

MASTERS SUPERBIKE CHAMPIONSHIP 2026 SPORTING REGULATIONS
Version 5 (updated April 1st 2026)

SECTION 1 – CHAMPIONSHIP ORGANISATION, ENTRIES, CLASSES, AWARDS & POINTS

1. INTRODUCTION: The Masters Superbike Championship is a Motorcycle Racing Championship run under the general competition rules and standing regulations of the MCUI and the sporting regulations contained in this document and any additional regulations included in the event regulations of a round of the championship. The series consists of five events run at Mondello Park in County Kildare.

2. ORGANISERS & PROMOTERS: Masters Superbike Championship events are organised by, Fingal Motor Club, the Irish Sidecar and Motorcycle Racing Supporters Club, the Leinster Motor Club, Mondello Park Sports Club and the Short Circuit Motorcycle Racing Committee. The Masters Superbike Championship is promoted by Mondello Park Sports Club, which is a club affiliated to Motorcycling Ireland.

3. EVENTS: The 2026 Masters Superbike Championship will consist of one pre-season test days and five race events, all run at Mondello Park, and competed in by approved MCI racing classes complying with MCUI Technical Regulations. The dates for these events will be as follows:

PRE-SEASON TESTING: Friday 27th March (International Track)

EVENT 1: Saturday & Sunday April 11th & 12th – Mondello Park National Circuit

EVENT 2: Saturday & Sunday May 16th & 17th - Mondello Park International Circuit

EVENT 3: Saturday & Sunday June 27th & 28th - Mondello Park National Circuit

EVENT 4: Saturday & Sunday July 25th & 26th – Mondello Park National Circuit

EVENT 5: Saturday & Sunday August 15th & 16th – Mondello Park National Circuit

All classes will run at all events and at some events selected classes will race twice on Saturday and once on Sunday instead of once on Saturday and twice on Sunday.

4. OFFICIALS:

4.1. CHAMPIONSHIP CLERKS OF THE COURSE: MCI Appointed Officials

4.2. EVENT ORGANISERS: Motorcycling Ireland Short Circuit Committee, Fingal Motor Club, the Irish Sidecar and Motorcycle Racing Supporters Club, the Leinster Motor Club, Mondello Park Sports Club.

4.3. CHAMPIONSHIP CO-ORDINATOR: Fergus Brennan

4.4. TECHNICAL ELIGIBILITY: MCUI Technical Stewards

5. COMPETITORS: The championship races are open to MCUI and Euro Licence Holders. Non MCUI licence holders will require start permission from their own federation.

6. CHAMPIONSHIP CLASSES:

6.1. All classes competing at the Masters will be counted as championship classes and all machines taking part must comply with the technical regulations for their class as set out by the MCUI. Masters results may not be used to compile any other championship points without permission of the promoters.

6.2. For the purpose of these regulations classes are split into three groups.

Superbike & Supersport; covering the Superbike & Supersport Championship Races and the Superbike and Supersport 'B' Races.

Solo Classes; covering Pre-Injection 600, Pre-Injection 1000, Supertwins, Sportbike, Production Twins, Classic Superbikes, Lightweight Supersport, Junior Supersport and Moto1.

6.3. Age Limits: As per MCI regulations the following MCI age limits will apply at Masters events.

12 years – Moto 1 Tianda, Aprilia 125, Kawasaki 250 Ninja

13 years – All Moto 1 machines, Moto3 Standard (subject to completing one season in Moto 1)

14 years – Moto3 Standard, Junior Supersport

15 years – Moto 3

16 years – Production Twins, Moto 400 subject to the following

Must have competed for a season on machines eligible for 15 year olds

Must be approved to ride in these events by MCI Short Circuit Committee

17 Years – Supersport, Supertwin, Pre-Injection 600

18 Years – Any class including Sidecar driver or passenger

7. CHAMPIONSHIP REGISTRATION: Championship Registration is a requirement of competing in any Masters event, even as a one-off competitor. Championship registration will be available on-line prior to the commencement of the opening on the championship web site www.masterssuperbike.ie.

8. CHAMPIONSHIP POINTS:

8.1. POINTS SCORING: Points are counted as per FIM regulations in the following way;

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

8.2. TIE BREAKER: In the event of a tie at the end of the championship, the tied riders finishing position record will be used to determine their championship order. If the finishing positions of two riders are equal across all of their counting rounds, the rider who finishes highest in the final counting championship round will take the tied position.

8.3. COUNTING ROUNDS: Each competitors points from all five events will be added together to achieve their final championship tally. There will be no dropped rounds for 2026.

8.5. SOUTHERN STAR: The Southern Star Championship is operated by the MCI Short Circuit Committee and details of this championship, if it is to run alongside the Masters during 2026, will be provided once they are announced.

9. FUTURE STARS CHAMPIONSHIP:

A Future Stars Championship may be run across all 2026 Masters Superbike Championship events. If run this championship will have an end of season prizefund and will be open to all riders who are twenty years old or under on April 11th 2026, the day prior to the first event of the season. All eligible riders, irrespective of the class they are competing in, will score points in the Future Stars Championship. Points will be scored as follows;

9.1. FUTURE STARS CHAMPIONSHIP POINTS:

9.1.1. Each eligible rider will score a point for each points scoring rider that they finish ahead of in their races up to a maximum of fourteen, whether those riders are eligible for Future Stars points or not.

9.1.2. Sample points: A 'Future Stars' competitor finishing third overall in a Supersport race with fifteen points scorers would receive 12 points for their finishing position plus 2 bonus points for third place making a total of 14. A rider winning a Junior Supersport race while beating six other riders would receive 6 points for their finishing position plus 6 bonus points for a win making a total of 12.

9.1.3. Bonus points will be available for a podium finish as follows;

1st	2nd	3rd
6	4	2

9.1.4. In the Supersport and Superbike classes points will be calculated on the Cup results for Cup designated riders and on the overall result for Pro riders.

10. DISQUALIFICATION & CHAMPIONSHIP POINTS:

10.1. If a rider is disqualified from a race for a technical infringement they will lose any championship points scored in the race from which they are disqualified, they will also lose any championship points scored in previous races at the same event. In addition any rider who is disqualified for a technical infringement will also be docked 25 points from their season total for their first offence and fifty points for each subsequent offence.

10.2. If a rider is disqualified for a riding infringement they will only lose points scored in the race from which they are disqualified.

10.3. If a rider is disqualified from a Superbike or Supersport race for not carrying the correct tyre stickers they will lose the points from the race in which they did not carry the stickers and will also be fined 5 points for the first offence, 10 points for the second and 15 points for each subsequent offence.

11. ENTRIES: Entries for all events will be through the Mondello Park on-line entry system. The fee for each class at each event will be as set out in the online entry system, including any late entry fees. Discounts are available for multiple entries in one payment (see the competitor info pack for details of these offers). All riders can set themselves up as a user on the system when entering for the first time and their information will be stored for subsequent entries. Any rider changing class, contact details or bike must make those changes on the system prior to entering.

12. MACHINERY AND CLASSES: Where a competitor wishes to race a single machine in more than one class, that will be allowed as long as the machine has been scrutineered for that class, has qualified for that class and is deemed by the Championship co-ordinator and Clerk of the Course to be suitable to run with that class.

The following examples are acceptable.

Pre-Injection 600 bikes in Supersport.

Pre-Injection 1000 bikes in Superbike.

Lightweight Supersport Machines with Pre-injection.

Classic Superbikes with Superbike.

12.1. SUPERSPORT MACHINES CAN NOT RUN IN THE SUPERBIKE CLASS: Entries will not be accepted from Supersport machines wishing to race in the Superbike class.

13. COMBINING OF CLASSES: When necessary classes may be combined with classes of similar performance such as Supertwins with Production Twins and Moto 400 with Classic Superbikes. When this occurs the combined classes will have a combined qualifying session, unless there are more entries than the maximum number of riders allowed in a qualifying session, in which case the two classes will qualify separately and then their times will be combined to form the qualifying result. The race grid will be formed by qualifying times and the grid may or may not be split into classes. Where a grid is oversubscribed, any non-qualifiers will be accommodated where possible in another class, subject to their lap times being deemed to be at a level which should not cause a safety issue. Where two sessions are run to form a grid and conditions in one session are significantly different from the other session, enough to make combining the two sessions unworkable, i.e. if one session was dry and the other was wet, the formation of the grid will be at the discretion of the Championship co-ordinator and the Clerk of the Course.

14: AWARDS

14.1. RACE AWARDS: Awards will be presented to each class based on the following; **1-3 starters** 1st place only; **4-6 starters** 1st and 2nd place only; **more than 6 starters** 1st, 2nd & 3rd place.

14.2. AWARD PRESENTATION: Where a presentation or awards ceremony is organised for a race or championship the award winners from each class (taking into account 9.1 above) within the race or championship will be required to attend the presentation. Failure to do so may result in the withholding of an award or loss of championship points.

14.3. END OF SEASON AWARDS: The end of season awards will be presented to the top finishers in each class based on the following:

1-2 points scorers no awards;

3 points scorers 1st place only;

4-6 points scorers 1st and 2nd place only;

7 or more points scorers 1st, 2nd & 3rd place.

14.4. The method of presentation of the championship awards will be confirmed at a later date.

14.5. Only the Promoters of the Masters Superbike Championship or the MCI Short Circuit Committee have the right to announce or declare a competitors championship finishing position, or present a championship award. Any rider making any announcement, or allowing themselves to be included in any announcement regarding championship positions, points or awards other than those officially sanctioned by the Masters promoters or the MCI Short Circuit Committee may have their championship points reduced or removed and may be precluded from competing in future Masters events.

SECTION 2 – SUPERBIKE & SUPERSPORT QUALIFYING AND RACE PROCEDURE

1. SUPERBIKE & SUPERSPORT CUP CHAMPIONSHIP ELIGIBILITY:

- 1.1** All riders who have been designated as Cup riders in previous seasons and are not listed on the championship web site as having been upgraded for 2026, will continue to be designated as Cup competitors and will be eligible to score points in the Cup championship.
- 1.2.** Any rider who has raced at a Masters event as a Pro in Supersport or Superbike will retain their grade even if they switch classes.
- 1.3.** Any rider who has been listed for upgrade from Supersport Cup to Supersport Pro at the end of a season may be allowed to maintain their Cup grading, for one year only, if they move to the Superbike class, but once they race as a Pro in Superbike or Supersport they cannot revert to the Cup class.
- 1.4.** Any rider riding in the series for the first time will be designated as eligible for the Cup unless the promoters decide otherwise.
- 1.5.** All riders not covered by any of the above will be designated as a Pro.

2. SUPERBIKE & SUPERSPORT OVERALL CHAMPIONSHIP & CUP CHAMPIONSHIP POINTS SCORING:

- 2.1.** Overall Championship points can be scored by all riders in the Championship race or 'B' Race.
- 2.2.** Cup Championship points can only be scored by Cup designated riders and can be scored in the Championship Race or 'B' race.
- 2.3.** If in the Championship race there are less than fifteen finishers in a class, either overall or Cup, the remaining championship points will be distributed to the class finishers in the 'B' Race.

3. SUPERBIKE & SUPERSPORT TYRES:

- 3.1.** At Masters events, rules regarding the quantity of tyres used by riders in Superbike and Supersport will apply. There will be no restrictions on tyre sizes or compounds used as long as the tyres comply with the class regulations.
- 3.2.** In the Superbike class either Dry or Wet tyres may be used. Any Intermediate tyres or cut slicks used will count as dry weather tyres and must come from each riders allocation of three dry weather tyres, as set out below.
- 3.3.** In the Supersport class dry weather tyres may be either slick or older spec Supersport treaded dry weather tyres.
- 3.4.** Each rider is allowed to use three dry weather tyres over the course of their three races at an event. In order to police this rule each rider will be supplied with three tyre stickers at sign-on for each event. Tyre stickers are required to be used for all race sessions.
- 3.5.** Unless a race is declared wet the tyres used by all riders will be classified as dry weather tyres and must carry the correct tyre stickers for dry weather use.
- 3.6.** Any intermediate tyres used will be counted as part of a riders dry weather allocation and must carry tyre stickers.
- 3.7.** The correct tyre stickers must be in place for each race. Tyre stickers from previous events may be present on any tyre used so long as the correct sticker for the current event is also in place.
- 3.8.** Tyres may be checked in the pit lane before riders go on track for their races, so please allow extra time for delays at the pit lane exit when heading to the grid. Tyres may also be checked on the grid or in Parc-Ferme at the end of a race and any rider found without the correct stickers may be penalised in accordance with Section 1 Point 10.3 of the Championship Sporting Regulations. The top six riders from the overall results and the top three from the Cup class will be checked in Parc Ferme or in the podium holding area after each Superbike or Supersport race
- 3.9.** There are no restrictions on the number of wet tyres used once a race is declared wet.
- 3.10.** The organisers reserve the right to alter the tyre allocations or tyre requirements as and when required and if changes to allocations are required, when requested all competitors must return any excess stickers.

4. QUALIFICATION FOR SUPERBIKE & SUPERSPORT:

- 4.1.** At each event there will be two qualifying sessions for Superbike and two qualifying sessions for Supersport with entries for the classes split across the two sessions. The times for the two Superbike sessions will be combined to form the grids with the same applying to the Supersport qualifying times.
- 4.2.** Riders will be split across the two sessions based on their Cup and Pro designation apart from those Cup riders who qualify to take part in the Pro session based on the following.
 - For a Cup rider to be eligible to qualify in the Pro session they must have achieved at least one lap within 107% of the fastest lap time in their class, in at least one of the three races for their class at the two previous Masters race events in which they competed.
- 4.3.** All 'Cup' riders who do not fit the above criteria will qualify in the Cup session.
- 4.4.** All Pro riders will qualify in the Pro session.
- 4.5.** All 'Cup' Riders who are scheduled to qualify in the pro session will be informed prior to the event by the championship co-ordinator. If you have not been told that you are to qualify in the Pro session you will qualify in the Cup session.
- 4.6.** Qualification for the championship race will be dependent on a Cup rider achieving a time within 110% of the fastest time set in the combined qualifying sessions for their class, irrespective of which session they have qualified in, with all Cup riders who do not achieve the 110% standard being placed on the grid for 'B' race one, even if they qualified in the 'Pro' session.
- 4.7.** The organisers reserve the right on safety grounds to exclude any rider from the 'B' race grid if their qualifying lap time is more than 110% of the fastest 'B' Race qualifying time in their class. If this is necessary the rider may be accommodated on another grid where the lap times recorded are closer to their fastest lap time, subject to this being possible and to there being space on the grid.
- 4.8.** All Pro riders will automatically qualify for the Championship Race.

5. SUPERBIKE & SUPERSPORT RACE 1 GRID POSITIONS

- 5.1.** Qualifying positions for Superbike Championship Race 1, Supersport Championship Race 1 and Superbike & Supersport 'B' Race 1

will be determined by lap times set in qualifying with all Pro riders along with those Cup riders who achieve a time within 110% of the fastest qualifying time, racing in the Championship race.

5.2. Qualifying positions for Superbike & Supersport 'B' race 1, will be determined by lap times set in qualifying with all Superbike and Supersport Cup riders who do not achieve a time within 110% of the fastest qualifying time in their class, racing in the 'B' race where the Superbike and Supersport riders will line up in order of lap time irrespective of class.

5.3. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

5.4. The organisers may move or place a rider from the 'B' race grid into the Championship Race grid if the rider usually qualifies for the championship race but due to mechanical, or any other issues, has failed to set a lap time, or a representative lap time, in qualifying. This will be done on safety grounds only.

5.5. Any changes to the grids will be at the discretion of the Clerk of the Course and may include placing riders who have not qualified for a particular race into that race, based on their usual lap times, on safety grounds.

5.6. Where qualifying for the 'Pro' and 'Cup' sessions for Superbike or Supersport take place under different track conditions the make up of the grid will be decided by the Clerk of the Course in conjunction with the Championship co-ordinator.

6. SUPERBIKE & SUPERSPORT RACE 2 GRID POSITIONS

6.1. Qualifying positions for Superbike Championship Race 2, Supersport Championship Race 2 and Superbike & Supersport 'B' Race 2 will be determined by lap times set in Race 1.

6.2. All riders who qualified for Championship Race 1 will race in Championship Race 2 along with any 'B' Race competitors who achieved a race lap time within 110% of the fastest race lap time in their classes' championship race, subject to space being available on the grid.

6.3. All upgrades to the championship race will be at the discretion of the Clerk of the Course and if an upgrade to the championship race is deemed necessary by the Clerk of the Course the rider concerned cannot opt to stay in the 'B' Race.

6.4. Grid positions for Superbike & Supersport Race 2, will be determined using the combined fastest lap times for each rider from championship race 1 and 'B' Race 1 with all Championship Race 1 competitors starting ahead of all riders who are upgraded to the race from the 'B' Race.

6.5. Any rider who does not complete a flying lap (the opening, standing start lap, does not count as a flying lap) in Race 1 and therefore does not set a representative lap time will be demoted six places from their Race 1 grid position for Race 2.

6.6. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

7. SUPERBIKE & SUPERSPORT RACE 3 GRID POSITIONS

7.1. Qualifying positions for Superbike Championship Race 3, Supersport Championship Race 3 and Superbike & Supersport 'B' Race 3 will be determined by lap times set in Race 2.

7.2. Only those riders who qualified for Championship Race 2 will race in Championship Race 3.

7.3. Grid positions for Superbike & Supersport Championship Race 3, will be determined using the fastest lap times for each rider from Championship race 2. Grid positions for Superbike & Supersport Championship 'B' Race 3, will be determined using the fastest lap times for each rider from 'B' race 2.

7.4. Any rider who does not complete a flying lap (the opening, standing start lap, does not count as a flying lap) in Race 2 and therefore does not set a representative lap time will be demoted six places from their Race 2 grid position for Race 3.

7.5. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

8. SUPERBIKE & SUPERSPORT CHAMPIONSHIP RACE - PRE RACE PROCEDURE

8.1. All Superbike and Supersport Championship races will be preceded by a 3 minute open pit lane designed to give all riders, wherever they are situated in the paddock or garages the same opportunity to warm their tyres.

8.2. pit lane opens: Once the previous race and podium has been completed and the track is clear and ready for racing the pit lane will open. There will be a countdown clock on the start finish straight which will count down from three minutes to zero. All riders have three minutes to exit the pit lane complete a lap and take their place on the grid. During the three minute period, riders may complete more than one lap and if doing so they must enter the pit lane at the end of each lap, ride slowly down the pit lane and rejoin the circuit. A pit lane speed limit of 60kmph will be enforced. A rider can pass through the pit lane as many times as they wish as long as they are not in the pit lane when it closes.

8.3. stopping on the grid: Once a rider has decided to proceed past the pit entrance and to their grid position, they may not complete any more sighting laps and must go to their allotted grid position. Riders are allowed to use tyre warmers on the grid and can have personnel on the grid to assist them. All personnel on the grid must be either a signed on competitor or over 18 and wearing a pit access wristband. When proceeding to their grid position riders must come to a complete stop when they reach the last row of the grid or where instructed by an official and must then proceed through the grid to their grid position at walking pace. Any breaches of the grid speed limit will be subject to the same penalties as applied to pit lane speeding offences (see penalties section). For the Sunday races, riders may be selected for interview on the grid during the open pit lane and pre-race count down.

8.4. pit lane closes: Once the countdown clock reaches zero the pit lane will be closed. Any riders who arrive after the pit lane is closed will start the warm up laps from the pit lane and following the warm-up laps will take their position at the back of the grid in the order in which they arrived at the top of pit lane.

8.5. three minute board: When the three minute open pit lane time has elapsed a three minute board will be displayed to all riders already on the grid.

8.6. one minute board: Once the one minute board is displayed all team personnel must leave the grid.

8.7. green flag: When the final minute has elapsed the green flag will be waved and riders will start their warm up laps. Any riders who had been held at the top of pit lane will be allowed to complete the warm up laps but they must start from the back of the grid. Any rider who joins the warm up laps from pit lane and then moves to their original grid position will be black flagged from the race and disqualified. Superbike and Supersport will receive two warm up laps on the Mondello Park National Track and one warm-up lap on the Mondello Park International Track. Any rider who arrives at the top of the pit lane after the warm up laps have commenced will not be allowed to start the race. Any rider who takes the green flag to start the warm-up laps is considered to be a starter and may enter the pit lane during the warm up laps if required. When they are ready to rejoin they will start from the pit lane once the race has started.

8.8. start procedure: Please note the race starts when the Red Light goes out.

- As the bikes complete their warm up laps they will form up on the grid in their allotted positions. During assembly of the grid no start lights will be displayed on the circuit bridge.

- When all bikes have completed their warm up laps and are in position on the grid an official at the rear of the grid will wave a green flag.

-The Starter will then instruct the official displaying the red flag at the front of the grid to walk to the side of the grid.

- Once the official with the red flag is clear of the grid a red signal light on the circuit bridge will be switched on and displayed for between 2 and 5 seconds.

- Riders should engage gear when the red light goes on.

- The race will start when the red light on the circuit bridge is switched off.

8.9. Jump Start: A jump start occurs when a rider under Starter's Orders moves forward from their prescribed grid position before the signal to start is given. The Clerk of the Course in conjunction with the pit lane staff will adjudicate as to whether or not a jump start has occurred.

8.10. Jump Start penalty: In the case of a jumped start the rider concerned will be penalised in accordance with the penalties set out in the penalties section of this document.

9. SUPERBIKE & SUPERSPORT 'B' RACE - PRE RACE PROCEDURE

9.1. All Superbike and Supersport 'B' races will be preceded by a 3 minute open pit lane designed to give all riders wherever they are situated in the paddock or garages the same opportunity to warm their tyres.

9.2. pit lane opens: Once the previous race and podium has been completed and the track is clear and ready for racing the pit lane will open. There will be a countdown clock on the start finish straight which will count down from three minutes to zero. All riders have three minutes to exit the pit lane complete a lap and take their place on the grid. During the three minute period, riders may complete more than one lap and if doing so they must enter the pit lane at the end of each lap, ride slowly down the pit lane and rejoin the circuit. A pit lane speed limit of 60kmph will be enforced. A rider can pass through the pit lane as many times as they wish as long as they are not in the pit lane when it closes. **Tyre warmers and pit crews are NOT ALLOWED to be on the grid during the pre-race build up.**

9.3. pit lane closes: Once the countdown clock reaches zero the pit lane will be closed. Any riders who arrive at the top of the pit lane after the pit lane is closed will be held there until the start of the warm up lap.

9.4. minutes remaining board: Once the count down clock reaches zero a board showing the approximate time remaining before the warm up lap commences will be displayed to all riders who have already taken their place on the grid.

9.5. green flag: When all riders have completed their out lap and taken their place on the grid the green flag will be waved and riders will start their warm up lap. Any riders who had been held at the top of pit lane will be allowed to complete the warm up lap but they must start from the back of the grid. Any rider who joins the warm up lap from pit lane and then moves to their original grid position will be black flagged from the race and disqualified. Superbike and Supersport will receive two warm up laps on the Mondello Park National Track and one warm-up lap on the Mondello Park International Track. Any rider who arrives at the top of the pit lane after the warm up laps have commenced will not be allowed to start the race. A rider who takes the green flag to start the warm-up laps is considered to be a starter and may enter the pit lane during the warm up laps if required. When they are ready to rejoin they will start from the pit lane, once the race has started.

9.6. START PROCEDURE: Please note the race starts when the Red Light goes out.

9.6.1: As the bikes complete their warm up laps they will form up on the grid in their allotted positions. During assembly of the grid no start lights will be displayed on the circuit bridge.

9.6.2: When all bikes have completed their warm up laps and are in position on the grid an official at the rear of the grid will wave a green flag.

9.6.3: The Starter will then instruct the official displaying the red flag at the front of the grid to walk to the side of the grid.

9.6.4: Once the official with the red flag is clear of the grid a red signal light on the circuit bridge will be switched on and displayed for between 2 and 5 seconds.

9.6.5: Riders should engage gear when the red light goes on.

9.6.6: The race will start when the red light on the circuit bridge is switched off.

9.7. Jump Start: A jump start occurs when a rider under Starter's Orders moves forward from their prescribed grid position before the signal to start is given. The Clerk of the Course in conjunction with the pit lane staff will adjudicate as to whether or not a jump start has occurred.

9.8. Jump Start penalty: In the case of a jumped start the rider concerned will be penalised in accordance with the penalties set out in the penalties section of this document. For the full Jump Start regulations see section 5, item 11.

10. SUPERBIKE & SUPERSPORT PODIUMS

- 10.1.** There will be awards for all Superbike and all Supersport Championship Races.
- 10.2.** Following all Superbike & Supersport 'B' Races the top three from the race, irrespective of class, will be invited to park in the Podium presentation area for photographs and interviews but no awards will be presented.
- 10.3.** Podiums will take place for all Sunday Championship Races and the top three overall and top three Cup competitors are required to attend.
- 10.4.** The riders receiving awards are required to park their bikes in the designated area in front of the podium. Riders should arrange to have a paddock stand available at the podium.
- 10.5.** Only two crew members per rider are allowed inside the designated parking area in front of the podium for the duration of the presentation.
- 10.6.** The top three Cup riders will be called to the podium first and presented with their awards. The top three overall riders will be presented with their awards following the completion of the Cup awards presentation.
- 10.7.** If a Cup competitor finishes in the top three overall they will receive the awards for their position in the Cup class and their overall position.
- 10.8.** Refusal by any rider to attend a podium presentation or a refusal to be available for any other TV or Media interview may result in the deduction of five points for a first offence, 10 points for the second and 15 points for each subsequent offence.
- 10.9.** All riders will be required to wear any podium caps supplied by the event organisers or event sponsors while on the podium and during any post podium interviews.

SECTION 3 – SOLO CLASSES QUALIFYING AND RACE PROCEDURE

1. QUALIFICATION FOR SOLO CLASSES:

- 1.1. At each event there will be a single qualifying session for each of the solo classes.
- 1.2. Qualification for each solo class Race 1 will be by lap times set in that classes' qualifying session.
- 1.3. The organisers reserve the right on safety grounds to exclude any rider from a grid if their qualifying lap time is more than 115% of the fastest lap time in their class.
- 1.4. Any rider excluded from a grid on safety grounds due to their lap times will be placed, where possible, on a grid in which the lap times recorded are closer to their best lap time.

2. SOLO CLASS RACE 1 GRID POSITIONS

- 2.1. The grid for Solo Class Race 1 will be determined by lap times set in qualifying.
- 2.2. The grids for each class will be arranged as follows;
 - **MOTO 400:** Qualifying times for the Moto 400 class will be used to form a single grid.
 - **CLASSIC SUPERBIKES & PRE-INJECTION:** Qualifying times for the Classic Superbikes and both of the Pre-Injection classes will be combined to form a single grid.
 - **TWINS:** Qualifying times for the Supertwin class and the Production Twin class will be combined to form a single grid.
 - **CLASSIC SUPERBIKES & PRE-INJECTION COMBINED WITH MOTO 400:** Qualifying times for the Classic Superbikes and Pre-Injection will be combined to form one grid with the Moto 400 class forming a second grid which will start 10 seconds after the Classic Superbike and Pre-Injection Grid.
 - **JUNIOR SUPERSPORT & MOTO 1:** Qualifying times for the two classes will be combined to form a single grid.
- 2.3. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

3. SOLO CLASS RACE 2 GRID POSITIONS

- 3.1. Grid positions for solo classes Race 2, will be determined by lap times set in Race 1.
- 3.2. Any rider who does not complete a flying lap (i.e. not a standing start lap) in Race 1 and therefore does not set a representative lap time will be demoted six places from their Race 1 grid position for Race 2.
- 3.3. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

4. SOLO CLASS RACE 3 GRID POSITIONS

- 4.1. Grid positions for solo classes Race 3, will be determined by lap times set in Race 2.
- 4.2. Any rider who does not complete a flying lap (i.e. not a standing start lap) in Race 2 and therefore does not set a representative lap time will be demoted six places from their Race 2 grid position for Race 3.
- 4.3. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

5. SOLO CLASS PRE RACE PROCEDURE

- 5.1. All Solo class races will be preceded by a 3 minute open pit lane designed to give all riders wherever they are situated in the paddock or garages the same opportunity to warm their tyres.
- 5.2. **pit lane opens:** Once the previous race and podium has been completed and the track is clear and ready for racing the pit lane will open. There will be a countdown clock on the start finish straight which will count down from three minutes to zero. All riders have three minutes to exit the pit lane, complete a lap and take their place on the grid. During the three minute period, riders may complete more than one lap and if doing so they must enter the pit lane at the end of each lap, ride slowly down the pit lane and rejoin the circuit. A pit lane speed limit of 60kmph will be enforced. A rider can pass through the pit lane as many times as they wish as long as they are not in the pit lane when it closes. **Tyre warmers and personnel are NOT ALLOWED on the grid during the pre-race build up unless instructed that they are permitted by the Clerk of the Course.**
- 5.3. **pit lane closes:** Once the countdown clock reaches zero the pit lane will be closed. Any riders who arrive at the top of the pit lane after the pit lane is closed will be held there until the start of the warm up lap.
- 5.4. **minutes remaining board:** Once the count down clock reaches zero a board showing the approximate time remaining before the warm up lap commences will be displayed to all riders who have already taken their place on the grid.
- 5.5. **green flag:** When all riders have completed their out lap and taken their place on the grid the green flag will be waved and riders will start their warm up lap. Any riders who had been held at the top of pit lane will be allowed to complete the warm up lap but they must start from the back of the grid. Any rider who joins the warm up lap from pit lane and then moves to their original grid position will be black flagged from the race and disqualified. Solo classes will receive two warm up laps on the Mondello Park National Track and one warm-up lap on the Mondello Park International Track. Any rider who arrives at the top of the pit lane after the warm up laps have commenced will not be allowed to start the race. A rider who takes the green flag to start the warm-up laps is considered to be a starter and may enter the pit lane during the warm up laps if required. When they are ready to rejoin they will start from the pit lane, once the race has started.
- 5.6 **start procedure: Please note the race starts when the Red Light goes out.**
 - 5.6.1: As the bikes complete their warm up laps they will form up on the grid in their allotted positions. During assembly of the grid no start lights will be displayed on the circuit bridge.
 - 5.6.2: When all bikes have completed their warm up laps and are in position on the grid an official at the rear of the grid will wave a

green flag.

5.6.3: The Starter will then instruct the official displaying the red flag at the front of the grid to walk to the side of the grid.

5.6.4: Once the official with the red flag is clear of the grid a red signal light on the circuit bridge will be switched on and displayed for between 2 and 5 seconds.

5.6.5: Riders should engage gear when the red light goes on.

5.6.6: The race will start when the red light on the circuit bridge is switched off.

5.7. Jump Start: A jump start occurs when a rider under Starter's Orders moves forward from their prescribed grid position before the signal to start is given. The Clerk of the Course in conjunction with the pit lane staff will adjudicate as to whether or not a jump start has occurred.

5.8. Jump Start penalty: In the case of a jumped start the rider concerned will be penalised in accordance with the penalties set out in the penalties section of this document. For the full Jump Start regulations see section 5, item 11.

6. SOLO CLASS PODIUMS

6.1. There will be awards for all races for each solo class.

6.2. Podiums will take place on Sunday only. The top three in each class in each race are required to attend.

6.3. The riders receiving awards are required to park their bikes in the designated area in front of the podium. Riders should arrange to have a paddock stand available at the podium.

6.4. Only two crew members per rider are allowed inside the designated parking area in front of the podium for the duration of the presentation.

6.5. The order in which the classes in a race will be called to the podium will be decided by the presentation co-ordinator and communicated to the award winners.

6.6. Refusal by any rider to attend a podium presentation or a refusal to be available for any other TV or Media interview may result in the deduction of five points for a first offence, 10 points for the second and 15 points for each subsequent offence.

6.7. All riders will be required to wear any podium caps supplied by the event organisers or event sponsors while on the podium and during any post podium livestream interviews.

SECTION 4 – SIDECAR CLASS QUALIFYING AND RACE PROCEDURE

1. QUALIFICATION FOR SIDECAR CLASS:

1.1. At each event there will be a single qualifying session for sidecars.

2. SIDECAR CLASS GRID POSITIONS

2.1. Grids for each sidecar race will be decided by lap times set in the single sidecar qualifying session.

2.2. There will be no changes to grids for Sidecar Race 2 or Sidecar Race 3

2.3. In all cases it is a riders sole responsibility to make themselves aware of the race/races in which they will be placed and what their correct starting position should be.

3. SIDECAR CLASS PRE RACE PROCEDURE

3.1. **pit lane opens:** Once the previous race and podium has been completed and the track is clear and ready for racing the pit lane will open. There will be a countdown clock on the start finish straight which will count down from three minutes to zero. All riders have three minutes to exit the pit lane, complete their warm up lap and take their place on the grid.

3.2. **pit lane closing and race start:** Once the countdown clock reaches zero, or when all of the competitors have taken their place on the grid, the pit lane will be closed. Any riders who arrive at the top of the pit lane after the pit lane is closed will start from the pit lane. When all riders have completed their warm-up lap and taken their place on the grid, the race start procedure will commence. A rider who takes the green flag to start the warm-up lap is considered to be a starter and may enter the pit lane during the warm up lap if required. When they are ready to rejoin they will start from the pit lane, once the race has started.

3.3. **race start procedure: Please note the race starts when the Red Light goes out.**

3.3.1: As the bikes complete their warm up lap they will form up on the grid in their allotted positions. During assembly of the grid no start lights will be displayed on the circuit bridge.

3.3.2: When all bikes have completed their warm up lap and are in position on the grid an official at the rear of the grid will wave a green flag.

3.3.3: The Starter will then instruct the official displaying the red flag at the front of the grid to walk to the side of the grid.

3.3.4: Once the official with the red flag is clear of the grid a red signal light on the circuit bridge will be switched on and displayed for between 3 and 5 seconds.

3.3.5: Riders should engage gear when the red light goes on.

3.3.6: The race will start when the red light on the circuit bridge is switched off.

3.4. **Jump Start:** A jump start occurs when a rider under Starter's Orders moves forward from their prescribed grid position before the signal to start is given. The Clerk of the Course in conjunction with the pit lane staff will adjudicate as to whether or not a jump start has occurred.

3.5. **Jump Start penalty:** In the case of a jumped start the rider concerned will be penalised in accordance with the penalties set out in the penalties section of this document. For the full Jump Start regulations see section 5, item 11.

4. SIDECAR PODIUMS

4.1. There will be awards for all Sidecar Races.

4.3. Podiums will take place for all Sunday Races. The top three in the race are required to attend.

4.4. The riders receiving awards are required to park their bikes in the designated area in front of the podium.

4.5. Only two crew members per sidecar is allowed inside the designated parking area in front of the podium for the duration of the presentation.

4.6. Refusal by any sidecar rider or passenger to attend a podium presentation or a refusal to be available for any other TV or Media interview may result in the deduction of five points for a first offence, 10 points for the second and 15 points for each subsequent offence.

SECTION 5 – GENERAL REGULATIONS FOR ALL CLASSES

1. ADVERTISING: Riders in any class may be required to carry advertising for championship sponsors. If this is required the branding will be supplied to the riders. Failure to carry required branding will result in ineligibility to score points for any round where the branding is not carried.

2. 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 – 10 second time penalty for the next race following the infringement. This time penalty will be added to the offending riders total race time.

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

3. PIT LANE:

3.1. Riders may only stop in the Pit Lane on the right hand side as they travel through the Pit Lane.

3.2. Riders may only stop within the concrete apron on the right hand side of Pit Lane.

3.3. Stopping on the left hand side or anywhere other than the concrete apron in front of the garages may result in disqualification from the session or race in which the transgression occurs.

3.4. No motorcycles 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.

3.5. Entering the Pit Lane to take part in any session must be done via the garages or through the gate adjacent to Garage 1. Riders will not be allowed to enter the pit lane via the gate adjacent to the control tower.

3.6. When returning to their garage riders may not travel against the direction of the track either pushing or riding their machine.

3.7. 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.

3.8. 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.

3.9. No equipment or seating for any team personnel may be in pit lane during any session.

3.10. Under 18's, apart from signed on competitors, are not allowed in pit lane at any time. Pit access wristbands must be collected directly by team personnel and a rider may not collect pit lane wrist bands for their team. All team members working in the pit lane or on the grid must wear a pit lane wristband and they will be required to sign-on prior to receipt of their pit lane wristbands. Sign on will be available from Saturday morning in a designated suite over the pit lane garages and each competitor will be entitled to two wristbands for their team members. No under eighteens will be allowed to sign on for pit lane access and therefore team personnel may be required to provide proof of age before being allowed to sign on. Different colour wrist bands may be used for different sessions and only those wrist bands valid for the current session will gain access to the pit lane. Any transgression of these rules may be penalised at the discretion of the Clerk of the Course.

4. PIT LANE EXIT:

4.1. Riders must exit the pit lane with caution at all times.

4.2. Riders should stay to the right of the white line denoting the side of the track until they have passed under the bridge on the entrance to Turn 1 and must always 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.

4.3. 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 passing under the circuit bridge will be penalised in the following manner.

1st offence; If in qualifying, disqualification of lap time or times from the session. If in a warm up or race, grid place penalty.

2nd offence; A penalty which may result in a loss of places in the results, or a time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

4.4. An official will be appointed to monitor pit lane exit throughout qualifying.

5. PIT LANE SPEED LIMIT: There will be a speed limit of 40kph in pit lane. Penalty for breach of the pit lane speed limit will be as follows:

1st offence – 10 second time penalty for the next race following the infringement. This time penalty will be added to the offending riders total race time.

2nd offence – Exclusion from the event.

6. PADDOCK RE-ENTRY: At the end of a qualifying session or race, when a rider has taken the chequered flag they must re enter the paddock via the paddock back gate. When returning to the paddock riders and their machines may be held in Parc-Ferme and if held they may not leave Parc-Ferme without permission of the Chief Scrutineer or the Championship Manager. On the Mondello Park National Track sidecars will complete a slowindg down lap and re-enter the paddock via the pit lane entrance. On the International

Track riders will be held at the paddock rear gate and once all riders have taken the chequered flag they will be released around to the pit lane entrance.

7. SCRUTINY:

7.1. All riders must pass scrutiny for each event and will not be allowed on track unless they have a 'passed scrutiny' sticker on their bike.

7.2. Any rider who is involved in a crash must have their bike re-scrutineered before returning to the track.

7.3. If a rider fails to attend scrutiny before practising or fails to get their machine scrutinised after crashing the rider will be excluded from the event and fined €100.

8. CHANGES OF RIDER AND MACHINE

8.1 It is permitted to change rider after an entry is submitted so long as the Secretary of the meeting is informed and the race number on the bike is changed.

8.2. A change of machine during the event is permitted so long as any machine to be used has passed scrutiny, is eligible for the class in which it is being ridden and the Clerk of the Course is informed. If changing machine the rider must also ensure that the correct transponder is carried and the correct numbers are on the bike.

8.3. time limits on machine changes and penalties:

8.3.1. To change machine without incurring a penalty a rider must inform the Clerk of the Course and receive permission to do so more than 30 minutes prior to the opening of pit lane for the race in which they wish to make the change.

8.3.2. A rider who requests permission less than 30 minutes prior to the opening of pit lane for the race in which they wish to make the change will receive a six place grid penalty.

8.3.3. Any rider who changes machine after pit lane opens for the race in which they wish to use the new machine, will start from the back of the grid.

8.3.4. Any rider who changes machine without permission of the Clerk of the Course and starts from their original grid position, may be black flagged from the race or disqualified after the completion of the race. A rider who changes machine without permission of the Clerk of the Course but starts from the back of the grid may be disqualified from the results after the race at the discretion of the Clerk of the Course.

9. FALLEN RIDERS:

9.1. Once a rider has fallen from their machine, they are not permitted to remount or continue in that race or qualifying/practice session. The machine has to be rechecked and passed by a scrutineer before the rider can continue in the meeting. Any infringement of this rule will result in the rider being excluded from the remainder of the practice session or race and may result in further penalties.

9.2. In the event of a practice or race being interrupted by a red flag, any crashed machines will be recovered and taken to the Scrutiny Bay and released to the Team for repair. Once the repaired machine has been re-inspected and cleared by the MCI Scrutineer a rider may continue in the restarted practice or race. In the case of the second part of an interrupted race this only applies to riders classified in the result of the first part.

10. PRACTICE STARTS:

10.1. Practice starts are only permitted on the slowing down lap after a rider has passed the chequered flag at the end of qualifying and/or warm-up sessions.

10.2. Practice starts can only be completed from the designated practice start point, which will be on the exit of turn two.

10.3. Practice starts must be commenced only from the designated position and riders must complete their practice start and slow down again before turn three.

10.4. Each rider is only allowed to complete one practice start following qualifying and one following the Sunday morning warm-up session.

10.5. 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 paddock back gate.

10.6. Any rider completing a practice start must return to the paddock via the paddock back gate by turning right at the end of the bank on the right hand side of turn 4.

10.7. 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 paddock back gate.

10.8. Under no circumstances are practice starts to be carried out at any other location or at any other time other than those specified above.

10.9. The penalty for performing a practice start outside of the above regulations will be demotion to the back of the grid for the race following the transgression.

11. JUMP STARTS:

11.1. Jump Starts: A jump start occurs when, before the start, a driver under Starter's Orders moves forward from their prescribed grid position.

11.2. Adjudication of jump starts: A jump start notified to the Clerk of the Course by an appointed observer will incur a penalty, if in the opinion of the Clerk of the Course a penalty is warranted due to the offence being clear and obvious. Where possible the infringement will be reviewed before a penalty is applied, using circuit CCTV or official event video only.

11.3. Penalty: In the case where a jump start penalty is to be applied, the rider concerned will be penalised by the addition of a 10 second time penalty to their total time for the race in question. In all cases the Clerk of the Course will have the power to amend the

penalty or apply another penalty once it fits within the limits prescribed in the Championship Sporting Regulations or the event Supplementary Regulations.

12. FLAG INFRINGEMENTS: In order to monitor flag infringements there will be an appointed official to review riders' times at the end of each session to ensure flags are being obeyed. Riders need to be seen to slow down under yellow and red flags.

13. YELLOW FLAG INFRINGEMENTS AND PENALTIES:

13.1 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 flag position following the incident has been passed. Once the flag position following the incident has been passed riders may recommence racing.

13.2. Any overtaking manoeuvres completed before a yellow flag area is reached will not incur a penalty. If a rider has not completed an overtaking manoeuvre before commencement of the yellow flag area they must slow down and remain behind the rider they were attempting to overtake, unless it is safer to continue with the manoeuvre and pass the rider.

13.3. If an advantage is gained by overtaking a slower rider a penalty may be applied at the discretion of the Clerk of the Course.

13.4. In all cases, overtaking of slower riders must be completed in a safe and controlled manner.

13.5. The definition of an overtaking manoeuvre being completed is that any portion of the bike doing the overtaking is ahead of all of the bike being overtaken.

13.6. Waved Yellow Flag Penalty: The following are the penalties for overtaking or not slowing down in the area covered by a waved yellow flag:

During warm-up or qualifying: Cancellation of lap times or a loss of grid positions in the next relevant race. In addition a fine may be imposed.

During a race: A penalty which may result in a loss of places in the results, or a time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

13.7. Stationary Yellow Flag Penalty: The following are the penalties for overtaking or not slowing down in the area covered by a stationary yellow flag:

During warm-up or qualifying: Cancellation of lap times or a loss of grid positions in the next relevant race. 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 time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

13.8: 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.

14. RED FLAG PROCEDURE INFRINGEMENTS AND PENALTIES:

14.1. When the red flag is displayed riders must slow down and return slowly to the grid, unless otherwise instructed. Any rider not slowing sufficiently will be deemed to have committed an offence.

14.2. Team members may not enter the grid to attend to riders or bikes without permission from the Clerk of the Course. The grid remains Parc Ferme unless otherwise instructed. If a team member attends to a rider or bike on the grid without permission the rider may be excluded from the results.

14.2. Red flag Penalty: The penalty for a red flag infringement can be a time penalty, grid position penalty, disqualification from a session or race or exclusion from the meeting depending on circumstances.

15. RIDER BEHAVIOUR:

15.1. 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.

15.2. Any rider who engages in behaviour as outlined above or any rider who is associated with anyone who engages in such behaviour will be subject to the following sanctions.

1st offence: Possible disqualification from the event at which the transgression occurs along with possible forfeit of all points scored at the event at which the transgression occurs. Possible refusal of entry for the following event.

2nd offence: Possible cancellation of competition licence.

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

17. ON-BOARD CAMERAS: All onboard cameras and associated equipment must be presented at scrutineering for approval. Mounting plates must be bolted on and the camera and/or housing lock wired to the base plate. An approved media sticker will then be issued. No bikes carrying camera equipment will be allowed on track without this media sticker. The use of tape, tie wraps or Velcro fastenings etc. is strictly prohibited. Approval is only valid for the duration of the event. 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 official Masters Superbike Championship videos have been released. Competitors carrying cameras will be notified when they are free to publicise or release footage.

SECTION 6 – PENALTIES SUMMARY

1. Disqualification for a technical infringement:

Loss of championship points scored in the race in which disqualification occurs.

Loss of any championship points scored in previous races at the same event.

25 points deducted from the riders season total for the first offence and 50 points for each subsequent offence.

2. Disqualification for a riding infringement:

Loss of championship points scored in the race in which disqualification occurs.

3. Incorrect tyre stickers in Superbike or Supersport:

Loss of points from the race in which the offence occurs.

5 points deducted from the riders season total for the first offence.

10 points deducted from the riders season total for the second offence.

15 points deducted from the riders season total for the third offence.

4. Using a prohibited tyre in any Superbike or Supersport session.

Any competitor found attempting to go on track for any Superbike or Supersport session, either qualifying, warm-up or race, using a tyre which does not comply with the championship or event regulations may be excluded from the event and may forfeit any points scored at that event as well as being penalised in accordance with Section 1 item 10 of the Championship Sporting Regulations.

5. Joining the warm up lap for a race and retaking the original grid position:

Any rider who joins the warm up lap from pit lane and then moves to their original grid position will be penalised by being black flagged from the race and disqualified.

6. Jump start penalty: In the case where a jump start penalty is to be applied, the rider concerned will be penalised by the addition of a 10 second time penalty added to their total time for the race in question. In all cases the Clerk of the Course will have the power to decide the duration of any time penalty or to apply another penalty once it fits within the limits prescribed in the Championship Sporting Regulations or the event Supplementary Regulations.

7. Penalties for change of Rider or Machine:

7.1. To change machine without incurring a penalty a rider must inform the Clerk of the Course and receive permission to do so more than 30 minutes prior to the opening of pit lane for the race in which they wish to make the change.

7.2. A rider who requests permission less than 30 minutes prior to the opening of pit lane for the race in which they wish to make the change will receive a six place grid penalty.

7.3. Any rider who changes machine after pit lane opens for the race in which they wish to use the new machine, will start from the back of the grid.

7.4. Any rider who changes machine without permission of the Clerk of the Course and starts from their original grid position, may be black flagged from the race or disqualified after the completion of the race. A rider who changes machine without permission of the Clerk of the Course but starts from the back of the grid may be disqualified from the results after the race at the discretion of the Clerk of the Course.

8. Paddock movement of machines: Riding of paddock bikes, mini bikes, scooters and bicycles is forbidden in the paddock either by riders or their crew. Penalties for doing so are as follows:

1st Offence – 10 second time penalty for the next race following the infringement. This time penalty will be added to the offending riders total race time.

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

9. Refusal to attend a podium or interview:

A refusal by any rider to attend a podium presentation or a refusal to be available for any other TV or Media interview may result in the deduction of five points for a first offence, 10 points for the second and 15 points for each subsequent offence.

10. Stopping in the pit lane in any position other than on the concrete apron in front of the garages.

Any rider who persistently makes pit stops in the driving lanes of the pit lane or on the left hand side of the pit lane during any session can be penalised at the discretion of the clerk of the course.

11. Travelling in the wrong direction in the pit lane.

Any rider who persistently pushes or rides their bike in the wrong direction in the pit lane can be penalised at the discretion of the clerk of the course.

12. Pit Lane speed limit

There will be a speed limit of 40kph in pit lane. Penalty for breach of the pit lane speed limit will be as follows:

1st offence – 10 second time penalty for the next race following the infringement. This time penalty will be added to the offending riders total race time.

2nd offence – Exclusion from the event.

13. Pit Lane Exit

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; If in qualifying, disqualification of lap time or times from the session. If in a warm up or race, grid place penalty.

2nd offence; A penalty which may result in a loss of places in the results, or a time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

14. Failure to attend scrutiny

Any rider who fails to attend scrutiny before going on track for the first time in an event or following an accident will be excluded from the event and fined €100.

15. Illegal Practice Start

Any rider performing a practice start in any way or place other than allowed by the regulations, unless agreed with the Clerk of the Course, will be demoted to the back of the grid for their next race.

16. Yellow Flag penalties

Any rider who is deemed to have committed a yellow flag rules infringement can be penalised as follows

16.1. Waved Yellow Flag Penalty:

During warm-up or qualifying: Cancellation of lap times or a loss of grid positions in the next relevant race. In addition a fine may be imposed.

During a race: Loss of places in the result, or a time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

16.2. Stationary Yellow Flag Penalty:

During warm-up or qualifying: Cancellation of lap times or a loss of grid positions in the next relevant race. 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 time penalty, or exclusion from the results, or a grid penalty in a subsequent race, depending on the circumstances. In addition a fine may be imposed. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

17. Red Flag penalties:

The penalty for a red flag infringement can be a time penalty, grid position penalty, disqualification from a session or race or exclusion from the meeting depending on circumstances. If in any case the Clerk of the Course considers an offence to be a case of reckless or dangerous riding they may report the offence to the Stewards for further action.

18. Abusive behaviour

Abusive or threatening behaviour by any competitor or anyone associated with a competitor, whether verbal or physical or on-line, towards any official, marshal, competitor, spectator or member of track staff, whether during an event or in between events, will be penalised as follows.

1st offence; Possible disqualification from the event at which the transgression occurs along with possible forfeit of all points scored at the event at which the transgression occurs. Possible refusal of entry for the following event or subsequent events.

2nd offence; Possible cancellation of competition licence.

19. Foul, unfair or dangerous riding

The Clerk of the Course can apply any penalty they feel necessary up to and including exclusion from the event.