

Masters Superbike Championship 2026

Track: Mondello Park International Track - Date: 27/03/2026 - Permit No.: 26/172

Test event regulations and procedures

PART 1

EVENT REGULATIONS

1. JURISDICTION. This test day will be held under the general Competition Rules and Standing Regulations of the MCUI and Motorcycling Ireland, these supplementary regulations and any further supplementary regulations or bulletins that may be issued.

2. ORGANISATION & PROMOTION. Masters Superbike Championship Test Days events are organised by, Mondello Park Sports Club.

3. ELIGIBILITY Test days are open to MCUI and Euro Licence Holders. Non MCUI licence holders will require start permission from their own federation.

4. OFFICIALS: Clerk of Course: Ken Elliott Assistant Clerk of the Course: Fergus Brennan

5. GROUPING OF RIDERS: Riders will be seeded into groups based on their lap times with a view to minimising the speed differential between the slowest and fastest riders in each sessions. Riders on Junior Supersport and Moto 1 machinery will run in a separate session. Sidecars will run in a separate session.

6. ENTRIES: Entries for test days should be made in advance through the Mondello Park on-line entry system and accompanied by the full entry fee. Unpaid entries will not be accepted. The club reserves the right to refuse an entry without assigning a reason. Refunds will only be provided within the Masters refund policy as set out in the Championship regulations. The initial closing date for entries for 27/03/2026 will be the close of business on Monday 23/03/2026, after this date a late entry fee will apply. Entries may be accepted on the day of the event subject to there being spaces available in a suitable group, no cash will be accepted as payment at the event.

7. SIGN-ON: Sign on paperwork will be sent electronically to all competitors entered in advance of the event and must be completed in advance and returned electronically. All pre entered competitors will be sent the event regulations along with their sign-on paperwork. Any rider entering on the day of the event must do so electronically and will be provided with a printed copy of the event regulations and may have to attend a riders briefing. All riders must show their licence and sign in at check-in and tick a box to agree that they have received and read the event regulations before receiving their group sticker and sign-on wristband. All riders will be required to show proof of having signed on, by wearing the correct wristband and proof that they are in the correct group, by having the correct group sticker on their bike, before being allowed on track.

8. RIDERS BRIEFING: All Riders who are attending their first 2026 test day at Mondello Park will be required to attend a riders briefing prior to going on track.

9. PADDOCK SPACES: Paddock spaces have been clearly marked and all competitors are required to park within the existing marked spaces. Each space will accommodate one support vehicle and an awning and no more. All other vehicles must be parked on the outside of the circuit. Any competitor setting up an awning or working from a van or other vehicle which is parked in the area directly behind the garages will be asked to remove their vehicles and awning from the area no matter how much work or time is involved in changing location. The area behind the garages is for competitors who are using garages and all unnecessary vehicles are to be kept out of this area.

10. SCRUTINEERING: There will be no scrutineering of machines or personal protective equipment at Test Days. The responsibility for a machines safety lies solely with the rider. All riders will be responsible for the condition of their protective equipment and for that equipments compliance with MCUI regulations.

11. COURSE. Testing will be held over the **MONDELLO PARK INTERNATIONAL CIRCUIT**, which measures approximately 3.5 Kilometres per lap and is ridden **CLOCKWISE**. Touring on the circuit during testing is not permitted. Riders must not either ride or push their machines in the reverse direction of the course, including the pit lane, unless under the instruction of an official.

12. PITS: The Pit area will be clearly marked and will be situated close to the start. Signalling to a rider from a position other than the pits is forbidden and failure to comply with this requirement may result in the exclusion of the rider the pit attendant represents.

13. TIMETABLE: Testing will commence after 09:30 on 27/03/2026. The order and composition of practice will be as per instruction of the Clerk of the Course and will be communicated to riders in their final instructions and by tannoy announcements.

14. SESSIONS: Anyone who misses their group's session will not be allowed to ride in another session. Riders may not change session without permission of the officials. Riders wishing to coach riders in any session that they are not allocated can only do so by agreement with the officials and must wear a hi-vis bib at all times when coaching.

15. SESSION START, DURATION AND FINISH PROCEDURE: Sessions will be started by a green flag at the top of the pit lane and will be finished by a chequered flag. The session duration will be shown on the countdown clock on the main straight. Once past the chequered flag riders must slow and return to the paddock via the paddock rear entrance gate.

16. PIT LANE SPEED LIMIT: There will be a speed limit of 60kph in pit lane. Penalty for breach of the pit lane speed limit will be as follows:

1st offence – warning.

2nd offence – Exclusion from the current session.

3rd offence – Exclusion from the remainder of testing.

17. FALLEN RIDERS: If a rider falls from their machine, they are not permitted to continue in that session without returning to pit lane to check their bike. If they are able to return safely to the paddock un-assisted they may do so during the session, if not they must move themselves and their machine to a safe place and they will be collected by the circuit staff at the end of the session. If a rider falls and the rider or machine are in a dangerous position or if the track surface is in need of attention the session will be stopped. Restarting of a session will be at the discretion of the Clerk of the Course.

18. YELLOW & RED FLAG INFRINGEMENTS AND PENALTIES

18.1 The area controlled by a yellow flag commences once a rider passes the flag position prior to an incident and remains in force until the site of the incident has been passed. Once the site of the incident has been passed riders may return to full speed.

18.2. Any rider failing to slow down, overtaking another rider or riding without due care and attention in an area controlled by a yellow flag will be penalised as follows.

1st offence – exclusion from the current session or a subsequent session.

2nd offence – exclusion from the remainder of testing.

18.6: The Clerk of the Course will have the final say on whether a yellow flag infringement penalty will be applied or not. Before applying a penalty the Clerk of the course may review CCTV footage or other video evidence and may consult with the riders involved.

18.7. Red Flag Infringements: Riders must slow down and return slowly to the pit lane or grid, as instructed. Any rider not slowing sufficiently will be deemed to have committed an offence.

18.8. Red Flag Penalty: The following are the penalties for overtaking or not slowing down in the area covered by a red flag:

1st offence – exclusion from the current session or a subsequent session.

2nd offence – exclusion from the remainder of testing.

19. IDENTITY DISCS: An identification Disc/SOS card must be worn during practice and racing.

20. CHANGE OF MACHINE: A change of machine during the event is permitted so long as the Clerk of the Course or Assistant Clerk of the Course is notified. A change of machine may also require a change of testing group.

21. DOGS: Dogs may not be brought to the circuit under any circumstances.

22. OFFICIAL INSTRUCTIONS: A sanction or fine may be imposed by Mondello Park Sports Club on any participant who fails to comply with any official instruction. The same will apply where a riders crew member fails to comply with and official instruction.

23. FUEL: All fuels must be stored in metal containers and comply with MCUI Rules.

24. FIRE EXTINGUISHERS: All competitors' support vehicles must carry a fire extinguisher; the recommended type is a 4 kilogram extinguisher.

25. PADDOCK MOVEMENT OF MACHINES: Riding of motorcycles in the paddock is not permitted under any circumstances. When heading to the track for any session riders are required to push their machines, with the engine switched off, from their paddock space to the pit lane before starting and mounting their bikes. When returning from the track to the paddock riders must stop in the scrutiny area, dismount and switch off their engines, before pushing their machines back to their paddock space or garage. The riding of non competing motorcycles, push bikes, scooters and any other wheeled vehicle is strictly forbidden, with no exceptions. Riders must not allow any of their crew, or anyone associated with them ride any paddock bikes, mini bikes, scooters, bicycles or similar vehicles or equipment in the paddock during the event. The penalties for infringement of this rule will be:

1st Offence – exclusion from the next session that the rider is due to go on track in.

2nd Offence – Exclusion from the remainder of the event.

26. NEWCOMERS: Newcomers are all required to wear an orange bib at all times on track and must carry a 3 digit number beginning with 9.

27. ON-BOARD CAMERAS: In order to carry an on-board camera a rider must present a copy of their public liability insurance, which must be in date for the duration of the event and must have a minimum cover of €6.5 million. Prior permission to carry a camera must be received from the Clerk of the Course. The insurance policy must explicitly specify cover for use in motorcycle racing. Where the policy is held by the owner of the camera equipment, it must clearly reference the user by name. All onboard cameras must be bolted on securely and the camera and/or housing lock wired to the base plate. The use of tape, tie wraps or Velcro fastenings etc. is strictly prohibited. Approval is only valid for the

duration of the event. Cameras cannot be worn on the body or helmet. Any rider using an onboard camera must provide footage recorded on the camera to the organisers or event promoters when requested. Riders using on-board cameras are precluded from making public any footage from an event, through social media, web sites or other outlets, until clearance is given by the championship manager after the completion of the event and participants are notified that they are free to publicise or release footage.

28. PRACTICE STARTS: Practice starts are only permitted on the slowing down lap after a rider has passed the chequered flag at the end of a session. Practice starts can only be completed from the designated practice start point, which will be on the left hand side of the track on the exit of turn two. Practice starts must be commenced only from the designated place and riders must complete their practice start and slow down again before turn three. Riders who do not wish to undertake a practice start must return to the paddock by carrying on straight at turn 2 and entering the paddock via the slip road and the back gate of the paddock. Any rider completing a practice start must return to the paddock via the back gate by turning right at the end of the bank on the right hand side of turn 4 following their practice start. Each rider is only allowed to complete one practice start following each of their sessions. If for any reason it is not possible for practice starts to be undertaken the Marshals will signal this at turn 2 by directing all riders down the turn 2 slip road and into the back gate of the paddock. Under no circumstances are practice starts to be carried out at any other location or at any other time other than those specified above. The penalty for performing a practice start outside of the above regulations will be:

1st offence: Disqualification from taking part in the next session for your group.

2nd offence: Disqualification from the remainder of the test event.

29. RIDER BEHAVIOUR: Abusive or threatening behaviour, whether verbal or physical, by any rider, or anyone associated with a rider, towards any official, marshal, competitor, spectator or member of track staff, whether in person or on-line will not be tolerated. Such behaviour, whether during an event or in between events, will be penalised by disqualification from the remainder of the event.

30. FOUL, UNFAIR OR DANGEROUS DRIVING. The Clerk of the Course shall immediately exclude, or apply any other penalty they may feel necessary, any rider who, in their opinion, is guilty of any foul, unfair or dangerous driving, either in practice, warm up or during a race.

31. TOURING ON TRACK: Touring on track in any session is forbidden. Any rider who is deemed to be touring on circuit during a session may be black flagged and disqualified from the session or a subsequent session, or from the remainder of the event.

32. LAPPING OF SLOWER RIDERS: Despite the onus being on faster riders to avoid collisions while lapping slower riders, slower riders being lapped should be aware of faster riders overtaking them. Please be aware that if you are one of the slower riders in a group that you may be overtaken by a faster rider. Please keep an eye out where possible for riders closing in on you. Riders being overtaken by a faster rider should stick to the line they are on and not make any sudden changes of line or slow dramatically due to being overtaken. Faster riders must at all times remain aware that the onus is on them to avoid collisions with slower riders.

33. GARAGES: Competitor using garages are restricted to a maximum of 4 machines per garage.

34. PIT LANE & GARAGE AGE RESTRICTIONS: No persons under the age of eighteen, apart from signed on competitors, are allowed to be in the pit lane at any time. There are no exceptions to this rule. As the Garages are a working environment and due to the dangers of children wandering into the pit lane, children are not allowed in pit garages at any time.

35. PIT LANE USAGE: Riders may only stop in pit lane on the right hand side as they travel through the pit lane. Riders may only stop within the concrete apron on the right hand side. Stopping on the left hand side or anywhere other than the concrete apron in front of the garage may result in disqualification from the session in which the transgression occurs. No motorcycles or sidecars may be parked in the pit lane during any session, apart from those sessions in which the class of machine being parked is taking part. When entering the pit lane to take part in any session this must be done via the garages or through the gate adjacent to Garage 1 or the gate adjacent to the control tower. When returning to their garage riders may not travel against the direction of the track either pushing or riding their machine. Riders returning to the garages who arrive from the paddock must push their machine along the fire lane at the rear of the garages to reach their garage and enter their garage through the rear door. Riders returning to their garage via the pit lane entrance may ride or push their bike along pit lane in the correct direction in order to enter their garage by the front door. No equipment or seating for any team personnel may be in pit lane during any session. Under 18's, apart from signed on competitors, are not allowed in pit lane at any time.

36. PIT LANE EXIT: Riders must exit the pit lane with caution at all times. Riders should stay to the right of the white line denoting the side of the track until well beyond the bridge and must check behind them before pulling onto the track. Riders should not take the racing line when exiting the pits until the exit of turn one. Any rider deemed to have entered the course in an unsafe manner, either by not paying due care and attention or by crossing the white line before the entrance to turn one will be penalised in the following manner.

1st offence; disqualification from their current session.

2nd offence; disqualification from the remainder of the event.

37: PADDOCK RULES:

- The parking spaces between the rear of the garages and the first traffic lane are for competitors who are using the garages.
- The following are not permitted to be parked in the above area; vehicles belonging to riders not using the garages, vans or cars not required as storage or accommodation for riders using the garages, awnings belonging to riders not using the garages even if they are associated with a rider or team using a garage.
- Riders using garages can only park in the area directly behind their garage and within the width of the garage space that they are occupying. Any rider, or person associated with a rider, refusing to comply with this will be asked to remove their vehicle to another area of the paddock.
- All cables running across the pit garage fire lane or any traffic or pedestrian lane must be covered with suitable cable covering trunking or matting, these protective measures must be provided by the competitors themselves and will not be provided by Mondello Park.
- Due to electric capacity issues riders accommodation vehicles must not be plugged in to the electricity supply during the running of the event, in order to ensure there is sufficient supply for riders to use their tyre warmers.
- Any use of the electricity supply which contravenes the above will result in the supply being unplugged.
- The only movement of vehicles, including cycles & scooters, allowed in the paddock is the movement of motorcycles going to the grid or returning from the track and they must be pushed with the engine switched off.

38. GDPR: By entering a Motorcycling Ireland event you are giving your consent to having your personal details such as name, home town and race number shared with other competitors, and the public, through publication of entry lists and event programmes, and for use in marketing and promotion of events you have entered. Any personal information which you volunteer to Motorcycling Ireland or its affiliates will be treated with the highest standards of security and confidentiality, strictly in accordance with the Data Protection Act, 2018. The information will only be used for the purpose for which you have provided it and will not be added to a mailing list nor made available to other third parties.