

MCRCB TECHNICAL AND SPORTING BULLETIN TSB24-03

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- Bennetts BSB Pathway Class – Ranking
- Quattro Group British Supersport and GP2 – qualifying format (C1.5.4)

Bennetts BSB Pathway Class – Ranking

The 2024 Bennetts British Superbike Championship will incorporate a “Pathway” class for machines on specific technical specifications, designed to provide a transitional pathway for teams and riders from the Superstock category into the BSB.

After each Bennetts BSB race, the Pathway specification riders will score points in their own ranking: 1st 5 Points, 2nd 3 Points, 3rd 1 point.

Quattro Group British Supersport and GP2 / Pirelli National Superstock Championships) – qualifying format (C1.5.4).

With the introduction of the Next Generation rules, the spread of eligible motorcycles and the evolvement of the British and National Championship classes, there has been exceptional interest and entries in the Quattro Group British Supersport Championship. As a result MSVR, as the Promoter/Organiser will be introducing a variable qualifying format based upon the number of riders entered at an event.

FORMAT A – the number of entered riders does not exceed the maximum number of race starters as set down in the circuit licence plus 20%.

Day 1

Two free practice sessions (FP1/FP2), each of 30 minutes duration. All riders participate.

The first eighteen (18) riders in the combined free practices classification will be seeded direct to Q2.

Day 2 (note at Rd1 FP and QP are on the same day).

Qualifying 1 (Q1) – 15 minutes session: riders placed 19th above only in the combined free practices classification will participate.

The first nine (9) riders in the Q1 classification will graduate to Q2.

Qualifying 2 (Q2) – 15 minutes session. The first 18 riders from FP1/FP2 + the first 9 riders from Q1 will participate.

The starting grid will be determined in the order of:

Classification of Q2

Classification of Q1



The BSB class Qualifying regulations (D3.1) will apply to cover variations where for example Q2 qualified riders do not set a lap or are unable to take part in the session, and for all other similar scenarios not mentioned above, but as prescribed in the BSB class regulations regarding this qualifying format.

Riders graduating to Q2 from Q1 only will be provided with one extra rear dry tyre sticker.

FORMAT B – the number of entered riders exceeds the maximum number of race starters as set down in the circuit licence plus 20%. Example: circuit licensed for 40 race starters and the entry exceeds 48 riders.

The free and qualifying practice sessions will be split into two groups, Group A and Group B, as provided for in C1.5.2.2. The free and qualifying practice sessions for each group will be scheduled concurrently. Riders may only participate in the free or qualifying practices session for the group they are listed in. If a rider participates in the wrong group session they will be black flagged and/or no times will be recorded for them.

Dependent on the weather conditions during the qualifying practices the starting grid will be determined by applying:

(A) The Dry Rules – whereby the faster overall qualifier will be on pole with the other grid positions determined in the order of the fastest times of the overall combined classification across the two groups.

(B) The Wet Rules– whereby faster overall qualifier will be on pole with the other grid positions alternating between the classifications of each group.

In order for the Dry Rules to apply, the Qualifying Practice session for each group, run concurrently, is held in identical dry conditions, and must have been run to its total scheduled time duration.

Any situation which in the opinion of Race Direction and endorsed by the Stewards renders an unequal situation between the two qualifying sessions, the Wet Rules will apply. The decision of the Stewards is final.

In the event of all the qualifying practices being cancelled and it being necessary to revert to the free practice times (C1.5.2.4), the results of the free practices will be taken. The principle of the Dry and Wet rules will still apply.

The first 38 riders in the results of the combined qualifying practices however determined (Wet or Dry rules) will qualify directly for the Championship Races. Should a directly qualified rider withdraw, the next rider classified will be added, and so on. The remaining riders may take part in the Last Chance Qualification Race (LCQ). Grid positions for the LCQ race will be the results of the combined qualifying practices.

The first 2 finishers in the LCQ Race will qualify for the Championship Races and will be placed in order of their LCQ race finishing position, occupying positions 39 – 40 for the first race. In the event of a top 2 finisher in the LCQ race not able to participate in the main championship race, the 3rd place finisher will qualify, and so on.

The LCQ race will use the Quick Start procedure.

The LCQ race will not take place if less than 12 riders are published on the starting grid. In this instance the 39th and 40th placed riders after Qualifying will qualify directly to the Championship races.

In the event of the LCQ race being red flagged after the leader has completed 50% race distance it will be considered to have finished. All other provisions of C1.10.1.3 apply.

In the event of the LCQ race being stopped and restarted, the above will also apply however a result may be declared when the leader has completed three laps of the restarted race.

A restarted LCQ race will be over a distance of 5 laps.

The Qualifying format for each event will be confirmed within an official Bulletin.