

F - CHAMPIONSHIP REGULATIONS

- For** **British Superbike Championship (inc. Superbike Evolution)**
British Supersport Championship (inc. Supersport Cup)
125GP British Championship (inc. 125 Cup)
National Superstock 1000
National Superstock 600
Harley Davidson XR1200 Trophy

1 SPORTING REGULATIONS - GENERAL

These are the General Conditions for MCRCB Championships and MSVR promoted events and are an appendix to the MCRCB Sporting Code and apply to all meetings held under the auspices of the MCRCB. You are also referred to the Supplementary Regulations and any further Bulletins issued by MCRCB or MSVR.

1.1 TITLE & JURISDICTION

The Motorcycle Circuit Racing Control Board ("MCRCB") has authorised that the British and National Championships, and the Harley Davidson XR1200 Trophy ("the Championship") are promoted by MotorSport Vision Ltd (the Promoter) and administered and organised by MSVR on behalf of MCRCB Ltd, in accordance with the Sporting Code and General Regulations of the MCRCB, these Championship Regulations and any further instructions issued or official announcements made, referred to collectively as the "Regulations."

The event status is International.

In these Championship Regulations the nomenclature definitions and abbreviations specified in the Sporting Code and General Regulations of the MCRCB shall be adopted. MCRCB shall have the responsibility of formatting the regulations including any regulation changes. All such changes will be issued by MCRCB in a Bulletin to all registered competitors/teams by posting on the website. www.msvracing.co.uk/bsb or being displayed on the official notice board before and/or during the event. All Riders, Teams, Entrants, Manufacturers, Team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.1.2 Classes

- | | |
|----------------------------------------|-----------------------------------------------------|
| The British Championship Classes are: | Superbike
Supersport
125 GP |
| The National Championship Classes are: | National Superstock 1000
National Superstock 600 |
| Other Championship Classes | Harley Davidson XR1200 Trophy |

1.2 **CHAMPIONSHIP OFFICIALS**

Race Director	Stuart Higgs
MCRCB Safety Delegate	Norman Williamson
MCRCB Chief Steward	Mervyn Whyte MBE
Series Administrator	Clare Coombes
Judicial Clerk of the Course	Dave Francis
Chief Technical/Eligibility Officer	Colin Hurst
Permanent Starter	Annabel Matthews
Chief Timekeeper	Graeme Lond
Secretary of the Meeting	Lyn Francis
Pit/Paddock Co-ordinator	Gareth Woods

Other officials are to be appointed by MSVR and stated in the Final Instructions or event programme.

1.3 **ELIGIBILITY**

1.3.1 **British Superbike**

- a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
- b) Riders must hold an International or National licence.
- c) Overseas Riders (inc. Ireland) must be in possession of an FIM International Licence or a European "A" licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) Riders must be 17 years of age or over and, in principle, have a minimum 2 years experience at National level.

1.3.2 **British Supersport**

- a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
- b) Riders must hold an International or National licence.
- c) Overseas Riders (inc. Ireland) must be in possession of an FIM International Licence or a UEM licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) Riders must be 16 years of age or over and, in principle, have a minimum 2 years experience at National level.
- e) Riders competing in the Metzeler National Superstock 600 championship may not compete in this class without first withdrawing from Superstock 600 for the remainder of the season.

1.3.3 **British 125GP**

- a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
- b) Riders must hold an International or National Licence.

- c) Overseas Riders (inc. Ireland) must be in possession of an FIM International Licence or a European "A" licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) Riders must be 13 years of age or over.
- e) Under 16 Cup – minimum age see (d). Maximum age; **16** years of age on the **1st April 2010**.

1.3.4 **National Superstock 1000**

- a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
- b) Riders must hold an International or National licence.
- c) Overseas Riders (inc. Ireland) must be in possession of an FIM International Licence or a European "A" licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) Riders must be 17 years of age or over.

1.3.5 **National Superstock 600**

- a) All Teams and Competitors must register with MSVR for all rounds or enter individual meetings. Priority will be given to registered entries.
- b) Riders must hold an ACU Full Clubmans licence, SACU Qualifiers Licence or National licence issued by a member of the EU.
NB Riders with an International licence (riders who gain an International during the season may be given dispensation) and/or a licence issued outside of the EU will not be accepted .
- c) Overseas Riders (inc. Ireland) must have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) **Riders must be a minimum of 16 years of age and a maximum of 25 years of age on the 1st April 2010.**
- e) The following riders are excluded from entering this championship
 - i) Top 3 in the overall championship standings of the 2008 or 2009 Metzeler National Superstock 600 Championship.
 - ii) Any rider who has contested (acutal race starts) more that 25% of the seasons (2008 and 2009) preceeding British Supersport or equivilant non UK championship races.
- f) The MCRCB is the final arbiter regarding rider eligibility and acceptance.

1.3.6 **Harley Davidson XR1200 Trophy**

- a) All Competitors must register with MSVR
- b) Riders must hold a minimum of an ACU Full Clubmans licence, SACU Qualifiers Licence or National/International licence issued by a member of the EU. Riders from outside of the EU must hold an International Licence issued by the FIM.

- c) All overseas riders (inc. Ireland) must have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.
- d) Riders must be 17 years of age or older

1.4 REGISTRATION AND ENTRIES

1.4.1 All Riders, Entrants and Teams must apply for Registration and entries with MSVR.

1.4.2 The completed Registration Form should be received by MSVR. MSVR has the right at their absolute discretion to accept, reject or withdraw any Registration for the Championship upon such terms as it thinks fit.

1.4.3 One Event Entries should be received by MSVR no later than 7 days prior to the first day of the event being entered. MSVR has the right at its absolute discretion to accept, reject or withdraw any entry for the Championship upon such terms as it thinks fit.

1.4.4 ADMINISTRATION

For all other enquiries:

BSB @ MSVR

MotorSport Vision Centre

Brands Hatch Circuit

Fawkham

Longfield

Kent DA3 8NG

Tel: 01474 875296

E-mail: bsb@msvracing.co.uk

1.4.5 Conditions for acceptance of Registrations for the British Superbike Championship

- a) Only Competitors and Teams/Entrants registered with MSVR for the Championship or otherwise authorised by MSVR may participate in the Championship.
- b) The Competitor's, Team/Entrant shall warrant that all information given in the Championship Registration Form is correct and should there be any changes, they shall agree to communicate such changes to MSVR immediately.
- c) Payment for Registration
Each Team/Entrant shall pay to MSVR a Registration fee. The Registration fee shall represent the Team's/Entrant's commitment to the Championship. Additional charges for Timekeeping equipment (transponders) will be made.
- d) The Team/Entrant acknowledges and agrees that MSVR reserves the right to accept or reject an application for Registration at its sole and absolute discretion.
- e) MSVR may accept or refuse any Registration and withdraw a Registration at any time if the Rider, Team, Entrant or Motorcycle does not meet the required standards compatible for competing in the Championship. Such standards will include, but not be limited to

Motorcycle and Team presentation and Riders or Motorcycles that are not competitive.

- f) A Registration may only be withdrawn by a Rider, Entrant or Team without penalty with the consent of MSVR for good cause shown.
- g) The Team/Entrant and its members, which include the Team Manager, Team Riders and all other persons associated with the Team shall compete in all Events of the 2010 Championship. For the avoidance of doubt in the case of the British Superbike Championship, the 2010 Championship is defined as the twelve Race Meeting Events and official Test Events. In the event that a Rider is injured and is deemed unfit, the Team should compete with a substitute Rider until he/she is fit again to compete, unless dispensation is given by MCRCB.
- h) Riders or Teams who do not take part in any Championship Event may have their Registration withdrawn by MSVR.
- i) The acceptance of the Registration shall be conditional upon the full and timely compliance with the Regulations (including any amendments, variations or statements relating thereto) and other decisions of MSVR.
- j) Registered Competitors will be allocated a permanent competition number for the Championship. Numbers 1 - 10 inclusive will be offered to the top ten Riders in the 2009 British Superbike Championship. Any of the numbers 2-10, which are not allocated to the top ten Riders may be allocated at the discretion of MSVR.
- k) Each team shall comply with testing conditions.

1.4.6 **Conditions for acceptance of registrations for the British Supersport Championship, British 125GP Championship and National Superstock 1000 & 600 Championships**

Riders may register for these Championships through MSVR or enter events on an individual basis. Preference will be given to riders registered for the Championship. Where applicable the conditions stated in article 1.4.5 will apply, for full information contact MSVR.

- 1.4.6.1 Registered Competitors will be allocated a permanent competition number for the Championship. Numbers 1 - 10 inclusive will be offered to the top ten Riders in the 2009 corresponding championships. Any of the numbers 2-10, which are not allocated to the top ten Riders may be allocated at the discretion of MSVR.
- 1.4.7 **Articles 1.4.5 and 1.4.6 are subject to any Supplementary regulations and conditions issued by MSVR.**
- 1.4.8 Registrations will be considered with immediate effect.
- 1.4.9 A Registration, once made and accepted shall constitute a legally binding contract and a Registration may only be withdrawn without penalty with the written consent of MCRCB or MSVR.
- 1.4.10 MCRCB and MSVR may accept or refuse any registration and withdraw a registration at any time, should the inclusion of the Competitor, Team or Entrant be deemed by it, in its absolute discretion, not to be in the best interests of the Championship.

1.4.11 MCRCB and MSVR may at its absolute discretion accept registration for individual Events by Riders with eligible Motorcycles to compete at Championship Events.

1.4.12 **Withdrawal of Entry**

- 1) Telephone as soon as known on: 01474 875296 (diverted to mobile on event weekends)
- 2) In all instances withdrawal of entry, must be followed up in writing (stating reason) prior to the start of the event by either fax (01474 874766) or preferably by E-mail (bsb@msvracing.co.uk).
- 3) For consideration to be given towards an entry fee refund (less admin fee) any passes specific to the event in question must be returned to BSB @ MSVR MotorSport Vision Centre, Brands Hatch Circuit, Fawkham, Longfield Kent DA3 8NG
- 4) Failure to comply may mean exclusion from future MCRCB events and a request to the ACU for further action.

1.4.13 **Withdrawal of Registration**

- 1) This must be in writing and will be a severance of the contract with MSVR.
- 2) ALL passes MUST be returned and will not be valid for any further event. Any attempt to use the passes may result in legal action from the circuit and disciplinary action by MCRCB on the rider(s).
- 3) Refunds will be at the discretion of MSVR.

1.5 **INSURANCE**

Please consult the section I for Insurance Benefits.

1.6 **CHAMPIONSHIP ROUNDS**

The 2010 Championship will be held at 13 meetings.

1.6.1 **DATES**

Rd	Date	Venue	BSB BSS B125	NS 1000	NS 600
1	3-5 April	Brands Hatch Indy	X	X	X
2	16-18 April	Thruxton	X	X	X
3	1-3 May	Oulton Park	X	X	X
4	21-23 May	Cadwell Park	X	X	X
5	18-20 June (MotoGP)	Silverstone (Arena GP)		X	
6	25-27 June	Mallory Park	X		
7	2-4 July	Knockhill	X	X	d/h
8	16-18 July	Snetterton	X	X	X
9	6-8 August	Brands Hatch GP	X	X	X
10	28-30 August	Cadwell Park	X	X	X
11	10-12 Sept	Croft	X	X	X
12	24-26 Sept	Silverstone (Arena GP)	X	X	X
13	8-10 October	Oulton Park	X	X	X

d/h denotes proposed double header

1.7 **POINTS AND AWARDS**

1.7.1 **Riders' Championship** - Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17.

1.7.2 **British Superbike Championship**

The championship will be divided into two parts. The first nine events form the Main Season, with the standard points scoring format 25 for a win, then 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 awarded for each of the nineteen races from the nine events.

From their total points at the end of the Main Season, all riders who have competed in a minimum of two events must then drop their two worst scores, which must be from events they have at least qualified for (listed on the the provisional grid).

From this points order, the first six riders in the championship standings will be elevated to a new base level and become the Title Fighters for the final three events and seven races of the championship.

Each Title Fighter will start the second part of the championship called The Showdown with 500 points, plus additional points for each podium position they have obtained in the Main Season; 3 for a win, 2 for a second, and 1 for a third. These are termed Podium Credits. For example, a rider placed in the top six of the standings at the end of the Main Season who scored three wins, two seconds and a third would start The Showdown phase with 514 points.

The standard points scoring format from the Main Season then continues for The Showdown, with all points scores from the final seven races counting.

All riders outside of the Title Fighters continue to race for the BSB Riders' Cup, continuing to add to their points total from the end of the Main Season. This also applies to the BSB EVO class.

1.7.2.1 **British Supersport** – Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17.

1.7.2.2 **British Supersport Cup** – There will be a separate Championship for Independent Teams and Riders as determined by MCRCB. **The championship will be decided over the 9 rounds, if a rider has competed in more than 9 rounds their worst scores will be dropped.** Points will be awarded in accordance with the MCRCB General Regulations, section E, article 1.17.

1.7.2.3 **Manufacturers' Championship** - points will be awarded to the highest placed make of Motorcycle (provided it is listed as a classified finisher in the final results) as per the format of the Riders' Championship points scoring. The other placings of the same make will be ignored.

- 1.7.2.4 Similar awards may be awarded in other championships.
- 1.7.3 The total points from all Championship Events will determine final Championship points and positions in accordance with article 1.23 of the MCRCB General Regulations.
- 1.7.4 **Awards**
All awards are to be provided by MSVR and their associate Sponsors and Promoters.
- 1.7.4.1 **Per Event**
A trophy will be awarded to the Riders finishing first, second and third in each Championship Race. Riders (passengers) finishing first, second and third must attend the podium ceremony immediately after each Race.
- 1.7.4.2 **Championship**
Trophies may be presented at an annual awards ceremony and awarded to the Riders finishing first, second and third in the Championship. The Manufacturer of the winning Motorcycle will also receive a trophy. **All award winners must attend.**
- 1.7.5 In the event of any provisional result or championship tables being revised after any provisional presentation and such revisions affect the distribution of any awards, the Competitors or any other recipient of an award concerned must return such awards to MSVR in good condition within 7 days.
- 1.7.6. **Prize Money**
This will be announced by MSVR at the start of the season.
- 1.7.7 Prize money will not be paid until results are final. That is after the results of any machine, fuel or drug/ alcohol tests.
- 1.8 **ROLES OF THE CHAMPIONSHIP OFFICIALS**
The role of the Championship Officials is to carry out their duties as authorised by MCRCB and to help the Officials of the Meeting in their duties, to see within their fields of competence that all the Regulations governing the Championships are respected, to make any comments they judge necessary and to draw up the various reports required.
- 1.9 **TIMING & RESULTS SERVICE**
MSVR will arrange for a Timing and Results service and in addition to providing the times for the qualifying Practice and Races they will also time all free Practice and warm-up sessions, but not test days. They will also provide a visual display to the Competitors and Teams/Entrants when possible. When available, Teams may hire a monitor from the timekeepers (cost to be advised by the timing company).
- 1.9.1 **Transponders**
All Competitors will be required to fit Electronic Self-Identification Modules to their Motorcycles for the purpose of accurate timing.
They will be required to purchase or hire the transponder as a condition of entry. Competitors may be charged by the timing company for the repair or replacement of the Modules due to accident damage, misuse or loss at any time during the season

1.9.2 No other electronic timing equipment may be placed within 5 metres of the official Start/Finish Line at any Championship Event. Any unofficial equipment placed within this area will be removed.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES.
See section B, Judicial Procedures – MCRCB Yearbook

3 SPORTING REGULATIONS – EVENT AND RACE PROCEDURES
3.1 PRACTICE AND QUALIFYING/GRID POSITIONS (BSB)

Day One

Two free practice sessions of a minimum duration of forty minutes will be scheduled. There will be a minimum interval of two hours between the sessions.

Day Two

One free practice session of a minimum of duration of fifty minutes will be scheduled in the morning.

To determine the starting grid for Race 1, the Superbike Qualifying format held on the afternoon of day two of the event will consist of three phases; Q1, Q2 and Q3. There will be an interval of eight minutes between the end of the preceding phase (displaying of the chequered flag and pit lane exit closed) and the start of the next phase (green flag and pit lane exit opened). If for any reason the Race Director deems it necessary to extend the interval time between phases, this will be displayed on the timing screen. The organisers will endeavour to recover to the pit lane riders and motorcycles that may have crashed or retired around the circuit during each interval.

For the duration of the three qualifying phases riders will be restricted to using a maximum of three rear tyres, within the overall tyre allocation for all free and qualifying practices of six front tyres and nine rear tyres. The tyre usage restriction for qualifying will apply only if all qualifying sessions are declared “dry”.

Q1: 20 minutes duration

All riders eligible to take part – subject to achieving satisfactory times during the Free Practices (within 107.5% of the third fastest time in at least one free practice session), dispensation may be given in exceptional circumstances by the Race Director. At the end of the session a provisional classification will be published on the timing screen. Riders occupying positions 21 and above will be prohibited from taking any further part in qualifying and their machines must go to the parc ferme. Lap times achieved by the twenty remaining riders will be deleted.

Q2: 12 minutes duration

Twenty riders take part - At the end of the session a provisional classification will be published on the timing screen. Riders occupying positions 11 to 20 will be prohibited from taking any further part in qualifying and their machines

must go to the parc ferme. Lap times achieved by the ten remaining riders will be deleted.

Q3: **8** minutes duration

Ten riders take part - At the end of the session all machines must go to parc ferme. A final classification and the **Race 1** provisional starting grid will be published. This will be based upon the overall order of:

Q3 – **Race 1 grid positions 1 to 10,**

Q2 – **Race 1 grid positions 11 to 20,**

Q1 – **Race 1 grid positions 21 and above.**

In the event of Q3 being declared wet and all prior free practices, Q1 and Q2 being held in dry conditions, the start time of Q3 will be delayed by five minutes and the session duration extended from **8 to 12 minutes**.

The Qualifying winner will be required to ride into the TV interview area in the pitlane on his motorcycle immediately after the end of Q3. The first four riders in the final classification must attend the front row public press conference as directed by MSVR.

The starting grid for Race 2 will be determined by the overall order of the best lap time set by each rider in Race 1.

In the event of two or more riders setting an identical best lap time in Race 1, the rider with the highest finishing position in Race 1 will take priority in the order.

Any rider recording a lap time in Race 1 and therefore establishing a Race 2 starting grid position, who then withdraws from Race 2 for a technical or medical reason (unfit), will not be listed on the final Race 2 starting grid, and all subsequently placed riders in the order of the best lap times will move up one place.

Any rider who takes part in Race 1 (defined as completing either a sighting lap or warm up lap), but does not complete one racing lap and therefore does not record a best lap time, will start Race 2 in their Race 1 starting grid position plus 8 penalty places.

At events utilising the three race BSB format, the starting grid for Race 3 will be determined by the overall order of the best lap time set by each rider in Race 2. In the event of two or more riders setting an identical best lap in Race 2, the rider with the highest finishing position in Race 2 will take priority in the order.

Any rider recording a lap time in Race 2 and therefore establishing a Race 3 starting grid position, who withdraws from Race 3 for a technical or medical reason (unfit), will not be listed on the final Race 3 starting grid, and all subsequently placed riders in the order of the fastest laps will move up one place.

Any rider who takes part in Race 2 (defined as completing either a sighting lap or warm up lap), but does not complete one racing lap and therefore does not record a best lap time, will start Race 3 in their Race 2 starting grid position plus 8 penalty places.

Any other riders qualified for Race 1 or Race 2 who do not set a lap time during the race will be placed last in the overall order of the best lap times and will start the next race from the back of the grid. In the event of more than one rider starting at the back of the grid, they will be placed in the order of their qualifying result.

Any changes to the practice or qualifying schedule will be notified in writing by the Race Director, either before the event in the Final Instructions or at the event by way of bulletin and/or published on the timing monitors.

- 3.2 For all other Event & Race procedures not included within these Sporting Regulations: **See section E, General Regulations.**

4 TECHNICAL REGULATIONS

See section G, Technical Regulations.

All Motorcycles competing in the Championship must comply in full with the published MCRCB Technical Regulations, these Championship Regulations, and any technical Bulletins or directives that may be issued from time to time by the MCRCB.

All Technical enquiries for the British and National Championships should be made through MSVR

4.1 Number Plates and Series Logos

PLEASE NOTE THESE REGULATIONS WILL BE STRICTLY ENFORCED.

For a Championship a front number plate or series logo may be supplied. If supplied:

The series Logo must be placed as requested by MSVR. If on the front number plate no other advertising is allowed on the number plate. This number plate and numbers cannot be modified in any way without the permission of MCRCB. No Motorcycle will be allowed to practice or race or otherwise participate in any Championship Event without displaying the number plate in the correctly prescribed manner, which will be determined by MCRCB prior to the start of the first Event. The placement of the number plates is subject to the approval of MCRCB. All Competitors and Teams/Entrants must co-operate fully to give maximum publicity to the Championship Sponsor(s).

See General Technical Regulations section G for the full technical regulations for number, machines may be excluded that do not comply.

4.2 Fuel

All machines in the British Championships, National classes and manufacturers championships must use the Control Fuel for all practice (free, qualifying and warm-up) and the race(s).

This must be ordered direct from ENI/Vital Equipment, a limited supply will be available at the circuit for teams who may have ordered insufficient, however supply in those circumstances cannot be guaranteed.

ENI/Vital Equipment will be at the circuits for fuel collection at the following times:

Set up Day	16:00 – 20:00
Practice Day	07:30 – 12:00 & 13:00 – 20:00
Qualifying Day)	08:00 – 18:00

These times will be confirmed in the Final Instructions.

Fuel must be ordered and paid for in advance. ENI/Vital Equipment will issue order forms, which must be returned by noon on the Friday, one week prior to each race meeting, payment by cash, cheque, debit/credit card, or bank transfer (Order forms to be signed by the card holder for each purchase). Orders received after this date may be processed but may be subject to a late order charge.

Fuel will be supplied in 25 litre sealed non-reusable steel cans. Team & competitors will be required to return all empty cans to the fuel truck at the end of each race meeting however no cans will be refilled and therefore no deposit on the cans requested.

Full details of specification, cost and supply can be found at the MSVR website www.msvracing.co.uk/bsb

SPECIFIED FUEL AND COST

Superbike

ENI BSBK A-1 Cost - £3.23 + vat per litre

Superbike Evo

ENI BSBK A-1 Cost - £3.23 + vat per litre

ENI Premium (lower price option) Cost - £1.90 + vat per litre

Supersport

ENI BSBK A-1 Cost - £3.23 + vat per litre

ENI Premium (lower price option) Cost - £1.90 + vat per litre

125cc

ENI APR GP 6l Cost - £3.49 + vat per litre

Superstock 1000, Superstock 600 and Harley Davidson

ENI Premium Cost - £1.90 + vat per litre

All fuels comply with MCRCB and FIM Regulations. The cost is subject to any increase in fuel duty or VAT. In view of the uncertainties over fuel supplies fuel costs may be increased if the cost of fuel rises due to a global situation beyond the control of the fuel supplier or distributor.

4.3 **CONTROL TYRE REGULATIONS**

The organisers will impose controlled tyres and tyre restrictions on the following classes:

4.3.1 Superbike

Dry Front: 120/75R420 SC1, 120/75R420 SC2 & SC3

Dry Rear: 190/65R420 SC1, SC0 & SC3

Intermediate/rain tyres as 2009.

4.3.2 Supersport

Dry Front: 120/70ZR17 SC1 & SC2

Dry Rear: 180/55R17 SC1, SC0 & SC3

Intermediate/rain tyres as 2009.

4.3.3 Superstock 1000

120/70ZR17 Racetec Interact K1 or K2 Front

190/55ZR17 Racetec Interact K2 Rear

4.3.4 Superstock 600

120/70ZR17 Racetec Interact K1 Front

180/55ZR17 Racetec Interact K2 Rear

4.4 **PARC FERME AND POST PRACTICE/RACE CHECK REGULATIONS**

See General Technical Regulations – G 3.51.1

4.5 **Clothing**

All competitors registered for the season must have their surname on the back of the leathers at shoulder height, this must be full width and the letters must be in a contrasting colour. With permission of the MCRCB these may be abbreviated. Wild card riders will be given dispensation for two meetings.

5 **ORGANISATION AND COMMERCIAL REGULATIONS**

5.1 The MCRCB has delegated to MSVR the right to organise Championships on their behalf and to issue Supplementary Regulations and Final Instructions in accordance with these Regulations to include the following:- Machine and Team Presentation, Paddock Organisation and Presentation, Testing, Passes, Paddock Transport, Garages and General Parking.

5.2 The MCRCB has delegated to MSV (The Promoter) the Commercial rights and to issue Supplementary Regulations in accordance with these Regulations and any Agreements between MCRCB and MSV to include the following: Advertising, Publicity, Merchandising, and Hospitality.

5.3 The Event comprising the Championship shall be conducted in accordance with the MCRCB Regulations and any Supplementary Commercial Regulations issued by or on behalf of MSVR.

5.4 Abbreviations specified in the General Regulations of the MCRCB and in the Sporting Regulations shall be adopted.

5.5 The Promoter has the right to amend, vary or add to the Commercial Regulations from time to time. Such amendments, variations, and additions shall be notified by bulletin to all registered Competitors by posting to the address detailed on the Championship Registration Form or by hand delivery.

5.6 **PENALTIES**

5.6.1 **WARNING:** The terms of the Commercial Regulations are fundamental to the contract between The Promoter and the Competitor, Entrant and Team respectively. A breach of any of the Commercial Regulations may render the Competitor, Entrant or the Team ineligible for competition. The MCRCB, as an alternative to excluding the Competitor, Entrant or Team from the Championship, may impose any or more of the following penalties as a condition of the Competitors continued participation in the Championship:

- a) reprimand
- b) fine
- c) forfeiture of championship points (even if this results in a minus total of points)
- d) Exclusion from the Championship or any part thereof.

In addition or in lieu of such a penalty, The Promoter may require the Competitor and /or Team and/or Entrant and/or Team member and/or person associated with the above to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship. In the case of an alleged breach of any Commercial Regulation the decision of the MCRCB is final as to the culpability and penalty and there is no appeal. Future participation in the Championship may not be permitted until any fine imposed pursuant to these Commercial Regulations is paid in full.

5.6.2 Where in the opinion of the MCRCB any Competitor(s), Team(s) and/or Entrant(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Regulations by its own actions or those of another Competitor, Team or Entrant, the MCRCB may impose any one or more of the penalties set out in Regulation 5.6.1 above in order to remove or otherwise compensate for such advantage.

Correct at the time of going to print. You are strongly advised to check with the Championship Organisers for any amendments, alterations or additions to these regulations that may have been issued after the date of publication. In any event, the onus rests entirely with the Team, Entrant and Competitor to ensure that they are in possession of all the relevant details and Regulations pertaining to their participation in the Championship.