

## EVENT REGULATIONS

**Track: Mondello Park National Track - Date: 27<sup>th</sup> & 28<sup>th</sup> June 2026 - Permit No.: 26/213**

**1. JURISDICTION.** The race event will be held under the general Competition Rules and Standing Regulations of the MCUI and Motorcycling Ireland, the Championship Regulations as published, these supplementary regulations and any further supplementary regulations or bulletins that may be issued.

**2. ORGANISATION & PROMOTION.** 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 organised and promoted by Mondello Park Sports Club, which is a club affiliated to Motorcycling Ireland.

**3. ELIGIBILITY** The championship races are open to MCUI and Euro Licence Holders. Non MCUI licence holders will require start permission from their own federation.

**4. MCI STEWARDS:** Eamonn Medlar, Sheila Logan, Terry Logan

<b>5. OFFICIALS:</b>	<b>Clerk of Course:</b> Daire Lowe	<b>Deputy Clerk of Course:</b> Roddy Greene
	<b>Assistant Clerk of the Course:</b> Ken Elliott	<b>Race Secretary:</b> Gemma Deasy
	<b>Operations Control:</b> Maeve McDonnell	<b>Timekeeper:</b> Paul Grogan
	<b>Championship co-ordinator:</b> Fergus Brennan	<b>Starter:</b> Robert Elliott
	<b>Technical Steward:</b> Sarah Roebuck	<b>Children's Officer:</b> Orla O'Reilly

**6. CLASSES:**

The Superbike and Supersport classes are referred to as the Championship classes while all other classes including the 'B' or 'C' race are referred to as the Support Classes.

<b>1. Superbike</b> (Rider must nominate Pro/Cup on entry)	<b>2. Supersport</b> (Rider must nominate Pro/Cup on entry)
<b>3A. Supertwins/Sportbike</b> <b>3B. Production Twins</b>	<b>4A. Pre-Injection 600</b> <b>4B. Pre-Injection 1000</b>
<b>5. Classic Superbikes</b>	<b>6. Moto 400</b>
<b>7. Sidecars</b>	<b>8A. Junior Supersport</b> <b>8B. Moto1</b> <b>8C. Moto3 Standard</b>

**7. GROUPING OF CLASSES:** The Organisers reserve the right to run some classes concurrently depending on entry levels.

**8. SEEDING OF RIDERS:** Superbike and Supersport Riders will be seeded into Pro & Cup classes and gradings will be dependent on a competitor's previous Masters Superbike Championship and Ulster Championship results. The Organisers will have the final say on which category a rider is entered into and they reserve the right to move a rider from one category to another.

**9. TRANSPONDERS** You must provide a transponder number on your entry. If you plan on renting a transponder please mark this clearly on the form. Under no circumstances will machines be allowed to compete without a transponder. It is your responsibility to ensure that the transponder number entered on the form is correct. In the event that during racing a machine is not detected by the timing system (for whatever reason) the inclusion of the rider in the results of the race is at the discretion of the clerk of the course.

**10. ENTRIES:** Entries for all classes can only be made 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 rounds 7-9 will be close of business on Monday June 22nd and after this date a late entry fee will apply. No entries will be accepted after Midnight on Thursday June 25th. All entries must be pre-paid and no cash will be accepted on the day of the event.

**11. SIGN-ON:** Sign on paperwork will be sent electronically to all entered competitors in advance of the event and must be completed in advance and returned electronically. All competitors must show their licence and sign in at check-in where they will receive their final instructions. Any parent or guardian signing in on behalf of an underage competitor must remain on site at Mondello Park for the duration of the underage riders time at the venue.

**12. RIDERS BRIEFING:** All Riders must attend a briefing. To facilitate all riders, three briefings will be run and a rider must attend one of these briefings. Failure to do so will result in a grid penalty. For briefing times see the event timetable.

**13. 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.

**14. SCRUTINEERING:** Before commencing practice, competitors must present their machine(s) and equipment to the Scrutineers for inspection. Scrutineering will take place in the paddock from 07.30 on Saturday June 27th. Machines must be present with the petrol tank ready for removal to facilitate inspection of the frame. Crash helmets must bear the 2026 MCUI Stamp of Approval and the stamp of the club as used on the day. Each driver/passenger must have a current competition licence available for inspection when signing on. A competitor must not practice or race on any machine that has not been fully scrutinised. It is the responsibility of the competitor to present for scrutineering, machines and protective clothing which are safe in all aspects and comply with the general competition rules of the Motor Cycle Union of Ireland. All Superbike competitors must be prepared to remove the belly pan if required by the scrutineers. This is to facilitate routine inspection which includes mandatory locking of the sump plug etc. Competitors will only be required to remove the belly pan where necessary.

**14. AWARDS:** Awards will be as per Championship Sporting Regulations Section 1 point 14.

**16. SUPERBIKE & SUPERSPORT TYRES:**

**16.1.** 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.

**16.2.** Each rider is allowed to use a maximum of 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 qualifying or warm up and race sessions.

**16.3.** Unless a race has been declared wet by the Clerk of the Course, it will be considered to be a dry race and all tyres used will be considered to be dry weather tyres, including intermediate tyres, cut slicks and wet tyres and will therefore have to carry the correct tyre stickers. This means that unless a race is declared wet all tyres used for racing will come from a riders three tyre allocation and must carry the correct stickers.

**16.4.** There are no restrictions on the number or type of tyres used once a race is declared wet and tyre stickers will not be checked for any races declared wet.

**16.5.** In the Supersport class dry weather tyres may be either slick or older spec Supersport treaded dry weather tyres.

**16.6.** 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.

**16.7.** 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 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

**16.8.** 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.

**17. COURSE.** The races will be held over the **MONDELLO PARK NATIONAL CIRCUIT**, which measures approximately 1.9 Kilometres per lap and is ridden **CLOCKWISE**. Touring on the circuit during practice or racing 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.

**18. 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.

**19. PRACTICE:** Practice will commence after 09:00 on Saturday June 27th. The order and composition of practice will be as per instruction of the Clerk of the Course and will be displayed in the printed race programme and in the on-line version which is available from [www.mondellopark.ie/race-day-brochure](http://www.mondellopark.ie/race-day-brochure), as well as in the timetable available from the event page on [timing.ie](http://timing.ie). Anyone who misses their practice session will be deemed a non qualifier. Anyone who practices in the wrong class may be excluded from the meeting.

**20. GRIDS:** Pole position is on the right hand side of the circuit and grids are set out, three per row, in a staggered formation. Riders should be aware of which side of the grid their allotted position is on before heading to the grid. Grids will be posted on-line on [www.timing.ie](http://www.timing.ie).

**21. QUALIFICATION & GRID POSITIONS:** Qualifying and grid positions will be determined using the regulations set out in the appropriate sections of the Masters Superbike Championship Sporting Regulations.

**22. PRE-RACE PROCEDURE:** The pre-race procedure will differ slightly from class to class. The exact procedure for each class will be as per the appropriate sections of the Masters Superbike Championship Sporting Regulations.

**23. 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:

**1<sup>st</sup> 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.

**2<sup>nd</sup> offence** – Exclusion from the event.

**24. METHOD OF STARTING:** All races will be clutch start.

**25. RACE START PROCEDURE:**

- a) 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 lights will be displayed on the circuit bridge.
- b) 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.
- c) The Starter will then instruct the Official at the front of the Grid, displaying the red flag, to walk to the side of the Grid.
- d) A red signal light on the circuit bridge will be then be turned on and displayed for between 2 and 5 seconds. The race will start when the red light on the circuit bridge is switched off.

**26. RACE FINISH:** To be classified as a finisher a competitor must have completed 75% of the distance covered by the race winner and have crossed the finishing line within two minutes after the race winner has finished. After receiving the chequered flag competitors will be directed to the paddock by the flag marshals.

**27. FALLEN RIDERS:** 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. 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.

## **28. YELLOW & RED FLAG INFRINGEMENTS AND PENALTIES**

**28.1** 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.

**28.2.** 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.

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

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

**28.5.** 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.

**28.6. 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.

**28.7. 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.

**28.8:** 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.

**28.9. 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.

**28.10. 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.

## **29. WET RACE DECLARATIONS AND PROCEDURES:**

**29.1.** If a race is declared wet this will be communicated via the Pit Lane message panel and via the PA. If a race is not declared wet it will automatically be considered to be a dry race. When a race is declared wet, time will be allotted to tyre changing, the amount of time allotted will be at the discretion of the Clerk of the Course

**29.2 If a race is declared wet prior to commencement of the open pit lane the following will apply.**

Riders must choose the type of tyres, wet or dry, that they wish to use prior to going out on track.

Riders must have their red rear light switched on.

The race will not be stopped due to a change in climatic conditions, unless it becomes unsafe to continue.

Any rider who opts to change tyres after the commencement of the Open Pit Lane must do so in the pits either prior to the race start or during the race.

If changing tyres during the open pit lane, the usual open pit lane rules will apply.

Any rider leaving the grid between the start of the open pit lane and the commencement of the race must dismount once they reach pit lane and push their bike into and through pit lane.

**29.3 If a race is declared wet after the commencement of the open pit lane the following will apply.**

Riders will be given time by the Clerk of the Course to change tyres, either on the grid or by returning to the pits.

Riders must have their red rear light switched on before the race restart.

The re-started race will not be stopped due to a change in climatic conditions unless it becomes unsafe to continue.

Any rider who opts to change tyres after the re-commencement of the Open Pit Lane must do so in the pits either prior to the race starting or during the race.

If changing tyres during the open pit lane, the usual open pit lane rules will apply.

Any rider leaving the grid between the start of the open pit lane and the commencement of the race must dismount once they reach pit lane and push their bike into and through pit lane

**29.3 If a race is stopped due to a change in climatic conditions and needs to be re-run the following will apply.**

The race re-run will automatically be a wet race unless otherwise stated.

Time will be given prior to the restart for riders to change tyres.

**30. PROTESTS:** Protests must be made in writing to the Clerk of the Course, in accordance with the General Competition Rules of the Motor Cycle Union of Ireland and accompanied by the prescribed fee of €125.

**31. HELMET PENALTY:** An MCUI rider using a helmet which does not bear a current MCUI. Helmet Stamp or has been previously rejected by a helmet examiner or scrutineer will receive a penalty of 30 days suspension, the entire period to be within the racing season. Helmets, as per FIM rules, as adopted by the MCUI.

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

**33. CHANGE OF RIDER:** A change of rider will also entail a change of riding number.

**34. CHANGE OF MACHINE:**

**34.1.** 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.

**34.2. time limits on machine changes and penalties:**

**34.2.1.** 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.

**34.2.2.** 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.

**34.2.3.** 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.

**34.2.4.** 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.

**35. ANIMALS:** Mondello Park operates a strict 'no-animals allowed' policy. Any pit crew or spectator arriving with a dog will not be allowed admission, or if a dog is only spotted after they have gained admission they will be asked to leave the venue. If a competitor is found to have an animal in the paddock with them after the commencement of the event, the following will apply and will be strictly enforced. All animals must remain in the accommodation or vehicle of the competitor who has brought them to the venue at all times when the track is live. Animals may only be taken out before and after the start of track activity or when track activity is stopped for a lunch break. Any competitor whose animal is seen in the paddock outside of these times will receive a five place grid penalty for a first offence and will be disqualified from the remainder of the event and asked to leave the venue for a second offence.

**36. OFFICIAL INSTRUCTIONS:** A fine may be imposed by the Stewards, or the MCUI Centre or the Club, on an entrant, driver assistant, mechanic or passenger who does not comply with the requirements, of the supplementary regulations, or the official instructions. A fine imposed by the Stewards of the meeting shall be limited to €150.

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

**38. PUSH STARTS:** Anyone wishing to push start a machine for any reason in the paddock area, must only do so in the area designated. At Mondello Park, this area shall be the pit lane and grid area.

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

**40. 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.

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

**41. SIDECARS RETURN TO PADDOCK:** Following qualifying and warm-up sessions Sidecars will continue around for a complete lap and enter the paddock via the pit lane. Once leaving the pit lane they must shut off engines and push their machines to their parking space. The only exception to this will be for the top three in each of Sunday's races who will enter the paddock via the rear gate and go to the holding area in front of the podium.

**42. ALCOHOL:** Random breath Tests may take place. The permitted level of Alcohol is **0.1**. We may carry out random breath tests on both days of the event. Any rider who fails a breath test will not be allowed to go on track. If you do not turn up for testing before going out on track, then go out on track and subsequently fail your test you will be disqualified from the event and a penalty as set out by the MCIU will be applied.

**43. NEWCOMERS:** Newcomers are all required to wear an orange bib at all times on track.

**44. 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.

**45. PRACTICE STARTS:** 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. Practice starts can only be completed from the designated practice start point, which will be marked by a line on the road 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. Each rider is only allowed to complete one practice start following qualifying and one following the Sunday morning warm-up session. 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. 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 demotion to the back of the grid for the race following the transgression.

**46. 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 as follows.

**1<sup>st</sup> 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.

**2<sup>nd</sup> offence;** Possible cancellation of competition licence.

**47. 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.

**48. TOURING ON TRACK:** Touring on track in any session or warm up lap is forbidden. Any rider who is deemed to be touring on circuit during a qualifying session may have their fastest lap or any number of laps disqualified, or may have all of their lap times disqualified. Any rider deemed to be touring on a warm up lap may have a time penalty applied to their race result at the discretion of the Clerk of the Course. Any rider deemed to be touring during a race will be black flagged.

**49. 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 qualifiers for a race that from two thirds race distance you may be in danger of being lapped. Please keep an eye out where possible for riders closing in on you and in particular be aware that once one rider has lapped you others will more than likely follow. Riders being lapped 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.

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

**51. 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.

**52. SIGN ON FOR PIT LANE ACCESS:** 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 on Saturday morning until 11:30 and again on Sunday morning until 10:00 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.

**53. 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 or race 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. Riders will not be allowed to enter the pit lane via 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.

**54. 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.

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

**2<sup>nd</sup> 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. An official will be appointed to monitor pit lane exit throughout qualifying.

#### **55: STOPPING ON THE GRID FOR SUPERBIKE AND SUPERSPORT**

- During the Superbike and Supersport pre-race build up, once a rider has decided to proceed past the pit entrance and to the grid, they may not complete any more sighting laps and must stop on 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.

#### **56. PIT LANE & GRID RULES:**

- No under 18's are allowed in the pit garages, pit lane or on the grid at any time, unless they are a signed on competitor.
- No children are allowed in garages.
- Smoking is not permitted in the pit lane or garages.
- Cooking is not permitted in the garages.

- No equipment or bikes are to be left in the pit lane during any session other than the session in which the owners of the equipment or bikes are competing.
- No seating is allowed to be used or left in the pit lane.
- No buggies, bikes or other vehicles are to be brought into pit lane at any time.
- Only personnel with the correct wristbands are allowed in the pit lane.
- The responsibility for all of the above lies with the competitor and any sanction required due to breaches of the above will be made against the competitor whose team personnel are involved or in whose garage the infractions take place.
- No generators are to be used on the grid. Generators may be used from pit lane or may be placed on the grass but due to the possibility of oil or fuel leaks they must not be placed on the tarmac.

#### **57: 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 track or returning from the track and this must be done by pushing the machine with the engine switched off.

#### **58. WASTE OIL & TYRES**

Competitors are reminded that all waste oil and tyres must be removed by the competitor at the end of the event and may not be left in the paddock or garages, Mondello Park does not have the facility to dispose of waste oil or tyres.

**59. 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.