. If a penalty for that offence has already been stated in these regulations that will be applied.

2.17 **Start Procedure (See appropriate General Regulations C 1.6)**
Penalty for disregarding Start Procedures, including adjustments and changes of tyres/wheels after the period for authorised work has elapsed: the rider will be penalised by either a ride through penalty, a long lap penalty or, a time penalty, and/or a fine.

2.17.1 **The penalty for delaying the start**
Any rider who is responsible for a ‘start delayed’, whether inadvertent or not, will be penalised by either a pit-lane start, a start from the rear of the grid, a ride-through penalty, a long lap penalty or, a time penalty, and/or a fine.

2.18 **False Start (see appropriate General Regulations C 1.7)**
Penalty for a false (jump) start:
The rider concerned will be penalised by a "ride through" penalty; this may be substituted by a time penalty.
If the start is delayed or other riders inconvenienced the offence will be deemed more serious and the competitor may, in addition, be moved to the back of the grid, or to the pitlane or may be excluded from the race and/or meeting.

2.19 **Touring (See appropriate General Regulations)**
A penalty may be imposed on any rider found to be touring. If marshals report that a rider is touring and riding in a manner not compatible with general safety, and this is collaborated by comparing consecutive sector times, penalties will apply as follows:
During practice – Official warning, or the riders lap time(s) may be cancelled, a rider(s) may be suspended from particpating in all or part of a practice, qualifying or warm up session or a loss of grid positions in the relevant race(s).. During race – exclusion, ride-through, long lap, time penalty and/or fine, depending on the circumstances.

2.20 **Gaining a positional or time advantage (whether inadvertently or not) and not immediately reversing any advantage gained**
A time penalty or a long lap penalty, or a change of position penalty, or a ride-through penalty, depending on the circumstances. In addition a fine may be imposed.

2.21 If any of the offences stated in the above articles are deemed to be of a more serious nature additional penalties may be imposed including exclusion.

2.22 **Using a machine not prepared in accordance with these Regulations**
Using a machine which is not prepared in accordance with these Regulations and which could cause a hazard or result in a hazard to other riders or the rider himself. The rider and/or Team will be penalised by exclusion from that practice session or race or event. Additionally a fine may be imposed.

2.23 **Speeding in the pit lane**
The maximum speed is 60kph; radar gun will be used to check compliance.
1st offence of season – formal warning.
2nd and subsequent offences – one penalty point for each offence.

2.24 **Deviation from the Racing Circuit (Course Cuts, Exceeding Track Limits)**
This will be considered as taking an unfair advantage
During Practice – Cancellation of lap times, Time penalty (including loss of practice time) or "stop and go" penalty, for persistent infringements other penalties may be applied
During a Race – Time penalty, ride-through penalty, long lap penalty, positional penalty or exclusion.
The Race Direction may issue venue and event specfic information regarding this.

2.25 **Unauthorised practice starts**

Unauthorised practice starts **(in a non approved area and/or at a non approved time e.g before the end of a session) will be penalised by a loss of grid positions for the relevant race and/or the imposition of Penalty Points**.

2.26 **Misuse of passes by a rider or team member**

For the misuse of passes (inc. Vehicle, Pit Lane, Signal Wall and Grid) or ignoring instructions of an official or failure to wear or show the pass correctly or to show it on the request of an official including an official of the circuit.

A fine against the competitors in that team will be imposed by the Promoter.

In exceptional circumstances - Exclusion of that team and all competitors in that team, the selling of passes will be deemed an exceptional circumstance.

2.27 **Misuse of paddock bikes, race machines or any other means of transport (including cycles and skateboards etc.) within the Circuit by a rider, team member or any other person connected to the rider or team**

A fine against the competitors in that team will be imposed.

In exceptional circumstances - Exclusion of that team and all competitors in that team.

2.28 Any person or body who shall organise, advertise, enter for, ride in, officiate at, or in any manner whatsoever take part in a motorcycle competition or championship not organised in accordance in all respects with these regulations or who becomes disqualified or suspended by the governing body of any other sport recognised by the ACU or by the MSA shall be reported to an appropriate MCRCB Tribunal.

3 PENALTIES

Any Promoter, Organiser, Official, Competitor, Entrant, Team Member, Manufacturer or other person committing a breach of the Regulations or of any MCRCB conditions or of any instructions to competitors, or of any special rules may be penalised as hereinafter provided.

3.1.1 The penalties which may be inflicted as follows:

a) Reprimand
b) Fine
c) Penalty Points
d) Time Penalty, Lap Penalty or Position Penalty including “stop & go” (in the pit lane), “long lap” (penalty deviation route) or “ride through” (the pit lane at restricted speed)
e) Loss of places on the grid including future events and races that the rider takes part in. **When a grid penalty or sentence of disqualification is imposed it will always apply to the same category or class that the breach of the Regulations occured**
f) Loss of places in the results
g) Withdrawal of championship points
h) Disqualification
i) Suspension
j) Exclusion

One or more of the above may be imposed as appropriate.

3.1.2 Any MCRCB Tribunal may also:
a) Declare the results of an event null and void.
b) Order the return of any awards, or annul championship points.
c) Order the return of all, or part of Entry Fees.
d) Impose such conditions on future events as it thinks fit.
e) Order the downgrading of any ACU licence or Registration.

3.1.3 Any of the Judical Bodies may, at their discretion, order that any of the penalties detailed in 3.1.1 and 3.1.2 be held in suspense for a specific period of time. Should the competitor be found guilty of a subsequent offence, details of that offence will be forwarded to the Permitting Body, the Judicial Panel or an MCRCB Tribunal for them to consider whether the suspended sentence should be activated in addition to any penalty imposed for the subsequent offence.

3.2 When a penalty is imposed by the Race Direction, MCRCB Stewards, or the MCRCB Tribunal, details will be recorded by the Permitting Body.

3.3 **Time, Long Lap or Positional Penalty**

The Race Direction, or MCRCB Stewards, may impose a time, long lap or positional penalty, including a “stop and go”, “long lap” or “ride through”, on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race or practice. The penalty may be imposed after the race or practice session has finished.

3.3.1 STOP & GO - During the race or practice the rider will be instructed to stop in the designated penalty area. He must bring his machine to a complete stop and remain stationary for as long as indicated by the official responsible. He may then rejoin the race or practice.

3.3.2 RIDE THROUGH – During the race the rider will be instructed to ride through the pit lane. He may then rejoin the race. A ride through may take place during an intervention by the Safety Car, however the rider must rejoin at the back of the race as directed.

3.3.3 For a ride through penalty the rider must respect the speed limit (60 km/h) in the pit lane. The team will be notified and notification will be given to the rider at the finish line by means of a board. Failure by the relevant rider to perform the penalty having been shown the board 3 times will result in that rider being shown the black flag. If more than one rider is penalised the riders will be signalled on subsequent laps. The order of the riders will be based on the qualifying times with the fastest rider first. The second or subsequent rider will not receive instructions until the previous rider has completed the penalty or been shown the black flag.

In the case where the organisation has been unable, or for other safety reasons has decided not**,** to carry out the penalty before the end of the race, the relevant rider will be inflicted with a time penalty.

In the case of a race interrupted prior to a ride through penalty being enforced, and if there is a second part to the race, the relevant rider will be inflicted with a time penalty added to his time for the first part. He will not then have to carry out a ride through penalty.

In the case of infraction of the ride through speed limit the penalty will be repeated. For a second infringement invoking a ride through penalty, the black flag will be shown to the rider.

3.3.4 At each event a ride through and long lap equivalent time penalty value will be published.

3.3.5 On circuits where time penalties are used instead of ride-through penalties, and the race is interrupted and if there is a second part to the race, any rider so penalised will be inflicted with the time penalty added to his time for the first part of the race.

3.3.6 LONG LAP – During the race the rider will be instructed to ride through the "Long Lap" penalty route. This will be a pre-defined route, usually utilising a tarmac run-off area. The Long Lap penalty area, route and procedure will be published to all riders prior to the first practice session. A long lap penalty cannot take place during a safety car intervention period.

3.3.7 For a Long Lap penalty, the team will be notified via the timing screen and notification will be given to the rider at the finish line (or other pre-defined area) by means of a board. Failure by the relevant rider to perform the Long Lap penalty procedure having been shown the board 3 times, or perform the procedure correctly, will result in that rider being inflicted with a (pit lane) ride-through or ride-through equivalent time penalty. The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated. The rider carrying out the Long Lap penalty is responsible for leaving and rejoining the track, following the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised. Overtaking is forbidden within the Long Lap route.

If the section of track that the Long Lap penalty area is in is under yellow flag conditions then the penalty route cannot be used and the lap not counted for the purpose of serving the penalty within 3 laps of notification. In the case of a race interrupted prior to a Long Lap penalty being carried out, and if there is a second part to the race, the relevant rider will be inflicted with a time penalty added to his time for the first part. He will not then have to carry out a long lap penalty in the restarted race.

3.3.8 CHANGE POSITION – During the race a rider will be instructed to change position. The riders number and the number of places required to change will be displayed on boards shown at the finish line and at up to three additional points around the circuit simultaneoulsy. The notification of the penalty will also be shown on the timing screen. The rider must action the change of position instruction within three laps of passing the first board displaying the instruction for the first time. The change of position cannot be executed during a safety car intervention period. Failure to adhere will result in a ride through and/or time penalty being imposed. At each event prior to the race day(s) the Race Direction will publish by bulletin a circuit map with the location and position of the penalty display boards.

3.4 **Sentence to a Reprimand or a Fine**

A reprimand or a fine may be imposed by the Race Direction, MCRCB Stewards or the MCRCB Tribunal.

3.4.1 **Time Limit for Payment of Fines**

Fines shall be paid within 7 days of their being ordered. Any delay in making payment may entail suspension of licence for the period during which the amount remains unpaid. An Entrant shall, if called upon to do so, be

responsible for the payment of any fine imposed and, in such circumstances in the event of non-payment, be suspended equally and simultaneously with the person on whom the fine has been levied.

3.4.2 **Allocation of Proceeds from fines**
The proceeds from all fines shall be remitted to the Permitting Body.

3.5 **Sentence of Disqualification**
A sentence of disqualification from a meeting, or event(s), or part thereof, may be pronounced by the Race Direction, the MCRCB Stewards or the MCRCB Tribunal. It may be made retrospective.

3.6 **Suspension**
A person, body, motorcycle or make of motorcycle shall be said to be suspended when forbidden, by the MCRCB, and exceptionally under 3.6.2, 3.6.4, 4.5.3 and 5.5 by the MCRCB Stewards, to take part in any MCRCB competition for a stated period. The MCRCB may, at its discretion, restrict the suspension to certain categories or types of event.

3.6.1 Suspension shall render void any entry made for an event taking place during such suspension and any entry fee paid or payable shall be forfeited to the Permitting Body. The rider concerned must forfeit his licence to the ACU.

3.6.2 For an offence of reckless or dangerous riding or disregard of flag signals, or abusive language or abusive behaviour or physical assault or threat of physical assault or bringing the sport into disrepute, the Race Direction may, in addition to any other penalty (including a Sentence of Exclusion) they are entitled to impose by these regulations, report the matter to the MCRCB Stewards with a view to them imposing further penalties including suspension for a period not exceeding 60 days (in exceptional circumstances this may be 6 months during the racing season but is subject to confirmation by the MCRCB Directors). If the MCRCB Stewards, after enquiry, are satisfied that a physical assault, or threat of a physical assault, occurred, their suspension will not be subject to appeal.
On imposing such a sentence, the MCRCB Stewards shall have the power to require the competitor concerned to deliver to them his competition licence which will be immediately forwarded to the ACU with a report on the enqiry leading to the suspension, which will then be considered by an ACU Tribunal, who may impose such further penalty as they think fit. An MCRCB Tribunal may also take action against that competitor.

3.6.3 Delay in handing in a licence in accordance with 3.6.1 and 3.6.2 will automatically result in the extension of the suspension by a period equal to the delay.

3.6.4 For offences of the use of an oversize engine (4.5.3.1 and 4.5.3.2) or use of illegal fuel (5.5 and 5.6) the Race Direction will in addition to any other penalty (including sentence of exclusion) are entitled to impose by these regulations report the matter to the MCRCB Stewards who will impose a sentence of suspension from Road Racing for a period of 6 months of the Road Racing season unless there are exceptional reasons not to do so.

A report on the enquiry leading to the suspension will then be forwarded to the Permitting Body The matter may then be considered by an MCRCB Tribunal, who may impose such further penalty as they think fit.

3.7 **Exclusion**

A person, body, motorcycle or make of motorcycle shall be subject to exclusion when forbidden by the MCRCB to take part in any competition whatsoever.

3.7.1 Exclusion will always have an International effect and shall be notified to the FIM.

3.7.2 Exclusion shall render void any previous entry made for any competition and any entry fee paid shall be forfeited to the MCRCB.

3.7.3 A sentence of exclusion shall be reserved for exceptionally grave offences.

3.7.4 Where a sentence of exclusion relates to an Entrant, Rider or Passenger he shall immediately return his licence to the ACU.

3.8 Penalty Points

The organisers of a Championship or Series may also impose penalty points.

Penalty Points may be given against any competitor by the Race Direction or MCRCB Stewards. The penalty points may be given as a penalty in isolation, or as an additional penalty to <u>any</u> breach of Regulations. Automatic sanctions apply to riders accumulating 6, 9 and 12 penalty points as follows: A rider accumulating 6 penalty points will start the next race they compete in from the last grid position. If that rider then accumulates 9 points, they will start the next race they compete in from the pit lane exit. If that rider then accumulates 12 points they will be disqualified from participation in the next race they are due to compete in, (if the penalty is prescribed at the last event and the after the last of the season it will roll over to the next season); after completion of this sanction the penalty points total will reset to zero. Penalty points will remain in place for 12 months from the date of imposition. A penalty of up to 3 penalty points can be imposed without a prior hearing being necessary. However, the right of appeal remains as set out in Article 7.1.

3.8.1 Any competitor whose registration is suspended, or becomes liable to suspension may request a hearing before a Tribunal set up by the Permitting Body to show cause why his/her registration should not be suspended. Initially, such a request containing a brief statement of the grounds for the request and accompanied by the appropriate fee as set out in section C, must be made in writing to the MCRCB within seven days of the written notification to the competitor of the suspension of the registration. The submission of such a request will not affect the suspension, which will remain in force pending the decision of the Tribunal.

The Tribunal shall have no jurisdiction to consider the competitor`s guilt of the offence charged in respect of any of the relevant penalties. In relation to the requirement that the competitor shows cause why his or her registration should not be suspended in respect of any relevant penalty concerning a riding offence, it is necessary that the competitor proves an exceptional circumstance meriting his or her registration not being suspended.

3.9 **Suspension, Disqualification or Exclusion of a Make or Model of Motorcycle**

The MCRCB Tribunal may suspend a make of machine within its own territory for a breach of the Regulations by the manufacturer or his accredited representative, or for any reason of safety.

3.10 **Reciprocity of Penalties**

The ACU will withdraw from and not issue a licence to, and the MCRCB will not register or accept a competitor who is subject to a penalty of suspension or disqualification imposed under these rules or by the FIM or an FMN or the Speedway Control Board or MUK, subject to the Right of Appeal to the appropriate MCRCB Tribunal.

3.11 **Loss of Award**

Any competitor who may be excluded, suspended or disqualified in any event shall thereby forfeit all right to any award in that event.

3.11.1 Amendment of placing and awards - in such cases the MCRCB Stewards will declare the resulting amendment to the placings and awards, and they will decide whether the next competitor in order (after those placed) shall be advanced.

3.12 **Publication of Penalty**

3.12.1 The FIM, the ACU or the MCRCB shall have the right to publish or cause to be published a notice stating that it has penalised any person, body, motorcycle or make of motorcycle, and if it so desires, the reasons therefor.

3.12.2 The person, persons or body referred to in such notice shall have no right of action against the FIM, the ACU or the MCRCB or against any person publishing or printing the notice and may incur disqualification if such action is taken.

3.13 **Remission of Penalty**

The appropriate MCRCB Tribunal shall have the right to remit the unexpired term of a sentence of suspension or disqualification on such conditions (if any) as it may think fit. Requests for remission of sentence must be in writing, accompanied by a non-returnable fee of £500. The same level of Tribunal which applied the original penalty will deal with the application entirely in writing.

3.14 **Judgement**

All parties concerned shall be bound by the decision given, subject only to appeal as provided in these Regulations.

3.15 **Costs**

The MCRCB Stewards and/or the MCRCB Tribunal may make such order as to costs as they may think fit.

3.15.1 **Time Limit for Payment of Costs**

Costs shall be paid within 7 days of their being ordered. Any delay in making payment may entail suspension of registration for the period during which the amount remains unpaid.

3.15.2 **Liability to Pay Costs**

An Entrant shall, if called upon to do so, be responsible for the payment of any cost imposed and, in such circumstances in the event of non-payment, be suspended equally and simultaneously with the person on whom the cost has been levied.

3.16 **Competitors – Under 18 years of age**

When being interviewed or attending any hearing any rider who is under 18 years of age must be accompanied by a parent or the named guardian, as stated on the Parental Consent Form.

NB A person under 18 years of age must not compete if a parent or named guardian, as stated on the Parental Consent Form, is not present.

4 ELIGIBILITY CHECKING

4.1 Eligibility inspection must be supervised by the Chief Technical Officer of the event and/or by an eligibility official appointed by the MCRCB**.** They will then be considered as Eligibility Judges of Fact**.**

Teams must be able to carry out any dismantling of the engine or machine in order that the inspection may be carried out, failure to carry out this duty may incur a penalty as foreseen in article 4.5.

4.1.1 Should the Eligibility Judge of Fact agree that the motorcycle/component is not eligible, this will be reported to the Race Direction who after giving the parties the opportunity to be heard, will impose penalties in accordance with article 4.5, unless there are exceptional reasons why this should not be done. If the Race Direction considers that the matter is of a grave and weighty nature, they may refer the matter to the MCRCB Stewards.

4.1.2 The findings of the Race Direction/MCRCB Stewards will be reported to the Permitting Body who may take further action, including increasing any penalty imposed.

4.2 If a motorcycle/component is not made available for an eligibility examination as required by the Chief Technical Officer, the Race Direction or the MCRCB Stewards, it will be considered as ineligible and will be reported as such to the Race Direction, who will arrange for the matter to be heard in accordance with 4.1.1 and 4.1.2.

4.3 Should a motorcycle be deemed ineligible after the final qualifying practice, but subsequently be approved before the race, the motorcycle will have all its practice times disallowed, but may be permitted by the Race Direction to start from the back of the grid, providing that by so doing, it does not take the place of any motorcycle already qualified (whether a reserve or not).

4.4 Competitors whose motorcycles are the subject of an impending check of eligibility must advise this fact to the Judicial**/**Deputy Clerk of the Course of any event in which they wish to take part during this period, and the results of such event will remain provisional until such time as the eligibility decision has been made. Failure to so inform the Judicial/Deputy Clerk of the Course (in writing) will entail a fine of £500 being imposed by the Race Direction.

4.5 **INFRINGEMENT OF ELIGIBILITY REGULATIONS**

4.5.1 Any competitor, Entrant, Manufacturer or team competing in a championship whose motorcycle is found to be ineligible in accordance with 4.1, 4.2 or 4.3 will be subject to the following penalties, unless there are exceptional reasons not to do so.

4.5.1.1 **Arising during Practice or from Post Practice Eligibility Inspection.**

Minimum penalty: Forfeit the practice times from all completed timed sessions in that class at that meeting.

In addition the following penalties may be imposed - penalty points, and/or a fine of up to £1000 and/or the rider may receive a ban from that meeting and future meeting(s).

4.5.1.2 **Arising from Post Race Eligibility Inspection.**
Minimum penalty : Be excluded from all races in that class at that meeting. Forfeit all Championship points, prize money and awards from that meeting. In addition the following penalties may be imposed - penalty points, and/or a fine of up to £2000 and/or a ban from that and future meeting(s).

4.5.2 **Additional Penalties**
The following additional penalties may be applied whether the championship is for rider, entrant/sponsor, team or manufacturer

4.5.2.1 Count the event as one of the events contributing to his Championship score.

4.5.2.2 Be disqualified from any other event at that meeting, forfeiting all Championship points, prize money and other awards from that meeting.

4.5.2.3 Forfeit of championship points.

4.5.2.4 Penalty points and/or fine.

4.5.2.5 Be suspended from future events.

4.5.2.6 For any second offence in the season the minimum penalty is suspension from 3 meetings and £1000 fine, unless there are exceptional reasons not to do so.

4.5.3 The following penalties will apply:

4.5.3.1 **In the event of an engine being found to be oversize**, the MCRCB Stewards will impose a sentence of suspension for a minimum period of 6 months of the Road Race season (1st March to the 31st October), unless there are exceptional reasons not to do so.

4.5.3.2 **Refusal to have the machine examined,** the MCRCB Stewards will impose a sentence of suspension for a minimum period of 6 months of the Road Race season (1st March to the 31st October), unless there are exceptional reasons not to do so.

4.5.4 **Failure to comply with parc ferme regulations,** Will result in an automatic disqulification from that race or that practice session, unless there are exceptional reasons not to do so.

4.5.5 A special procedure as detailed in 7.4.7 applies in respect of any Appeal against an Eligibility decision including the application of 4.5.3.

5 FUEL CHECKING

5.1 Competitors are required to have sufficient fuel remaining in the tank at all times for testing and in order to comply with the regulations this should be 2 litres.

a) Control Fuel - The minimum amount of fuel required for testing is 1 litre if it is a control fuel.

b) Non Control Fuel – The minimum amount of fuel required for testing is 2 litres if a control fuel is not required or if a control fuel is required but found not to be being used. This may be reduced to 1 litre if the competitor agrees to only one fuel sample being taken (see Technical Regulations).

c) The Race Direction/MCRCB Stewards may only make exceptions if the appointed officials for the testing of fuel are satisfied that they have sufficient fuel to carry out the tests required by the regulations.

5.2 It shall be an offence to use fuel which does not comply with the fuel specification laid down in the Technical Regulations, or the Championship Conditions/Supplementary Regulations for the Event.

a) Fuel which is not a control fuel (ineligible), but which complies in all other respects with the fuel regulations will be penalised as in article 5.4

b) Fuel that is not the control fuel and which does not comply with fuel regulations as laid down in the Technical Regulations will be penalised as in article 5.5.

5.3 The analysis of an MCRCB officially approved testing facility in respect of the fuel sample will be taken as a finding of fact.

5.4 In the event of the fuel being found to be ineligible (i.e not the Control Fuel when required) but to comply with fuel regulations in all other respects.

5.4.1 **Arising during Practice or from Post Practice Eligibility Inspection**
Minimum penalty: Forfeit the practice times from all completed timed sessions in that class at that meeting.

5.4.2 **Arising from Post Race Eligibility Inspection**
Minimum penalty : Be disqualified from the race. Forfeit all Championship points, prize money and awards for that race.

5.5 In the event of the fuel being found not to comply with the MCRCB fuel regulations, the MCRCB Stewards will impose the sentence of suspension for a minimum period of 6 months of the Road Race season (1st March to the 31st October), unless there are exceptional reasons why this should not be done.

5.6 If a fuel sample is not made available, or there is insufficient fuel for a test(s) to be carried out for a check for non compliance with fuel regulation examination, as required by the Chief Technical Officer, the Race Direction, the MCRCB Stewards or the official appointed to supply and test fuel, then the fuel will be considered as not to comply with the fuel regulations and will be reported as such to the Race Direction, for application of the penalties as stated in article 5.5. Only in exceptional circumstances may these be reduced by the MCRCB Stewards to the minimum penalty as stated in article 5.4.1 and 5.4.2.

5.7 A special procedure as detailed in 7.4.7 applies in respect of any appeal against a breach of fuel regulations.

6 PROTESTS

6.1 The right to protest lies solely with any entrant or rider or passenger who is party to a dispute concerning the act or ommision of another Competitor in an event in which he is or has been taking part.

6.1.1 The Race Director, the Judicial / Deputy Clerk of the Course, the Race Direction, the Technical Director, the Chief Technical Officer or the MCRCB Chief Steward, may authorise the inspection of any part of the motorcycle at any time of the event and until the conclusion of any judicial and technical matters, regardless of whether a protest has been lodged.

6.1.2 Every protest shall be in writing, stating the grounds for the protest, and be within the appropriate time limit (see F.6.2). The party making the protest must sign it, or alternatively it can be emailed by them to bsbracedirection@msvracing.co.uk. The protest must be accompanied by the fee laid down in Section C (see also article F.6.3.4).

6.2 **Time limit for protests**

6.2.1 A protest against another competitor - within 30 minutes of the protester finishing the competition.

6.2.2 A protest against the eligibility of any motorcycle, or part of motorcycle; when the reasons for the alleged ineligibility is not apparent or known, but it is alleged that the motorcycle is performing in a manner which suggests that it is ineligible, or if a part or parts may have been changed after technical control - within the time the machine is held in the "parc ferme", in accordance with Championship or Supplementary Regulations, or within 30 minutes of the performance that gives rise to the protest, whichever is the shortest time. If machines are not automatically held in the parc ferme any protest must be made to the Judicial/Deputy Clerk of the Course on behalf of the the Race Dierection before the end of that practice session or race.
NB see also 7.2.4

6.2.3 The Judicial/Deputy Clerk of the Course on behalf of the Race Direction may amend the above time limit if he thinks that the circumstances make a lodging of a protest physically impossible within the time quoted. If he decides to deal with a protest "out of time", by doing so he will be deemed to have extended the time limit.

6.2.4 No protests regarding machine eligibility will be accepted once a machine has been released from the parc ferme or has finished the race whichever is the later.

6.3 **Adjudication of Protests**

Any protests shall be adjudicated upon by the Race Direction, subject to the rights of appeal provided by these Regulations.

6.3.1 Protest Hearings (These may be convened and held by electronic means e.g Microsoft Teams). The hearing shall take place as soon as practicable. All parties shall be given notice of the hearing. They shall be entitled to call witnesses, but shall state their case in person and not through an advocate, and they, and their witnesses, shall be given an opportunity to be heard. In their absence or in the absence of their witnesses, judgement may be by default providing that the Race Direction has satisfied themselves that the party concerned is aware of the time and the place of the hearing or has left the event in contravention of A50.22. If judgement cannot be given immediately after the hearing all parties must be advised of the time and place at which the decision will be given.

6.3.1.1 Competitors must remain available at the meeting until any protest period relating to their event has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

6.3.2 In the event of a protest against the eligibility of a machine or engine, the Judicial/Deputy Clerk of the Course shall order that the machine or engine

will be examined as soon as practicable as determined by the Race Direction or Steward(s) of the meeting.

6.3.2.1 A motorcycle may only be sealed if it is to be used in a further event(s) that day. A postponement can only be agreed to in exceptional circumstances where there is no alternative.

6.3.3 The Eligibility Officer sealing the motorcycle or component shall furnish the Judicial/Deputy Clerk of the Course with details of the seals used, their number and position.

6.3.4 For a protest against an engine or gearbox /clutch assembly, an additional fee will be payable

6.3.4.1 The deposit in case of the partial or complete dismantling and reassembling of an engine or gearbox / clutch assembly is laid down in section G.

6.3.4.2 The deposit for a fuel check is laid down in section G.

6.3.4.3 The charges (deposit) as specified in 6.3.4.1 and 6.3.4.2 are in addition to the protest fee and must be lodged with the protest fee.

6.3.4.4 In the case of engines**,** if the party who makes the protest is the losing party, the deposit shall be paid to the winning party. If the party who makes the protest wins the protest, the deposit shall be reimbursed. This will be in addition to any other penalties or costs awarded.

6.3.4.5 In the case of fuel, if the party who makes the protest is the losing party they will pay the cost of the test and the deposit will be retained. If the party who makes the protest wins the protest, the deposit shall be reimbursed and the cost of the test awarded against the losing party. This will be in addition to any other penalties or costs awarded.

6.3.5 The Judicial/Deputy Clerk of the Course will ensure that arrangements are made for the motorcycle or engine to be examined with the least possible delay. The party making the protest is not entitled to be present at this examination.

6.3.6 The Chief Technical Eligibility Officer will report his findings to the Race Direction to adjudicate on any contraventions of the Technical Regulations. The Race Direction, after giving the parties the opportunity to be heard, will apply the penalties prescribed by the Regulations.

6.4 Where a protest is lodged, the distribution of any affected prize must be withheld until the protest has been adjudicated upon and either the result of any possible appeal arising out of such adjudication is known, or the time for the appeal has expired without the intention to appeal having been given. The list of awards in so far as it relates to such a prize must be declared to be provisional.

6.4.1 If after the distribution of prizes a decision is made pursuant to these Regulations which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore must return such prize to the organisers on demand.

6.5 **Forfeiture of Protest Fee**

Unless otherwise decided by the Race Direction for special reasons, the protest fee shall normally be forfeit if the protest is not upheld.

6.5.1 A protest, once made, may be withdrawn before the hearing but the protest fee will only be refunded at the discretion of the Race Direction.

6.6 If it is proved to the satisfaction of the Race Direction that the author of the protest has acted in bad faith, he shall be deemed guilty of a breach of these regulations and may be penalised accordingly.

7 APPEALS

7.1 Appealing against a decision of the Race Direction or any other Official of the Meeting

Any Entrant or Rider who is party to a decision shall have the Right of Appeal to the MCRCB Stewards against a penalty or decision given by the Race Direction or any other Official of the Meeting (whether arising from a protest or otherwise), except that there shall be no right of appeal against the statement of a Judge of Fact or against the imposition of the following instructions or penalties: Display of a Black Flag or Black Flag with Orange Disc, Ride Through Penalty, Ride Through Equivalent Time Penalty, Stop & Go Penalty, Long Lap Penalty, Long Lap Equivalent Time Penalty, Change Position Penalty imposed during a race or a time penalty imposed in lieu of a Change Position Penalty. The appeal submission must show that new evidence is available, the original decision was fundamentally flawed or the penalty excessive, the eligibility will be decided by the MCRCB Chief Steward and his decision is final. A right of appeal does not exist for third parties i.e. a right of appeal against a decision exists only for the parties involved in those proceedings. Eligibility appeals are dealt with in accordance with article 7.4.7.

7.1.1 Every appeal shall be in writing, this can be emailed to MCRCBStewards@msvracing.co.uk stating the grounds for the appeal. It must be lodged with the within the appropriate time limit.

7.2 Time Limit for Appeals

7.2.1 An appeal against the acceptance of an entry, instructions to riders or the length of the course – not less than one hour before the start of practice for the event in question.

7.2.2 An appeal against the handicap, the make up of a heat, or qualification for a heat or final - not less than two hours before the time laid down for the start of the competition, heat, or final.

7.2.3 An appeal against a decision of a Technical Official, by the competitor directly concerned - within 30 minutes of that decision being notified to that competitor.

7.2.4 An appeal against the eligibility of any motorcycle, or part of the motorcycle; when the alleged ineligibility is apparent - within 30 minutes of the motorcycles being approved by the Technical Eligibility Official.

7.2.5 An appeal against any mistake or irregularity occurring whilst the competition is taking place - within 30 minutes of the appellant finishing the competition.

7.2.6 An appeal concerning the results of a competition - within 30 minutes of the publication of provisional results or any amendments thereto.

7.2.7 An appeal against a decision of the Race Direction not falling within 7.2.1 to 7.2.6 inclusive - within 30 minutes of that decision being notified to the competitor.

7.2.8 The MCRCB Chief Steward may amend the above time limits if he thinks that circumstances make the lodging of an appeal physically impossible

within the time quoted. If the MCRCB Stewards decide to deal with an appeal "out of time" by doing so they will be deemed to have extended the time limit. In the event of a penalty being notified by post or electronic mail, the appeal must be lodged within 5 working days of the date of sending the notification.

7.2.9 Appeals arising out of a Championship classification, or points, will be adjudicated upon by appropriate Stewards appointed by the Permitting Body.

7.2.9.1 An appeal against points awarded (or not awarded) in a Championship must be lodged within seven days of the first publication of the points in dispute in an official document (i.e. interim championship results, programme, etc.)

7.2.10 **Appeal Hearings**

The MCRCB Stewards shall hear any appeal as soon as practicable. These may be convened either in person or held by electronic means. All parties shall be given notice of the hearing. They shall be entitled to call witnesses, but shall state their case in person and not through an advocate, and they, and their witnesses, shall be given an opportunity to be heard. In their absence or in the absence of their witnesses, judgement may be by default providing that the Stewards are satisfied that the party concerned is aware of the time and place of the hearing or has left the event in contravention of A50.22 If judgement cannot be given immediately after the hearing all parties must be advised of the time and place at which the decision will be given.

7.3 **Forfeiture of Appeal Fee**

Unless otherwise decided by the MCRCB Stewards for special reason, the appeal fee shall normally be forfeit if an appeal is not upheld.

7.4 **Appeals to a MCRCB Tribunal**

7.4.1 A right of appeal exists against decisions by the MCRCB Stewards to an MCRCB Tribunal (National Court of Appeal) (see the Sporting Code – article 6)

7.4.1.1 The appeal submission must show the original decision was fundamentally flawed or the penalty excessive, the eligibility will be decided by the Clerk to the Tribunal and his decision is final.

7.4.1.2 An appeal against the decision of the MCRCB Stewards can only be made by any person (or body) who was an original party to the decision, in accordance with 7.4.2. A right of appeal does not exist for third parties.

7.4.2 The following are the only grounds for lodging an Appeal against a decision of the MCRCB Stewards:

a) Where it is claimed that a gross miscarriage of justice has occurred.
b) Where the party penalised claims that the penalty is wholly inappropriate for the breach of regulations.

7.4.3 Notice of Intention to Appeal [7.4.4] and Confirmation of Appeal [7.4.5] must be lodged in accordance with these regulations.

7.4.4 A written Notice of Intention to Appeal against a decision of the MCRCB Stewards, accompanied by the correct fee as laid down in section C must be lodged with the MCRCB Stewards within 30 minutes of their decision being verbally announced. If the party(ies) concerned are not present at the Hearing, the decision must be sent to them by first class mail, and any

Notice of Intention to Appeal, together with the fee, must be lodged with the MCRCB not later than 5 days after the date of posting.

7.4.5 Within 5 working days of the Notice of Intention, written Confirmation of the Appeal, signed by both the Appellant and the Entrant (if appropriate) or Parent/legal guardian (if the appellant is under 18 years of age), must be submitted to the Clerk to the MCRCB Tribunals at the address of the MCRCB. This confirmation, must include the Grounds of Appeal [7.4.2] and also a skeleton argument of the points to be raised. The Clerk to the Tribunals will advise, within 10 days, as to whether the Appeal meets with the permitted Grounds of Appeal. If he rules that it does not comply, or it is withdrawn, the Appeal will lapse and the fee may be forfeit. If he rules that the Appeal may meet the specified criteria, he will arrange for an Appeal Tribunal to be convened.

7.4.6 Skeleton Arguments - In respect of all appeals admitted to the Tribunal excepting Eligibility Appeals [7.4.7] the appellant must , not later than 14 clear days before the notified appeal hearing date, submit to the Clerk to the Tribunals a skeleton argument in writing. This skeleton argument must:

a) Identify all regulations relied upon.
b) Indicate the number, and identity, of all witnesses on behalf of the appellant.
c) State with particularity the factual basis of the appeal, including the evidence to be given by the witnesses on behalf of the appellant.

In the case of Appeals listed at short notice, the Clerk to the MCRCB Tribunals is permitted, with the agreement of the parties to the Appeal, to establish a timetable for the delivery of skeleton arguments other than that set out above.

7.4.7 **Eligibility Appeal**

A special appeal procedure [4.5.5 and 5.7] will apply in the case of any appeal against a ruling in respect of eligibility of a motorcycle or against the imposition of 4.5.3 (oversize engine) and 5.4 and 5.5 (ineligible fuel).

a) Notice of Intention to Appeal together with the fee must be lodged, in writing, within 30 minutes of the decision being announced, unless that decision is notified only in writing, in which case seven days is allowed for Notice of Intention to Appeal and fee.
b) The following will apply:
    i. Within 7 days of the Notice of Intention to Appeal, both the appellant parties and the Technical Eligibilty Official concerned must submit to the MCRCB,in writing, the detailed reasons for appealing, or of coming to the decision complained of, quoting regulation numbers, dimensions etc. as relevant.
    ii. Copies of these submissions will be sent to the opposing parties, with further 7 days allowed for written comment.
    iii. All these written submissions and any associated exhibits will then be considered by an Eligibility Appeal Panel, who will adjudicate on the matter.

7.5 Jurisdiction

The MCRCB Tribunal (National Court of Appeal) shall be empowered to settle any dispute referred to them in accordance with these regulations by

allowing or dismissing an appeal in whole or in part. Upon dismissing an appeal in whole or in part the MCRCB Tribunal may impose any authorised penalty upon an offending party. Upon allowing or dismissing an appeal the MCRCB Tribunal may make an order as to costs.

7.6 Effect of giving Notice of Appeal

The lodging of an appeal against a decision of the Race Direction or the giving of Notice of Intention to Appeal against a decision of the MCRCB Stewards does not suspend any penalty that they have applied, or endorsed, during the meeting out of which the decision has arisen. Thus no competitor may continue to compete "under appeal".

After the conclusion of the event out of which the decision has arisen, if Notice of Intention to Appeal against the MCRCB Stewards decision has been given, the operation of such sentence or decision shall be suspended until the disposal of the appeal by the MCRCB Tribunal. If a sentence of suspension is upheld, the competitor concerned shall be excluded from the results of any competition in which he has competed pending the hearing of the appeal. Moreover, the Tribunal to which the appeal is directed may take into account any benefit or advantage the appellant may have gained through appealing, and may make such order as it considers appropriate in the circumstances.

7.7 Hearing of an Appeal

All parties concerned shall be given adequate notice of the hearing of an appeal to the MCRCB Tribunal, and they shall be entitled to call witnesses, give evidence and be represented by an advocate if they choose. The hearing may proceed to determination in default of appearance by any party or witness.

Costs

Any costs incurred in bringing or responding to an appeal shall be borne by the party incurring the cost, and an order for costs shall not be made against any party unless they are considered to have acted unreasonably. Any costs incurred by the MCRCB in relation to a hearing before an MCRCB Tribunal may be ordered to be paid by either party.

7.8 Judgement on Appeal

The courts of appeal, may decide that the penalty or other decision appealed against may be waived, varied or a fresh penalty imposed, but they shall not order any competition to be re-run. The decision shall be announced at the end of the hearing, or exceptionally can be reserved, and a written decision including reasons will be sent to all parties as soon as practicable.

7.9 Forfeiture of Appeal Fee

Unless otherwise decided upon for special reasons, the appeal fee shall normally be forfeit if the appeal is not upheld.

7.9.1 An appeal , once made, may be withdrawn before the hearing but the appeal fee will only be refunded at the discretion of the appeal body.

7.10 Appeals to the Tribunal should be addressed to:

Clerk to the MCRCB Tribunal
MCRCB
Brands Hatch Circuit, Fawkham, Longfield, Kent DA3 8NG

G - JUDICIAL FEES and FINES

1	**Protests**	£125
2	**Costs for dismantling of an engine or gearbox / clutch assembly** (in addition to the protest fee):	£500
3	**Deposit for a fuel check** (this is in addition to the protest fee)	£1000
4	**Appeals**	
	To the MCRCB Stewards against a Race Direction decision	£250
	To a Tribunal	
	Application for leave to appeal	£600
	On grant of leave to appeal – deposit against Tribunals Costs	£1200
	Request for Arbitration	
	Application for Arbitration	£600
	On grant for Arbitration – deposit against Tribunals Costs	£1200
	Request for an Enquiry under article A 6.3	
	Application for an enquiry	£600
	On grant for an enquiry – deposit against Tribunals Costs	£1200
	To Eligibility Appeal Tribunal	
	Application for leave to appeal	£600
	On grant of leave to appeal – deposit against Tribunals Costs	£1200
5	**Fines (Maximum)**	
	Race Direction or MCRCB Stewards	£5000
	MCRCB Tribunal	£10000

H - MCRCB MEDICAL CODE

1. Introduction

All British and National Championship status events shall have a medical service as set out below.

BSB Medical Panel

For the British Superbike Championship (BSB), a Medical Panel shall be authorised by the MCRCB and comprise as a minimum the Series Chief Medical Officer (Chairman), the Series Race Director and at least one other senior medical professional, the BSB Medical Panel will be responsible for all aspects of the BSB Medical Service.

Evolution of the medical profession

Over the last twenty years, the roles of Paramedics and Nurses has expanded and changed with an increase in skills in diagnosis, care and treatment.

In 2001 the British Paramedic Association (now the College of Paramedics) was formed as the professional body for Paramedics with registration with the Health Professions Council (HPC) and the first edition of the Standards of Proficiency - Paramedics following two years later. In 2004 the first National Joint Royal Colleges Ambulance Liaison Committee (JRCALC) Clinical Practice Guidelines – For use in UK Ambulance Services was published. Paramedics' clinical knowledge and enhanced clinical reasoning skills have developed and newly qualified Paramedics hold a BSc (Hons) Paramedic Science degree.

Once they have two years' experience as a registered Paramedic, they are considered to have experience of reasoning, communication, diagnostic and treatment skills under pressure and can progress to other roles such as Hazardous Area Response Team (HART) Paramedic or Specialist, Advanced or Consultant Paramedic. These roles include further training in order to carry out tests or basic procedures in the home and prescribe and administer medication.

https://uhmlg.files.wordpress.com/2013/02/college-of-paramedics-presentation-2013.pdf

https://www.healthcareers.nhs.uk/explore-roles/ambulance-service-team/roles-ambulance-service/experienced-paramedic

The role of Nurses has similarly expanded with further training for specialties allowing nurses to work within their specialist areas in autonomous roles. Within the Emergency Department, Advance Nurse Practitioners (ANP), Emergency Care Practitioners (ECP) and Emergency Nurse Pracitioners (ENP) assess patients with undiagnosed problems, decide on and institute treatment and discharge without recourse to a Doctor.

Given the expansion in the diagnostic and treatment skills of Paramedics and Nurses, it is clear that their skills in the prehospital and emergency medical care areas are applicable to the care delivered at motorsport events. These skills complement those of Doctors. Increasingly other organisations involved in medical care on motor circuits are recognising these new skills, with nurses becoming recognised alongside Doctors and Paramedics by Motorsport UK.

2. The Medical Services

The medical service at an event shall comprise of two parts; the track medical service and the public medical service.

2.1 The Track Medical Service (TMS) shall provide medical cover and pre-hospital trauma care to riders injured during the event. The TMS shall also provide appropriate assistance to riders, officials and other authorised persons injured or taken ill during the event.

2.2 The venue operator shall provide a Public Medical Service (PMS) for the public, contractors, guests and all other visitors on-site. Personnel and equipment for the PMS are strictly separate from the TMS.

The PMS is not described in this code but shall conform to any regulations or guidelines published by the relevant authority and reflect the size of crowd expected.

2.3 The co-ordinator of the Public Medical Service shall be in direct contact with and answerable to the Chief Medical Officer (CMO).

2.4 Only the CMO in conjunction with the Race Director may make statements to any third party, other than immediate relatives, about the condition of injured riders.

3. The Chief Medical Officer (CMO)

3.1 The CMO shall be a Doctor with full, restriction-free, registration and a licence to practice from (in the UK) the General Medical Council or equivalent body in the territory of the event. They shall hold personal medical indemnity insurance and have informed their insurer of their current practice.

The CMO is responsible to the Race Director.

The Series CMO and the Event CMO may be the same person.

The duties of the CMO shall include as follows:

3.2 Pre-Event

3.2.1 The CMO shall have a list of appropriate hospitals in the vicinity of the event with contact numbers and details of specialist services.

At least thirty days prior to the event, the venue operator shall contact all appropriate local hospitals to give information concerning the event including dates and times of practice and racing and estimated size of crowd.

The above information shall be available, in writing, to the Race Director prior to the first official practice session of the event.

3.2.2 The CMO shall brief the medical centre, vehicle and trackside medical staff to be fully prepared prior to the start of the first practice session of the event.

3.2.3 The CMO in consultation with the Race Director is responsible for the deployment of Doctors and Paramedical staff alongside the circuit.

3.2.4 The CMO together with the Race Director shall inspect the deployment of the Track Medical Services approximately fifteen minutes before the start of track activities on each day of the event.

3.3 During Event

The CMO shall have executive responsibility for all medical services during the event.

The other duties are:

3.3.1 The CMO, together with the Race Director, shall prepare a list of injured riders.

3.3.2 The CMO shall ascertain whether riders fallen during the event are fit, at his /her discretion (see section 6). Riders who fall in the first part of an interrupted race shall be examined before the re-start. Any riders who fall during the event and who refuse a medical examination shall be added to the list of unfit riders.

3.3.3 The CMO shall attend meetings of the Event Management at the request of the Race Director.

3.3.4 The CMO may be requested to attend a Stewards Meeting at the request of the Chief Steward.

3.3.5 The MCRCB Safety Delegate is responsible for all matters of safety and with the agreement of the Race Director will take responsibility for the investigation of any incident, liaising with all concerned including the CMO.

3.4 **Post Event**

3.4.1 The CMO, together with the Race Director, shall prepare a list of unfit riders.

3.4.2 The incident statistics form, prepared by Race Control in conjunction with the CMO, must be completed and presented at the final Event Management meeting at the event.

3.4.3 The CMO shall ensure that a room, suitably private, shall be made available for any drug testing that may be requested.

3.4.5 The CMO shall inform the Race Director of the condition of injured riders under his/her care, and keep him updated in the period following the event. No media statements will be made about the condition of an injured rider without the express agreement of the CMO and the Race Director.

3.5 Procedure in the Event of an Injured Rider

The management of an injured rider is under the control of the CMO.

4. Medical Team: Personnel & Equipment

The Medical Panel will set the conditions for the Track Medical Service at events including numbers of Doctors and Paramedics, number of medical cars and ambulances. The Track Medical Service shall be separate to the Public Medical Service.

Individual medical staff must be suitably clothed and carry equipment for initiating resuscitation. Doctors and Paramedics working trackside or in medical cars must be indentified by wearing a red safety protection suit with the word DOCTOR or PARAMEDIC written in red on the rear of the suit. Supporting trackside staff including medical car drivers and authorised trainee/assessing persons must equivalent protective clothing suitably marked with DRIVER or OBSERVER. The organiser may provide protective clothing for the medical team.

Ambulance personnel will be identified in the uniform of the organisation they are appointed by.

4.1.1 **Eligible Doctors**

Doctors shall hold full, registration and a licence to practice from the General Medical Council (GMC). If subject to Approved Practice Setting restrictions, they must have agreement to work on the race circuit from their appropriate supervisor and have this available to show the CMO. Any other licence restriction must be communicated to the Medical Panel and will be considered on an individual basis. The doctors shall also hold personal indemnity insurance and have informed their insurer of their current practice.

4.1.2 **Eligible Paramedics:**

Paramedics shall be registered as 'Paramedic' with the Health Professions Council (HPC) and currently employed by an NHS Trust. The Medical Panel may judge a paramedic not employed by an NHS Trust to be eligible on provision of evidence of continuing education and maintenance of standards. The paramedics shall have indemnity insurance either in the form of a personal policy or provided by the event organiser.
A paramedic fulfilling the above conditions attending a motorsport event and attending the event as a result of a commercial contract between the event organisers and his/her NHS Trust employer will be considered as being a **Motorsport UK (MUK)** registered paramedic for the duration of the event and shall remain under the control of the CMO at all times.

4.1.3 A **Medical Officer (MO)** is considered to be:

- A Doctor holding full registration with the GMC
- A Paramedic with two years' experience as a registered Paramedic

- A Nurse working within an NHS Emergency Department (ED) with two years experience and holding a specialist qualification (ANP, ENP, ECP or similar). Medical officers may work in all areas of the circuit including Intervention vehicles, ground posts and the circuit/race Medical Centre.

4.1.4 A **Medical Assistant Officer (MAO)** is considered to be:
- A Doctor with one or more years' experience and registered with the GMC
- A Paramedic within the first two years experience as a registered Paramedic
- A Nurse working in an ED without a specialist qualification or working in non-ED areas.

Medical Assistant Officers may work on ground posts and within the circuit/race medical centre.

4.1.5 A **Medical Marshal (MM)** is an individual who is not a Doctor, Paramedic, or a Nurse but has training in basic immediate care (helmet removal and log rolling). They can work on ground posts in order to provide assistance.

4.1.6 For British Superbike Championship events the minimum medical personnel requirements to start a session are:

Official Test: four Medical Officers, at least one of whom is a Doctor.

Official Practice four Medical Officers, at least one of whom is a Doctor, and an additional number of Medical Officers and Medical Assistant Officers commensurate with the number of medical intervention vehicles and medical ground posts determined on the track/emergency services plan for the circuit/event..

Races: four Medical Officers, at least two of whom are Doctors, and an additional number of Medical Officers and Medical Assistant Officers commensurate with the number of medical intervention vehicles and medical ground posts determined on the track/emergency services plan for the circuit/event..

4.2 Vehicles

The number, type and track position of the vehicles will be decided by the Medical Panel. In the case of British Superbike Championship events this will be determined on the track/emergency services plan for the circuit/event.

4.2.1 **Medical Cars (Intervention Vehicles)**

The Medical Cars, supplied by the promoter/organiser, shall be 4/5 door cars of suitable specification for being driven on a 'live' track. They shall be fitted with insignia and lights so as to be easily identifiable as medical intervention vehicles.

4.2.2 Minimum equipment requirements:

Basic and advanced airway equipment, oxygen supply and delivery system, chest decompression equipment, pelvic binder and entonox and delivery

system.

4.2.2 Minimum personnel requirements are an eligible Doctor or Paramedic trained and experienced in prehospital trauma resuscitation and a second driver with experience of 'blue light' and/or motorsport circuit driving.

4.3 Ambulances

An ambulance shall be of sufficient size to transport an injured person. They shall be fitted with insignia and lights so as to be easily identifiable as ambulances.

Minimum equipment and personnel requirements are:

4.3.1 Stretcher, oxygen supply and delivery system, spinal immobilisation equipment (including cervical) and first aid equipment.

4.3.2 Two personnel one of whom must be trained in first aid and the other, if not first aid trained, able to drive the vehicle.

The Track Medical Service must have exclusive access at any time to a minimum of two ambulances that are registered as an ambulance with the DVLA and insured to transport casualties on public roads.

4.4 Air Ambulance

The Medical Panel will establish the circumstances and procedures at each event for the summoning of an Air Ambulance. At certain events and venues taking into account the distance to receiving hospitals it may be determined to position an Air Ambulance on site. .

5. Medical Centre

5.1 The Medical Centre shall be a permanent building with a minimum of two rooms able to accommodate two serious and two less seriously injured riders available solely for the use of the trackside medical team.

5.2 A further room shall be available that can be used for drug testing.

5.3 The Medical Centre shall be clean.
Equipment shall be sufficient to manage adult and paediatric resuscitation.

Minimum equipment requirements are:

5.3.1 Oxygen sufficient for 15l/min flow for two hours and delivery system

5.3.2 Airway equipment including BVM, oro- and naso-pharyngeal airways, laryngeal devices, endo-tracheal tubes and laryngoscopes, Water's or similar circuit.

5.3.3 Intravenous cannulae, giving sets and crystalloid fluids.

5.3.4 Dressings and bandages. Limb immobilisation devices.

5.3.5 Resuscitation drugs, oral and intravenous analgesics, bronchodilators and delivery system. Entonox and delivery system.

5.3.6 Monitoring including pulseoximetry, ECG and blood pressure.

Ventilator, capnography, vaccu-mattress and intravenous anaesthetic drugs, analgesics and antibiotics are highly recommended but not compulsory.

5.4 The Medical Centre shall have a direct telephone line to Race Control with the telephone handset either in or able to be taken into the main resuscitation room. The Medical Centre will have a radio for communication with Race Control and for ambulance control.

5.5 The Medical Centre shall have a telephone with direct connection outside the circuit and a list of the telephone numbers of all local hospitals, their emergency rooms and the air ambulance service.

6. Fitness to Race

Fitness to ride is adjudged at the sole discretion of the CMO.

The CMO shall refuse permission to ride for any rider who they consider may be impaired by drugs or alcohol.

This decision is final unless medical evidence is provided by the rider to the contrary.

I - INSURANCE

1 Legal Liability Policies

1.1 **MCRCB**

These policies protect the MCRCB, MSVR, their officials and sponsors of events in respect of legal liability to third parties. Liability between insured persons is included, excluding claims by one competitor against another.

1.2 **Land Owners**

The owners of any land used for the holding of the events is also protected, with other insured persons, up to the limit of indemnity detailed above, in respect of any claims which might be made against him by Third Parties arising from his giving permission for the use of the land.
Whilst the common law liability of the MCRCB to the Land Owner for damage to the Land Owners property is covered by the policy, the Land Owner will only be in a position to recover the costs if he can prove that the club was negligent. If the Land owner requires that the MCRCB accept responsibility for damage to property as a condition for the loan of the premises they must inform the MCRCB. If such contractual liability is imposed the MCRCB will contact its insurers for advice. It should be noted that damage to property on or about any circuit or to any equipment used in connection with an event is not covered.

1.3 **Competitors**

Policies extend to protect any rider, passenger, entrant or sponsor in respect of their Third Party Liabilities for any event or part of an event taking place on private land. In respect of MCRCB policies claims by one rider, passenger, entrant or sponsor against another rider, passenger, entrant or sponsor are excluded and this represents an uninsurable risk in practical terms.

1.4 **Notes**

i) It is a condition of the MCRCB legal liability policies that all MCRCB requirements and regulations shall be complied with.
ii) The policies apply only to events held under the auspices of the MCRCB they do not apply to social events. In addition attractions other than the normal competition are not covered and details should be submitted to the MCRCB Insurance Brokers.
iii) The policies are unable to provide cover in respect of risk arising from the movement of aircraft. In the event of ancillary attractions involving aircraft full details must be submitted well in advance to the MCRCB Insurance Brokers.
iv) The policies exclude any liability required to be insured under the Road Traffic Act.
v) The legal liability policies are subject to certain terms and conditions available on request from the MCRCB Insurance Brokers.
vi) Paddock Transport (i.e. scooters, quad bikes and trikes) is not the responsibility of the Circuit owner or Event Organiser. Owners of such vehicles must ensure that motor insurance or Public Liability insurance as relevant is in force.

2 Personal Accident To Officials

Because an official voluntarily undertakes a task which can take him into places of relative danger, he will, under all normal circumstances, be unlikely to recover damages at Common Law. For this reason the MCRCB effects a Personal Accident Policy to provide every Official of a Meeting with automatic benefits at the discretion of the MCRCB up to the maximum of the scale shown below:

Officials aged 16 years of age and over (maximum 75 years of age)

£65,000	Death
£65,000	Permanent Total Disablement
£65,000	Permanent Partial Disablement
£130,000	Quadriplegia
£225	Per week during temporary total disablement limited to 104 weeks, 3 day excess

Hospital Benefit - £50 per each overnight stay in hospital up to a maximum of £1,000

Fracture, dislocation and physiotherapy included for medical staff only. Please refer to policy for limits.

3 Personal Accident To Riders

The MCRCB Policy pays benefits to riders injured in any MCRCB event (as declared).

The following benefits are payable:

Riders aged sixteen years of age and over

£10,000	Accidental death
£20,000	Permanent Total Disablement
£40,000	Quadriplegia
£40,000	Loss of or loss of use of two upper limbs or the sight of two eyes.
£20,000	Loss of or loss of use of one upper limb or the sight of one eye

£20,000	Loss of or loss of use of one or more lower limbs

Hospital Benefit - £50 per each overnight stay in hospital up to a maximum of £1,000

Cover is in respect of riders only
Maximum payable for any one incident is £40,000
There are no weekly benefits.

Riders aged 11 and up to and including 15 years of age

£ 7,500	Accidental death
£20,000	Permanent Total Disablement
£40,000	Quadriplegia
£40,000	Loss of or loss of use of two upper limbs or the sight of two eyes.
£20,000	Loss of or loss of use of one upper limb or the sight of one eye
£20,000	Loss of or loss of use of one or more lower limbs.

Hospital Benefit - £50 per each overnight stay in hospital up to a maximum of £1,000

Cover is in respect of riders only
Maximum payable for any one incident is £40,000
There are no weekly benefits

Personal Accident to Riders and Passengers is not paid to competitors who hold licences issued by other Federations other than the ACU and SACU, unless stated in the Championship Conditions. These competitors must have FIM minimum benefit cover and "start permission" from their Federations.

4 International Events in the U.K. or others held under an MCRCB permit (all British & National Championship events are FIM NEFP)

Competitors holding licences of other Federations (including MCUI) of the FIM must have FIM minimum benefit cover and "start permission" from their Federation.

Please note that the above applies to MCUI riders taking part in our National races.

5 Advice or assistance

Towergate Insurance
2nd Floor, Front Wing
Olympus House, Olympus Avenue
Tachbrook Park, Warwick CV34 6BF

Tel: 01926 439 439
Fax: 01926 439 440

E-Mail: catherine.morfitt@towergate.co.uk

J - INDEMNITIES

The indemnities can be altered at any time and information given by the issue of a Bulletin.

The following must sign-on and agree to the Indemnity.

1 Every competitor before taking part in any competition shall complete an entry form and sign an undertaking at the meeting as follows :

1.1 Entry Form

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH
You must read and agree to the following Declaration and paragraphs below which are designed to create a legally binding relationship in return for your being allowed to enter and compete

1) I accept that competition in motor sport may involve the risk of injury or death and I agree to take part at my own risk.
2) I confirm that the information in this entry form and the information in my competition licence are correct**.** I understand and accept the terms of my competition licence
3) I confirm that I understand the nature of the competition I am entering and I am competent to take part.
4) I confirm that any machine I use will comply with the regulations and will be safe and suitable for competition use.
5) I will satisfy myself (by sighting lap or otherwise) before taking part that the venue and track are acceptable to me with regard their features and physical layout.
6) I will NOT take part if I have any doubt about my ability or safety, including in relation to the safety of the venue and/or weather conditions.
7) Before taking part in the event I will read and be bound by and comply with any regulations of the MCRCB as stated in the 2024 MCRCB Yearbook and any supplemental and final instructions issued by the MCRCB, the organisers and the circuit owners.
8) I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication I will inform the event organiser and seek approval before taking part.
9) I consent to details of any injuries I may suffer being passed between all medical services and MCRCB or MSVR and used for research/statistical purposes.
10) I consent to the collection and retention of my personal information by MCRCB and MSVR.
11) If under the age of 18, my parent / guardian has read the above and signed the declaration and agreement below.
12) By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide

by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus
IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

The above to be signed and dated by the competitor.

1.1.1 Entry Form – Parental Agreement

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH

To allow the competitor (see 1.1) to enter the competition you must agree to the matters set out below which are designed to create legal obligations on you
SIGN BELOW ONLY IF YOU AGREE

1) I _____ (print name)
am the parent/legal guardian of the competitor

_____ (print name)

2) I have read and understood the entry form and declaration completed by the competitor (see 1.1) and confirm the answers are true.
3) I confirm he /she is competant to take part in the event and that any machine which he/she will use is safe and suitable for competition.
4) I will, before allowing him/her to take part, satisfy myself that the venue and track and the facilities are safe and will inspect them.
5) I fully understand that by taking part in motor sport, the competitor risks injury or death, and I agree and accept that the competitor takes part at his/her own risk
6) I also hereby AGREE that I will INDEMNIFY AND HOLD HARMLESS the MCRCB, the organisers or officials or sponsors/promoters or entrants or owners/leaseholders of the venue in respect of any claim brought against such party as a result of the competitor's death or injury whilst taking part in the event (other than to the extent caused by the negligence or wilful default of such party) .
7) By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus

IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

The above to be signed by the competitor and parent/legal guardian stating also address of both and dated.

1.2 Signing on sheet – Competitors

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH

1) I confirm the contents of my licence application and entry form are true.
2) I will satisfy myself (by sighting lap or otherwise) before taking part that the venue and track is acceptable to me with regard its features and physical layout (unless prohibited to do so).
3) By taking part I accept the risks involved including risk of injury or death.
4) I declare I am competent to take part.
5) If declared unfit at a previous event sanctioned by the MCRCB I undertake to present myself to a Medical Officer authorised by the MCRCB and will not take part or sign on for an event sanctioned by the MCRCB until I receive written medical clearance to do so.
6) I declare that my machine is safe, complies with the regulations and is fit to use in this competition
7) I am not taking any drugs (prescribed or otherwise) that will impair my ability to take part.
8) I have read, understood and will comply with all Regulations of the MCRCB as stated in the 2024 MCRCB Yearbook and any supplemental and final instructions issued by the MCRCB, the organisers and the circuit owners.
9) I consent to details of any injuries I may suffer being passed between all medical services and MSVR and used for research/statistical purposes.
10) I consent to the collection and retention of my personal information by MSVR.
11) If under 18 my parent/guardian has read the above and has signed opposite my name to confirm agreement with this declaration.
12) By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus
IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

The above to be signed (countersigned if under 18 years of age with date and address) and dated.

2 All officials and marshals must identify themselves by signing on, to obtain the benefit of Personal Accident Insurance. In addition, all officials and marshals of events must sign the following undertaking.

Signing on sheet – Officials

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH

You must read and agree to the following in order to act as an official/marshal at this event. Please sign below if you agree

1) I agree that I will act as an official at this event in whatever capacity is requested of me by the organisers/Racesafe and I confirm I am competent to do so.
2) I confirm that I will inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to carry out my duties.
3) I will inform the organisers immediately should I be asked to officiate in a position or capacity which I do not feel confident or qualified to fulfil for any reason.
4) I further confirm that I have familiarised myself with the track and the facilities thereof and declare my acceptance for the purpose of my duties.
5) I acknowledge that as an official I may be exposed to the risk of injury or death and accept such risks and I will undertake my duties with their associated risks with due and proper regard for my own safety.
6 I will observe and obey all instructions given to me by the organisers.
7) If under 18 my parent/guardian has read a copy of the above and has given written agreement to this declaration (see 2.1).
8) By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus

IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

The above to be signed by all officials.

2.1 Any person under the age of 18 signing on as laid down above must produce a letter of agreement from a parent or legal guardian. No official under the age of 18 should be given duties that require them to be outside an enclosure unless they are under the direct supervision of an experienced adult official. No person under 16 years of age may be an official on the circuit or in the pits, assembly area or parc ferme.

3 **Accredited members of the Media.**

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH

You must read and agree to the following Declaration and paragraphs below which are designed to create a legally binding relationship in return for your being allowed to an accredited member of the media
Each member of the Media (who must be over 18 years of age) must sign the following undertaking.

I declare that I am over 18 years of age and agree to act, at all times, in accordance with the instructions of officials of the event. I further declare that I am physically and mentally fit to carry out my function and that I will inform the organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties. I acknowledge that I understand the nature and type of

competition and that undertaking my duties I may be exposed to potential risk inherent with motorcycle sport and will undertake my function with its associated risks with due and proper regard for my safety and that of others.

By working at this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus

IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

The above to be signed by the competitor and parent/legal guardian stating also address of both and dated.

4 **Accredited members of the Trade.**

MOTOR SPORT CAN BE DANGEROUS AND INVOLVE INJURY OR DEATH

You must read and agree to the following Declaration and paragraphs below which are designed to create a legally binding relationship in return for your being allowed to be an accredited member of the Trade
Each member of the Trade (who must be over 18 years of age) must sign the following undertaking.

I declare that I am over 18 years of age and agree to act, at all times, in accordance with the instructions of officials of the event. I further declare that I am physically and mentally fit to carry out my function and that I will inform the organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties. I acknowledge that I understand the nature and type of competition and that undertaking my duties I may be exposed to potential risk inherent with motorcycle sport and will undertake my function with its associated risks with due and proper regard for my safety and that of others.

By participating in this event, I will take all necessary steps to protect myself and others from the risk of infection. I agree to follow and abide by any instructions set down by the organiser in an effort to minimise the risk of the Covid-19 virus

IMPORTANT – You must attend any race meeting if you have any symptons of Covid-19 or you are required to self isolate under government guidleines.

K - HEALTH & SAFETY GUIDANCE NOTES

COVID-19 RISK MITIGATION

Anyone with any of the published symptons of Covid-19 or with underlying health issues & considered to be vulnerable should not attend any MCRCB Test or Race Event

All teams/supliers must ensure they supply their own personnel with any relevant Personal protective equipment (PPE) for the duration of MCRCB Test and Race events in accordance with prevailing government guidleines.

Thorough hand washing with soap and water for 20 seconds must be performed freqently by everyone and all teams must have their own designated hand washing area within their paddock space. Anti-bacterial hand wash with a minimal alcohol content of 60% should be used when soap and water are not available. Hand gel should be carried by all personnel. Where personnel wear gloves, the gloves must also be frequently cleaned as above or replaced.

Where possible the current social distancing guidleines must be adhered to at all times. Where this is not possible (ie working on a bike), the personnel must wear face coverings and gloves (eye coverings should be worn where appropriate) at all times and try to avoid face-toface situations with anyone who is closer than the mandated social distance.

The organisers may publish protocols and requirements to mitigate the risk to health. This may include (but not limited to) the wearing of personal protective equipment or special procedures to ensure social distancing is maintained(ie 1.31)

RECOMMENDED FOR USE BY COMPETITORS AND ENTRANTS AT ALL MCRCB EVENTS
MSVR adheres to the Health and Safety at Work Act 1974 and its supporting legislation, regulations and guidance and we expect the same high standards and best practice from those coming to our sites.

All teams and contractors must appoint a designated responsible person to oversee the safety of activities carried out on site. This name and contact mobile number should be known by their whole team and passed on if requested by an MSVR representative on request.

1 STORAGE AND USE OF PETROLEUM SPIRIT

i) All petroleum spirit must be stored in metal containers complying with the relevant British Standard, away from any source of ignition.
ii) All containers must be indelibly marked “Petroleum Spirit - Highly Flammable”
iii) All empty containers must be removed from the venue after the event.
iv) Petrol is to be used as a fuel only, and not for any other purpose
v) All machine refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.

vi) Your attention is drawn to the Petroleum (consolidation) Act 1928, and the Peroleum Spirit (Motor Vehicles) Regulations 1929.
vii) Competitors and entrants are reminded that when fuel is available for sale at circuits it is unnecessary for competitors to carry large quantities of fuel inside vehicles.
viii) Your attention is drawn to the Petroleum (Consolidation) Act 1928, and the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Substances Hazardous to Health Regulations 2002 (and amendments) and The Regulatory Reform (Fire Safety) Order 2005 must be complied with.
viii) Competitors and entrants are reminded that fuel is available for collection/sale at the Venue. As such it is unnecessary for competitors to carry large quantities of fuel inside vehicles.

2 HAZARDOUS SUBSTANCES

i) Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
ii) Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided where ever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
iii) Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about possible harmful effects of their products upon request.
iv) Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using COSHH substances.
v) The requirements of the Control of Substances Hazardous to Health Regulations 2002 (COSHH) (as amended) must be complied with.
vi) The Championship Regulations must always be complied with when selecting vehicle parts.

3 ELECTRICAL SAFETY

i) All electrical equipment must be maintained in safe condition.
ii) Extension leads cables should not be flexible and not of semi rigid cable of the type used for household wiring. Neoprane covered cable will resist damage by oil.
iii) All electrical equipment to be used externally should be weatherproof.
iv) Hand tools should preferably be of the “double insulated” or “all insulated” type, as these provide valuable protection against electric shock.
v) Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
vi) The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

4 FIRE PRECAUTIONS

i) Smoking is prohibited in the pit lane.
ii) All potential sources of ignition should be kept away from petroleum spirit and vapours.
iii) The lighting of barbeques is prohibited in the paddock and pits area and cooking is not permitted in the pit garages.
iv) All teams should carry a suitable fire extinguisher in accordance with the MSA, MCRCB and ACU regulations.
v) Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
vi) All fires must be reported immediately to an official or member of the circuit management.
vii) Teams are encouraged to train their members in the correct use of fire extinguishers.
viii) All fire notices and orders to evacuate must be complied with.
ix) The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

5 WORKING AT HEIGHT

i) Teams are encouraged to work at ground level where at all possible.
ii) Only well trained competent personnel to work at height.
iii) Personnel working at height must be protected from falling eg. handrails or using harnesses
iv) All working at height must be well planned and supervised with safe systems of work followed.
v) Reassess working at height safe working practices during adverse weather conditions.
vi) Team members shouldn't work underneath those at height where there is any risk of something falling. Head protection to be worn by those working close by.
vii) Appropriate non-slip footwear and other personal protective equipment to be worn.
viii) The Working at Heights Regulations 2005 must be adhered to.

6 COMPRESSED GAS EQUIPEMENT

i) Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to a pressure above the manufacturers recommendations.
ii) All airlines should be in good condition and be inspected regularly.
iii) Always stand clear when inflating tyres.
iv) Any form of horseplay involving compressed air or gas is prohibited.
v) Compressed gas cylinders should be stored in accordance with the relevant working practices.
vi) Where any person is at work the requirements of the Pressure Systems Safety Regulations 2000, must be complied with.

7 JACKS AND AXLE STANDS

i) Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicles weight safely.

ii) Jack vehicles only on level undamaged floors.
iii) Use the hand brake and chocks to stop the vehicle moving by supporting the wheels.
iv) Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
v) Vehicle engines should not be run under any circumstances whilst the weight of the vehicle is supported by axle stands or jacks.
vi) Following manufacturer's guidance for using and maintaining equipment. Through examination and testing required every 6 months minimum, with regular inspections and checks when used.
vii) Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.

8 GENERAL WORKING PRACTICES

i) All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
ii) All spillages should be cleaned up immediately.
iii) All trailing wires and hoses should not be allowed to create a trip hazard, use cable matting or fly them safely, where possible, burying of cables is not permitted.
iv) Whenever vehicle engines are being run, adequate ventilation must be ensured.
v) Pathways and roads should not be obstructed by storage boxes, vehicles or kit.
vi) All safety notices must be complied with.
vii) Any person carrying out any work, must ensure that they adopt safe working practices at all times, and comply with any relevant statutory provision and/or published guidance.
viii) Persons under the age of 16 are not allowed in the pits area or pit lane.
ix) Children must not be allowed to ride push-scooters, bicyclces or play games in the paddock.
x) All children must be supervised by an adult at all times in our paddocks including the evenings as vehicles are still moving.

9 NOISE

i) Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
ii) All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear ear plugs or defenders to the appropriate British standards.
iii) It is recommended ear protection is worn when working in pit lanes and in pit garages, where particularly high levels of noise can be recorded.
iv) Where any person is at work the requirements of the Noise at Work Regulations 2005 must be complied with.

10 MANUAL HANDLING OF LOADS

i) Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
ii) All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.
iii) Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

11 WASTE

i) All waste oil must be placed in the containers marked “waste oil”.
ii) Waste tyres and empty petrol/oil containers should not be left at the venue.
iii) Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.
iv) Your attention is drawn to the requirements of the Environmental Protection Act 1990.

12 VEHICLE SAFETY

i) A 10 mph speed limit is in force in all public areas, including paddocks and service roads at all venues. This applies to all vehicles, including mopeds and motorcycles, with the exception of emergency vehicles attending an incident.
ii) Public members (and accompanied children) are permitted in working paddock areas therefore drivers are requested to take extra care in these tight localised areas.
iii) Venue speed signage must be adheared to.
iv) Persons riding mopeds and motorcycles up to a capacity of 125cc must have a or current UK provisional driving licence or greater or a motorcycle race licence or its international equivalent.
v) Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence (road or race) or its international equivalent.
vi) All vehicles must at all times keep to the marked roads when moving arounf the Venue.
vii) Motorcycles should not be ridden in spectator areas.
viii) Vehicles must be driven or ridden as per manufactureres instructions and with the set amount of passengers.
ix) Breaches to this guidance may result in vehicle keys being removed and the vehicle confiscated until teams leave the site.
x) Children and babies are not permitted to ride as passengers.
xi) Never use mobile phones whilst riding.
xii) All scooters must be registered with a current season scooter pass.
xiii) Never leave keys in your ignition.
xiv) Secure trailers during transportation where possible (subject to manufacturer guidance)
xv) Scooters to be used only for official business not for social reasons.

xvi) We recommend helmets are worn when riding motorbikes and scooters around site, including the paddock, but this final decision is down to the team or individual user.

13 WORKING AT HEIGHT AND LADDERS

i) Standing and working off truck roofs to attach awnings or satellite dishes without any protection from falling, breaches UK legislation (Working at Heights Regulations 2005). You must either eliminate this activity by; working off the ground; from secured ladders (if possible); or invest in protection to prevent or mitigate falling injuries.
Examples used currently by many teams involve;
• attaching a safety line across the truck roof top so crew in harnesses can clip on safely, or,
• setting up side protection such as handrails

ii) Check ladders are not faulty or damaged before using on site, do not use if damaged.

iii) Domestic ladders are not appropriate for use by business on site.
Use ladders safely:
• Ladders to be footed or 'tied off' securely
• The top three steps should not be used unless additional hand supports are available
• Keep three points of contact with the ladder at all times
• 'Drop Zones/ Cordons' must be created to keep other workers out of areas where work at height is taking place, if it is unavoidable that people are in this area, hard hats must be worn

13 FIRST AID

i) Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.

ii) To call the first aid or emergency services contact any official or member of the venue management.

14 PUBLIC SAFETY

i) Competitors and entrants should be aware that the paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.

ii) Competitors and entrants should exercise particular caution when the paddock is busy, and during pits and track walkabouts.

15 INCIDENT REPORTING

i) All accidents where any person sustains injury, or where damage to property occurs must be reported immediately to an official or member of the circuit management.

16 TEMPORARY STRUCTURES

i) All temporary structures must be constructed as per manufacturer's instructions, adhering to risk assessments, safe method statements and safe working practices, by competent, well trained personnel only.

ii) Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.
iii) Emergency procedures to be devised and staff trained on them eg. closing structure down in high winds.
iv) Competent supervisor to sign-off the structure before use by the public.

17 MCRCB REGULATIONS

i) Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.

L1 CIRCUIT DIRECTORY

All circuit information is subject to circuit licencing, any changes will be issued by event bulletin

BRANDS HATCH CIRCUIT Tel: 01474 872331	London Road, West Kingsdown, Sevenoaks TN15 6FS	
GP Circuit – 2.4333 miles	Max No. Starters	Practice – 60 Race – 40 (BTC – 32)
CADWELL PARK Tel: 01507 343248	Louth, Lincs, LN11 9SE	
Full Circuit – 2.1800 miles	Max No. Starters	Practice – 54 Race – 36 (BTC – 32)
CIRCUITO DE NAVARRA Tel: +34 948 640350	Calle Malvasia 5, 31210 Los Arcos, Navarra, Spain	
Full Circuit – 2.4261 miles	Max No. Starters	Practice – 60 Race – 40 (BTC– 32)
DONINGTON PARK Tel: 01332 810048	Derby, DE74 2BN	
GP Circuit – 2.4873 miles	Max No. Starters	Practice – 60 Race – 40 (BTC – 32)
KNOCKHILL CIRCUIT Tel: 01383 723337	By Dunfermline, Fife, Scotland KY12 9XX	
Circuit – 1.2713 miles	Max No. Starters	Practice – 54 Race – 36 (BTC– 32)
OULTON PARK Tel: 01829 760301	Little Budworth, Tarporley, Cheshire, CW6 9BW	
International Circuit – 2.6920 miles	Max No. Starters	Practice – 60 Race – 40 (BTC – 32)
SILVERSTONE CIRCUIT Tel: 08704 588200	Silverstone, Towcester, Northants, NN12 8TN	
GP Circuit – 3.66 miles	Max No. Starters	Practice – 60 Race – 40 (BTC – 32)
SNETTERTON CIRCUIT Tel: 01953 887303	Snetterton, Norwich, Norfolk, NR16 2JU Fax: 01953 888220	
300 Circuit – 2.9689 miles	Max No. Starters	Practice – 60 Race – 40 (BTC– 32)
THRUXTON CIRCUIT Tel: 01264 882200	Andover, Hants SP11 8PN	
Circuit – 2.3560 miles	Max No. Starters	Practice – 60 Race – 40 (BTC – 32)

L2 - USEFUL ADDRESSES

ACU	ACU House Wood Street Rugby Warwickshire CV21 2YX	Tel: 01788 566400
Pro-Tyre Motorsport (Control Tyre supplier)	Govan Road Fenton Ind Estate, Fenton Stoke on Trent, ST4 2RS	Tel: 01782 411001 Email: shaun.chetwyn@protyre.co,uk Email: rebecca.docksey@protyre.co.uk
FIM	11 Route Suisse CH-1295 Mies Switzerland	Tel: 0041 22 950 9500
MCIA	1 Rye Hill Office Park Birmingham Road Allesley Coventry CV5 9AB	Tel: 024 7640 8000
MCRCB	c/o Brands Hatch Circuit London Road West Kingsdown Sevenoaks TN15 6FS	Tel: 01474 872331
MSV/MSVR Ltd	Brands Hatch Circuit London Road West Kingsdown Sevenoaks TN15 6FS	Tel: 01474 872331 (Main) Tel: 01474 875296 (MSVR – BSB) Email: bsb@msvracing.co.uk
Euro M-Sport/Panta (Control Fuel supplier)	https://eurom-sport.com/british-superbikes-115-c.asp	Tel: 01785 337468 Email: sales@eurom-sport.com
Towergate Insurance Brokers	Pegasus Court Olympus Avenue Tachbrook Park Warwick CV34 6LW	Tel: 01926 439 439 Email:catherine.morfitt@towergate.co.uk

M – FIXTURE LIST

2024 MCRCB Dates and British International Dates

BSB Test 1	April 6, 7	Donington Park GP
BSB Test 2	April 16, 17, 18 , 19	Navarra
BSB 1	April 20, 21	Navarra
BSB Test 3	May 1, 2	Oulton Park
BSB 2	May 4, 5, 6	Oulton Park
BSB 3	May 17, 18, 19	Donington Park GP
BSB 4	June 14, 15, 16	Knockhill
BSB 5	July 5, 6, 7	Snetterton
WSBK	July 12, 13, 14	Donington Park GP
BSB 6	July 19, 20, 21	Brands Hatch GP
MotoGP	August 2, 3, 4	Silverstone
BSB 7	August 9, 10, 11	Thruxton
BSB Test 4	August 23	Cadwell Park
BSB 8	August 24, 25,26	Cadwell Park
BSB 9	September 13, 14, 15	Oulton Park
BSB 10	September 27, 28, 29	Donington Park GP
BSB 11	October 11, 12, 13	Brands Hatch GP

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