

## Mondello Park Sports Club

### Dunlop Masters Superbike Championship Rounds 5 - 8

**Mondello Park National Circuit - Date: October 16th & 17th 2020 - Permit No.: 2020/103/OPEN**

#### REGULATIONS

**1. JURISDICTION.** The race day 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.** Dunlop 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 Dunlop 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.

**4. STEWARDS OF THE MEETING:** **Stewards:** Terry Logan, Eamonn Medlar and Sheila Logan

**5. OFFICIALS:** **Clerk of Course:** Roddy Greene **Deputy Clerk of Course:** Daire Lowe & Philip Lawless

**Race Secretary:** Jackie O'Neill **Timekeeper:** timing.ie

**Paddock Marshal(s):** Appointed Club Officials **Technical Steward:** Sarah Roebuck

**Chief Flag Marshal:** MMA **Children's Officer:** Sheila Logan

#### 6. CLASSES:

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

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

**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 National Championship results. The Organisers will have the final say in 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 timekeeper.

**10. ENTRIES:** Entries 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. No refunds will be issued once practice starts. The closing date for reduced price entries will be October 9th and after this date a late entry fee will apply. No entries will be accepted after Tuesday October 13th. 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 completed in advance for all competitors who must then show their licence at check-in. Sign-on paperwork will be sent electronically to all competitors following receipt of their entry and they must return it prior to attendance. At check-in, all competitors and their guests will be temperature tested before being allowed to proceed to the paddock area.

**12. GUESTS:** Each entrant will be allowed two guests whose names must be supplied in advance, all guests will be required to pre sign on and will undergo temperature testing before being allowed to enter the venue. These additional personnel should not be friends or family members who are present solely to spectate. This will result in no under 16's being permitted to attend the circuit, It is vital that this is adhered to for this weekend and please do not put yourself or a guest in the difficult position of being refused entry to the circuit. Thank you in advance for your co-operation on this. All crew must be nominated in advance and must fill out a form in advance of attending, a link to which will be emailed to you.

**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.

**14. SOCIAL DISTANCING:** Competitors are requested to observe social distancing at all times, not to congregate in groups and where possible to stick to their own paddock area and to only mix with their own guests.

**15. MASKS:** Masks are required for all personnel and riders when in pit lane, in the garages or any indoor space. If more than one rider is sharing an awning all personnel must wear masks while in the covered space under that awning.

**16. 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 Friday 16<sup>th</sup> October. Machines must be present with the petrol tank ready for removal to facilitate inspection of the frame. Crash helmets must bear the 2020 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.

#### 17. SCRUTINY PROCEDURE:

**17.1.** Riders must observe social distancing at all times in the scrutiny queue.

- 17.2.** Masks must be worn at all times when inside the scrutiny bay or in close contact with one of the scrutineers.
- 17.3.** Riders must deliver their machine to scrutiny along with their paddock stand, place the bike on the stand and then stand back from the bike to allow the scrutineers to examine the bike. Any assistants who arrived with the bike must leave the scrutiny bay until scrutiny of their machine is complete.
- 17.4.** When scrutiny is finished the scrutineers will stand back from the bike and allow the rider and /or their helper to collect the bike.
- 17.5.** PPE Scrutiny will take place separately to machine scrutiny and this will be carried out in one of the suites above the garages.
- 17.6.** After each race the bikes of a number of the top finishers, along with two or three additional randomly chosen riders may be held in the scrutiny bay. Each rider whose bike is held must provide a stand on which to leave their bike until it is checked and while the bike is held in Parc Ferme all riders and their assistants must leave the area. Riders will be informed when they can collect their bikes.
- 18. AWARDS: Up to three starters** 1<sup>st</sup> place only; **4-6 starters** 1<sup>st</sup> and 2<sup>nd</sup> place only; **more than six starters** 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place. The procedure for distribution of awards will be advised closer to the event. For social distancing reasons podium presentations will not take place. Championship awards for each class will be available to collect on Saturday October 17<sup>th</sup> once all results for each class are made official.
- 19. PRIZE FUND:** There will be an end of season prize fund for all classes. The total prize fund will be decided based on the number of competitors per class. If there are less than six points scorers in a championship class the organisers reserve the right to withhold the prizemoney from that class.
- 20. SUPERBIKE & SUPERSPORT TYRE CONTROL:** The Masters Superbike & Supersport Classes will run with a control tyre for 2020, supplied by Dunlop. Dunlop tyres are the only tyres which can be used when racing in Superbike or Supersport races in the Masters Championship. There is no option to run other tyres under any circumstances, Competitors are restricted to using 4 dry weather tyres only during the events' races. All Superbike and Supersport competitors will be issued with a pack with 4 numbered tyre stickers which must be fitted to the tyres for use in the four championship races. Each rider will be issued with different numbered stickers (rider "A" 4 X number 1 sticker, rider "B" 4 X number 2 sticker etc.) which will be recorded against their name and the machines will be checked in the Pit Lane prior to a race or qualifying session and/or in Parc-Ferme at the end of the race, to ensure the correct numbered stickers are fitted to the tyres and that only Dunlop Tyres are being used. Where a numbered tyre is not fitted, the competitor may be excluded from the results. The onus is on the competitor to ensure the stickers are fitted correctly and information will be provided by the organisers in this regard. It is not a requirement to have stickered tyres for qualifying, practice or warm-up sessions but it is required to use Dunlop tyres only. In addition, if a race is wet, there is no restriction on wet weather tyres and no requirement for them to be marked but there is still a requirement to use only Dunlop tyres. Any competitor found attempting to go on track for any Superbike or Supersport session, either qualifying, warm-up or race on tyres other than Dunlop may be excluded from the event immediately and may forfeit any points scored at that event as well as possibly being precluded from entering any subsequent 2020 Dunlop Masters events.
- 21. COURSE.** The races will be held over the **MONDELLO PARK NATIONAL CIRCUIT**, which measures approximately 1.8 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, unless under the instruction of an official.
- 22. 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. Pit attendants must observe social distancing rules at all times.
- 23. PRACTICE:** Practice will commence after 09.00 on Friday October 16th. The order and composition of practice will be as per instruction of the Clerk of the Course and will be displayed in the race programme. 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.
- 24. GRIDS:** For 2020 grid positions will be set up with pole position on the right hand side of the circuit as opposed to the previous set-up of pole position being on the left.
- 25. QUALIFICATION FOR ALL CLASSES EXCEPT SUPERBIKE & SUPERSPORT:** Qualifying positions for the first race for each class will be determined by timed practice using transponders, when available. If transponders are not available, grid positions will be by championship positions for all riders entered by the closing date. In the event of any dispute, the decision of the event officials will be final.
- 26. GRID POSITIONS FOR ALL CLASSES EXCEPT SUPERBIKE & SUPERSPORT:** Grid positions for Saturday's races will be as per section 23 above. Grid positions for Sunday's races will be determined by the fastest lap times for each rider over Saturday's two races, except for sidecars who will retain the race one grid for all races. Where two riders set an identical lap time the riders will be placed on the Sunday grids in order of their second fastest lap time. Any rider who qualifies for Saturday's races but does not set a lap time in either race, or only completes the first, standing start, lap of either race will be demoted six places from their starting position from Saturday for Sunday.
- 27 QUALIFICATION FOR SUPERBIKE & SUPERSPORT:** For qualifying all riders will be designated as Cup or Pro as per Championship Sporting Regulation 8.4. Riders will be split into separate qualifying sessions in accordance with the conditions set out in Championship Regulation 13. The times of the separate qualifying sessions will be combined to form the qualifying results. Qualifying positions for Saturday's races for each class will be determined by timed practice using transponders, when available. If transponders are not available, grid positions will be by championship positions for all riders entered by the closing date. Qualifying for Saturday's Superbike & Supersport 'B' races, will be determined by times set in the official qualifying sessions. All Pro grade riders will automatically qualify for the championship race along with any 'Cup' Grade riders who qualify within 110% of the fastest qualifying time in their class (either Superbike or Supersport). Any 'Cup' rider who does not achieve a time within 110% of the fastest qualifying time in their class (either Superbike or Supersport) will race in the 'B' Race. 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. 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. 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, into a particular session based on their usual lap times, on safety grounds. Following Saturday's races, any 'B' race competitor who has achieved a lap time within 110% of the fastest time in Saturday's Championship races can be upgraded to the Championship races for Sunday's. Any upgrades will be at the discretion of the Clerk of the Course and will only take place if similar track conditions prevail in both races. 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. There will be no upgrade from the 'B' race to the Championship race between races 1 and 2, or 3 and 4.

#### **28. GRID POSITIONS FOR SUPERBIKE & SUPERSPORT:**

**Races 1 & 2:** The grid positions for race 1 will be formed using combined qualifying times from the qualifying sessions for each class. Any rider who is outside 110% of the fastest time in their class will race in the 'B' race, where grids will be formed based on lap times irrespective of class. All Pro riders will automatically qualify for the championship race.

**Race 3 & 4:** The grid positions for championship race 3 will be formed using the combined fastest lap times for each rider from championship races 1 & 2 and 'B' races 1 & 2. Any rider who has lapped within 110% of the fastest lap time in their class will race in Championship race 3 & 4 along with any rider who qualified for championship races 1 & 2. Any rider who is outside 110% of the fastest time in their class and did not race in Championship race 1 & 2 will race in 'B' race 3 & 4, where grids will be formed based on lap times irrespective of class. Where two riders set an identical lap time the riders will be placed on the race 3 & 4 grid in order of their finishing position in race 4. Any rider who qualifies for race 1 & 2 but does not set a lap time in those races, or only completes the first, standing start, lap, will be demoted six places from their starting position from races 1 & 2 for races 3 & 4.

Grid positions will only be available as pdf documents on the event page for the current event on timing.ie, no hard copies of results will be produced.

#### **29. PRE-RACE PROCEDURE FOR SUPERBIKE & SUPERSPORT CHAMPIONSHIP RACES:**

**13:00 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 five minutes to zero. All riders have five minutes to exit the pit lane complete a lap and take their place on the grid. During the five 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 on track when the pit lane closes.

**13.05 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 lap from the pit lane and following the warm-up lap will take their position at the back of the grid in the order in which they arrived at the top of pit lane.

**13.06 three minute board:** Once the count down clock reaches zero a three minute board will be displayed to all riders.

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

**13.09 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. 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 leaves the grid and returns to the Pit-Lane after the start of the warm-up laps will start the race from the Pit-Lane.

#### **30. PRE-RACE PROCEDURE FOR ALL SUPPORT CLASSES EXCEPT SIDECARS (times shown are sample times):**

**13:00 pit lane opens:** Once the previous race 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 five minutes to zero. All riders have five minutes to exit the pit lane complete a lap and take their place on the grid. During the five 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 on track when the pit lane closes.

**13.05 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. When the count down clock reaches zero a one minute board will be shown to riders on the grid at which time all personnel must leave the grid.

**13.06 green Flag:** Once the race start countdown is complete the green flag will be waved and riders will start their warm up laps. Any riders who have 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. All classes, except sidecars, will receive two warm-up laps on the Mondello Park National 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 leaves the grid and returns to the Pit-Lane after the start of the warm-up laps will start the race from the Pit-Lane.

**31. PRE-RACE PROCEDURE FOR SIDECARS (times shown are sample times):** Sidecars will follow the above procedure but the five minute open pit lane may be reduced and the green flag shown if all machines are on the grid and ready to start before the five minutes have elapsed.

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

**1<sup>st</sup> offence** – 15 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.

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

#### **34. 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.

**35. 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.

**36. 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.

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

**37.1 Yellow Flag Infringements:** The area controlled by a yellow flag commences once a rider passes the flag position 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. 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. If an advantage is gained by overtaking a slower rider a penalty may be applied at the discretion of the Clerk of the Course. In all cases overtaking of slower riders must be completed in a safe and controlled manner. The definition of an overtaking manoeuvre being completed is that any portion of the bike doing the overtaking is ahead of the bike being overtaken

**37.2. Waved Yellow Flag Penalty:** The following are the penalties for overtaking or not slowing down in the area covered by a waved yellow flag and may be applied even if an offending rider immediately reverses any positional or time advantage gained:

**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.

**37.3. Stationary Yellow Flag Penalty:** for overtaking or not slowing down in the area covered by a stationery yellow flag and not immediately reversing any positional or time advantage gained:

**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.

**37.4. 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.

**37.5. 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.

**38. 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 €37.50.

**39. HELMET PENALTY:** An MCUI rider using a helmet which does not bear a current M.C.U.I. 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 F.I.M. rules, as adopted by the M.C.U.I.

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

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

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

**43. 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 £100/€150.

**44. FUEL:** All fuels must be stored in metal containers and comply with M.C.U.I Rules.

**45. 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.

**46. FIRE EXTINGUISHERS:** All competitors' support vehicles must carry a fire extinguisher; the recommended type is a 1.5 kilogram extinguisher.

**47. PADDOCK MOVEMENT OF MACHINES:** Riding in the Paddock is strictly forbidden, with no exceptions and includes paddock bikes, mini bikes, scooters and bicycles. Riders must not ride or allow their machine to be ridden in the Paddock at any time and must not allow any of their crew, or anyone associated with them to ride any paddock bikes, mini bikes, scooters, bicycles or similar vehicles or equipment in the paddock during the event. Penalties for doing so are as follows:

**1st Offence** – 15 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.

**48. ALCOHOL:** Random breath tests will take place. The permitted level of Alcohol is **0.1**. Riders will be chose at random to take a breath test and will be notified if they are required to do so. 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 MCUI will be applied.

**49. NEWCOMERS:** Newcomers are all required to wear a yellow bib at all times on track.

**50. ON-BOARD CAMERAS:** All onboard cameras and associated equipment must be presented to the scrutineers 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 the official Dunlop Masters Superbike Championship programme has been broadcast on TV. Competitors will be notified when they are free to publicise or release footage.

**51. 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 clearly marked by a 'practice start' sign on left hand side of the road on the exit of turn two. Practice starts must be commenced only from a position adjacent to the 'practice start' sign 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.

**52. 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 will not be tolerated. Any rider who engages in such behaviour, or any rider who is associated with anyone who engages in such behaviour will be subject to the following sanctions.

**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.

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

**53. 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.

**54. 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.

**55. LAPPING OF SLOWER RIDERS:** In previous events slower riders being lapped have not shown enough awareness 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 need to be aware that the onus is on them to avoid collisions with slower riders.

**56: GARAGES:** Competitor using garages are restricted to four machines per garage. Each garage is split into four sections and only one machine may be placed in each section. Bikes may not be parked in a line perpendicular to the wall in the manner previously allowed. Front and rear garage doors must remain open at all times once personnel are present in the garages.

**57. 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. Under 18's, apart from signed on competitors, are not allowed in pit lane at any time. Competitors will be provided with wristbands which will allow access to the pit lane. 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.

**58. 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 should 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. 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.

**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.

**60. PRIZEFUND:** In addition to the end of season prizefund the Masters Superbike Supporters Club, organised by a group of local Motorcycle Racing fans will provide additional cash prizes for the final Superbike and Supersport races of the October event as well as the Edward Reddy Memorial Trophy for the winner of the final Superbike race. The prize fund will total €1700 and will be distributed as follows.

**SUPERBIKE:** 1<sup>st</sup> – €500, 2<sup>nd</sup> - €300, 3<sup>rd</sup> - €200, 4<sup>th</sup> – 100

**SUPERSPORT:** 1<sup>st</sup> – €280, 2<sup>nd</sup> - €160, 3<sup>rd</sup> - €100, 4<sup>th</sup> – 60

**61. CHAMPIONSHIP AWARDS:** The Championship awards will be presented to each class following their final race of the weekend. The awards will be available once all race results are declared and the awards will be brought to the