

## DUNLOP MASTERS SUPERBIKE CHAMPIONSHIP 2020 SPORTING REGULATIONS – Version 4

**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 seven events run at Mondello Park in County Kildare.

**2. PROMOTERS:** The championship is organised and promoted by Mondello Park.

### 3. EVENTS:

**EVENT 1:** Saturday & Sunday September 19th & 20th - Mondello Park National Circuit

**EVENT 2:** Friday & Saturday October 16th & 17th – Mondello Park National Circuit

### 4. OFFICIALS:

**CHAMPIONSHIP CLERKS OF THE COURSE:** TBA

**EVENT ORGANISERS:** Mondello Park Sports Club, Fingal Motor Club, Leinster Motor Club, Irish Sidecar & Motorcycle Supporters Club.

**CHAMPIONSHIP CO-ORDINATOR:** Fergus Brennan

**ELIGIBILITY:** MCUI Technical Stewards

**5. COMPETITORS:** All competitors must hold a valid competition licence in accordance with MCUI and FIM regulations.

**6. CHAMPIONSHIP CLASSES:** The following classes will be counted as championship classes for 2020 and all machines taking part must comply with the technical regulations for their class as set out by the MCUI; Superbike, Supersport, Pre-Injection 600, Pre-Injection 1000, Supertwins, Production Twins, Classic Superbikes, Lightweight Supersport and Sidecars (with separate awards for Drivers and Passengers). **Please note:** From 2019 Pre-Injection Class Yamaha 5EB models may utilise the later 5SL crankcases due to liner issues with the originals.

**7. CHAMPIONSHIP REGISTRATION:** Championship Registration is a requirement of competing in any Masters event, even as a one-off competitor. Championship registration is free and available on-line on the championship web site [www.masterssuperbike.ie](http://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 rounds of the championship the rider who finishes highest in the final championship round will take the tied position.

**8.3. COUNTING ROUNDS:** All championship rounds will count towards a riders final championship points total.

**8.4. CUP CHAMPIONSHIP POINTS SCORING:** Points can only be scored in the Cup championship by those competitors designated as Cup competitors. Within the Superbike and Supersport Championship races points in the overall championship can be scored by Pro and Cup competitors.

**8.5. CUP CHAMPIONSHIP ELEGIBILITY:** All riders who have been designated as Cup riders in previous seasons except for those listed on the championship web site as having been upgraded for 2020 or for a previous season, will be eligible to score points in the Cup championship. Any rider riding in the series for the first time will be designated as eligible for the Cup unless the organisers decide otherwise. All other riders will be designated as Pro.

### 9: AWARDS

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

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

**9.3. PRIZEMONEY:** There will be an end of season prizefund for all classes which will be determined by the total number of entrants for each class across the two events. Each Superbike and Supersport entry will contribute €40 towards the prize fund. Each support class entry will contribute €20 towards the prize fund.

**9.4. END OF SEASON AWARDS & PRIZE FUND:** The end of season awards and prize fund will be presented to the top finishers in each class based on the following: **1-2 points scorers** no awards; **3 points scorers** 1<sup>st</sup> place only; **4-6 points scorers** 1<sup>st</sup> and 2<sup>nd</sup> place only; **7 or more points scorers** 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place. The Championship awards will be available for collection half an hour after the confirmation of results of the final race for each championship, unless there are any outstanding protests or disciplinary matters to be resolved.

**10. 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.

**11. 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.

**12. GRID POSITIONS FOR ALL CLASSES EXCEPT SUPERBIKE & SUPERSPORT:** Grid positions for the first race will be as per section 23 above. Grid positions for the second race will be determined by the fastest lap time for each rider in race one 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 race 2 grid in order of their finishing position. Any rider who qualifies for race 1 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 1 for race 2. Grid positions for the third race will be determined by the fastest lap time for each rider in race two 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 race 3 grid in order of their finishing position. Any rider who qualifies

for race 2 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 2 for race 3. Grid positions for the fourth race will be determined by the fastest lap time for each rider in race three 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 race 4 grid in order of their finishing position. Any rider who qualifies for race 3 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 3 for race 4.

**13. 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 for qualifying in the Superbike and Supersport classes into the following sessions. The 'B' session will be for all 'Cup' designated riders apart from those 'Cup' riders who are eligible to compete in the 'A' qualifying session based on the following rules.

- To be eligible to qualify in the 'A' session the following criteria must be met. A rider 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, or in at least one of the three races for their class at the two previous Masters race events in which they competed.
- Being eligible to qualify in the 'A' session at one event does not make a rider eligible to continue to qualify in the 'A' session at subsequent events as eligibility will be reviewed after each event.
- All newcomers to the Masters 'Cup' along with all riders who do not fit the above criteria will qualify in the 'B' session.
- Qualification for the championship race will still be dependent on a rider achieving a time within 110% of the fastest time in qualifying, irrespective of which session they have qualified in, with all those Cup riders who do not achieve the 110% standard racing in the 'B' race for race one even if they qualified in the 'A' session.

The times from the 'A' and 'B' sessions will be combined to form the qualifying results. Qualifying for the first Superbike, Supersport & 'B' race 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 Race 2, any 'B' race competitor who achieves 110% of the fastest time in Championship Race 1 or 2 can be upgraded to the Championship race for Sunday's races. 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.

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

**Race 1:** 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 2:** The grid positions for championship race 2 will be formed using the fastest lap times for each rider from championship race 1. The grid positions for 'B' Race 2 will be formed using the fastest lap times for each rider from 'B' Race 1. Where two riders set an identical lap time the riders will be placed on the race 2 grid in order of their finishing position. Any rider who qualifies for race 1 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 1 for race 2.

**Race 3:** The grid positions for championship race 3 will be formed using the combined fastest lap times for each rider from championship race 2 and 'B' race 2. Any rider who has lapped within 110% of the fastest lap time in their class will race in Championship race 3 along with any rider who qualified for championship race 2. Any rider who is outside 110% of the fastest time in their class and did not race in Championship race 2 will race in 'B' race 3, 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 grid in order of their finishing position. Any rider who qualifies for race 2 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 2 for race 3.

**Race 4:** The grid positions for championship race 4 will be formed using the fastest lap times for each rider from championship race 3. The grid positions for 'B' Race 4 will be formed using the fastest lap times for each rider from 'B' Race 3. Where two riders set an identical lap time the riders will be placed on the race 4 grid in order of their finishing position. Any rider who qualifies for race 3 but does not set a lap time in that race, or only completes the first, standing start, lap will be demoted six places from their starting position from race 3 for race 4.

**15. SUPERBIKE & SUPERSPORT TYRES:** Dunlop will be the sole supplier of tyres for the Superbike and Supersport classes and no other manufacturers tyres can be used in Masters Superbike or Supersport races, qualifying or warm up sessions. At all Masters events, rules regarding restriction of the quantity of tyres used by each rider in Superbike and Supersport will apply. There will be no restrictions on the tyre sizes or compounds used as long as the tyres are Dunlop tyres. The previously specified tyres, as shown in the table below, will continue to be available at discounted prices to all Superbike and Supersport riders registered for the championship. To avail of the reduced prices, tyres must be purchased from Ernie Coates. For prices for any other Dunlop tyre size or compound, please contact Ernie Coates. All riders competing in the Superbike and Supersport classes are required to carry Dunlop decals as provided by Dunlop or the event organisers.

DESCRIPTION	TYPE	CLASS	COMPOUNDS	RIDER PRICE ex VAT
120/70R17 KR106	DRY	SUPERBIKE	Available compounds are MS1 & MS2	£115
195/65R17 KR108	DRY	SUPERBIKE	Available compounds are MS2 & MS3	£150
200/70R17 KR108	DRY	SUPERBIKE	Available compounds are MS1 & MS2	£176
120/70ZR17 D213GP Pro	DRY	SUPERSPORT	Available compounds are #1 & #2	£115
180/60ZR17 D213GP Pro	DRY	SUPERSPORT	Available compounds are MS2 & MS3	£150
125/80R17 KR191	WET	SUPERBIKE & SUPERSPORT	Available compound MS1	£115
190/55R17 KR393	WET	SUPERBIKE & SUPERSPORT	Available compound MS2	£150

**Note:** For 2020, compounds are restricted to the compounds shown above. There is no longer an option to use compounds other than the ones listed.

Each rider is allowed to use four dry weather tyres over the course of their four races at an event. In order to police this rule each rider will be supplied with four tyre stickers at sign-on for each event. The correct tyre stickers must be in place for each race but are not required for qualifying or warm-up sessions. Tyre stickers from previous events may be present on a tyre used so long as the correct sticker for the current event is also in place. Tyres will 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 in Parc-Ferme at the end of a race, and any rider found without the correct stickers may be excluded from the results. There are no restrictions on the number of wet tyres used. Tyre stickers are not required to be used for qualifying or warm up sessions but tyres must still be Dunlop tyres. There is no option to use tyres other than Dunlop tyres and not score points, Superbike and Supersport are Dunlop only categories. Any competitor found attempting to go on track for any Superbike or Supersport session, either qualifying, warm-up or race using tyres other than Dunlop may be excluded from the event and may forfeit any points scored at that event as well as being penalised in accordance with the championship and event regulations.

**16. ENTRIES:** Entries for all events will be through the Mondello Park on-line entry system. The fee for each event will be determined by the number of races being run for the class entered. 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 contact Mondello Park to get their details updated.

**18. PRE RACE BUILD UP:**

**Pre race procedure all 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. Rider interviews will take place on the grid once the first riders have taken their grid positions.

**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. A one minute board will be shown to the grid to indicate that it will be a maximum of one minute before the green flag.

**13:06 green Flag:** Once the five minute countdown is complete and all riders who have left the pit lane have reached the grid 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. All classes, except sidecars, will receive two warm-up lap on the Mondello Park National Track. Any rider who arrives at the top of the pit lane after the warm up lap has 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 lap will start the race from the Pit-Lane.

**28. SIDECARS:** 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 before the five minutes have elapsed.

**19. WARM-UP LAPS:** All classes will receive two warm up laps on the Mondello Park National Track and one warm-up lap on the Mondello Park International Track apart from sidecars who will receive one warm up lap on either track.

**20. 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.

**21. 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 back gate apart from Sidecars who will complete their lap and return to the paddock via the Pit Lane entrance. When returning to the paddock riders and their machines may be held in Parc-Ferme and they may not leave Parc-Ferme without permission of the Chief Scrutineer.

**22. 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 sufficiently quick to run with the class.

The following examples are acceptable.

Pre-Injection 600 bikes in Supersport.

Pre-Injection 1000 bikes in Superbike.

Lightweight Supersport Machines with Pre-injection.

F1 or Classic Superbikes with Superbike.

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

**23. COMBINING OF CLASSES:** When necessary classes may be combined with classes of similar performance such as Supertwins with Production Twins and Lightweight Supersport 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 will not be split into classes. Where the grid is oversubscribed any non-qualifiers will be accommodated where possible in the Superbike and Supersport 'B' subject to their lap times being sufficiently quick to 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.

**24. DISQUALIFICATION & CHAMPIONSHIP POINTS:** If a rider is disqualified from a race for a technical infringement they will lose all championship points scored prior to their disqualification at the event at which they are disqualified. 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. If a rider is disqualified for a riding infringement they will only lose points scored in the race from which they are disqualified. If a rider is disqualified from a 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.

**25. MEDIA & PRESENTATIONS:** Refusal to be available for a TV or Media interview or failure to appear at a post race podium presentation may result in the deduction of five points for a first offence, 10 points for the second and 15 points for each subsequent offence.

**26. 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.

**27. FLAG INFRINGEMENTS:** Unfortunately some riders are still blatantly ignoring flag signals. Therefore 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.

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

**28.1 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

**28.2. 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 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.

**28.3. Stationary Yellow Flag Penalty:** for overtaking or not slowing down in the area covered by a stationary 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.

**28.4. 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.

**28.5. 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.

**29. RIDER BEHAVIOUR:** Abusive or threatening behaviour, whether verbal or physical, by any rider, or anyone associated with a rider,

towards any official, marshal, competitor, spectator or member of track staff 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.

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

**31. SCRUTINY:** 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.

**32. 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.

**33. 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 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.