

EVENT:	2010 MCE Insurance British Superbike Championship - Round 1	DATE:	Friday/Saturday/Sunday/ Monday April 2.3.4.5 2010
CIRCUIT:	Brands Hatch Indy	PERMIT NO.	BSB-2010/01 (MCRCB) ACU-27937 (ACU Superteen) ACU-28452 (ACU Ducati Desmo) PCL: 006 (ACU)



WELCOME TO THE 2010 SEASON – AS THIS IS THE FIRST EVENT IT IS VERY IMPORTANT TO PLEASE CAREFULLY READ AND FOLLOW THE INFORMATION IN THESE FINAL INSTRUCTIONS

BULLETIN ONE - FINAL INSTRUCTIONS (01-01)

This bulletin is supplementary to the MCRCB Sporting Code, the MCRCB General and Championship Regulations as detailed in the 2010 MCRCB Yearbook.

The MRO Superteen content is organised by BMCRC in conjunction with MSVR. The Ducati Desmo content is organised by the New Era MCC in conjunction with MSVR. The MRO Superteen and Ducati Desmo events are held under the National Sporting Code of the ACU, the Standing Regulations, Supplementary Regulations and these Final Instructions. The ACU National Sporting Code and Standing Regulations are published annually in the ACU Handbook. The Bonhams Historic GP and F2 Sidecar races are held under the MCRCB Permit and MCRCB General Regulations but adopt the relevant Eligibility and Technical conditions as published by the ACU, Landsdowne Classics and the FSRA respectively.

1. ADMISSION TO THE CIRCUIT AND PADDOCK ARRANGEMENTS

All working vehicle parking will be under the instructions of the MSVR-BSB Paddock Parking crew, strictly in accordance with the attached paddock plan. There will be no access to the paddock outside of the times below. Please do not attempt to enter the paddock at other times without specific authorisation.

Wednesday/Thursday access to all areas is via the main A20 gate. Access then ceases from this location on Friday at 07.00am when all teams access is via the Scratchers Lane paddock vehicle entrance. Private Vehicle pass holders may go directly to the Private Vehicle parking area in the “triangles” opposite the paddock entrance, accessible at all times and then access the venue via the paddock pedestrian gates

There is no private vehicle access to the working paddock. Only “Working Vehicle”, “Access All Areas” “Living Vehicle” or “Crew Vehicles” (limited access only) pass holders are permitted within the secure paddock. All private vehicles and non essential vehicles will not be permitted in the paddock.

ARTIC CAB UNITS MAY NEED TO BE REMOVED AND PARKED IN A SPECIAL AREA IF DIRECTED.

1.1 ARRIVAL TIMES:

TEAMS – HOSPITALITY & TRADE - PADDOCK ARRIVAL & SET UP SCHEDULE		
GARAGE HOLDERS ONLY	Wed evening Thursday morning	From 20:00 08:00 – 12:00 under control of MSVR
ARTICS: NOT ALLOCATED GARAGES	Thursday	09:00 – 14:00
HOSPITALITY	From Wednesday	09:00 - 17:00 by arrangement with Paddock Manager
TYRE TRADE	Wednesday evening	Inner Paddock by arrangement with Paddock Manager
ALL OTHER TEAMS + LIVING VEHICLES NOTE: The living areas will be split between the lower paddock and the airfield as in 2008/2009	Thursday/Friday Saturday	09:00 – 20:00 07:30 – 10:00 NO ACCESS AFTER THIS TIME EXCEPT HISTORICS 12:30 – 13:45 / 18:00 – 19:00, Sunday 07:30 - 09:00
TRADE	Thursday	14:00 – 20:00

There will be no access to the paddock for parking up outside of the above times and in principal there should be no vehicle movements into or out of the paddock after 22.00hrs in consideration of those living/sleeping in the paddock.

1.2 SIGNING ON AND PASS COLLECTION (PERMANENT CLASSES)

IMPORTANT – ALL RIDERS AND TEAM REPRESENTIVES MUST COLLECT PASSES AND SIGN THE SEASONAL ENTRY FORM. THIS FACILITY WILL START ON THURSDAY FROM THE MSV CENTRE (MAIN CIRCUIT OFFICE) – PASSES WILL NOT BE RELEASED WITHOUT THE RIDER BEING PRESENT.

Teams should wait in the holding area outside of the main entrance (Thursday) and Scratchers Lane (Friday) whilst an authorised team representative and the rider(s) go to the main circuit offices (Thursday) and outer paddock office (Friday) where passes will be available for collection.

PLEASE ASSIST US BY PREFERABLY SIGNING ON/COLLECTING PASSES ON THURSDAY.

PASS COLLECTION FACILITY WILL OPERATE IN THE MSV CENTRE - MAIN CIRCUIT OFFICE BY MAIN GATE: Thursday: 07:30 – 19:30

ON FRIDAY THE PASS ISSUE PROCESS TRANSFERS TO THE OUTER PADDOCK OFFICE:
Friday: 07:30 – 12.00

ALL FRIDAY SIGNING ON IS ONLY IN RACE ADMINISTRATION IN THE CENTRE PITS FROM 07:30

- REGISTERED RIDERS OVER 18 YRS MAY SIGN ON ONCE FOR THE SEASON
- FOR RIDERS UNDER 18 AND ANY ONE EVENT RIDERS:
- It is necessary to sign-on once, **BEFORE** going through Technical Control.
- **ALL COMPETITORS MUST HAND IN THEIR VALID RACING LICENCE AT THE TIME OF SIGNING ON, WHICH WILL BE AVAILABLE FOR COLLECTION LATER AT THE RIDERS BRIEFING.**
- If not supplied prior to the event Competitors from overseas Federations, including the MCUI, must produce a Copy of official start permission.

PIT BOX ALLOCATION – (30.03.2010)

1. SWAN HONDA
2. SWAN HONDA
3. HM PLANT HONDA
4. HM PLANT HONDA
5. RELENTLESS SUZUKI by TAS
6. RELENTLESS SUZUKI by TAS
7. MSS COLCHESTER KAWASAKI
8. MSS COLCHESTER KAWASAKI
9. WORX CRESCENT SUZUKI
10. WORX CRESCENT SUZUKI
11. MOTORPOINT YAMAHA
12. MOTORPOINT YAMAHA
13. BUILDBASE KAWASAKI
14. BUILDBASE KAWASAKI
15. RIDERS MOTORCYCLES.COM DUCATI
16. RIDERS MOTORCYCLES.COM DUCATI
17. SORRYMATE.COM SMT HONDA
18. PR RACING MC & MOORE YAMAHA
19. QUAY GARAGE RACING
20. ULTIMATE RACING
21. SPLITLATH MOTORSPORT APRILIA
22. JENTIN RACING BMW
23. REDLINE KTM / 777 RR MOTORSPORT SUZUKI
24. RED VIPER SPIKE SUZUKI / AIM SUZUKI
25. MAGIC BULLET TWO WHEEL RACING
26. ASTRO CHASE SST RACING / MOTORAPIDO DUCATI
27. QUATTRO PLANT HONDA / CLOSE PRINT FINANCE HONDA
28. CAME YAMAHA
29. PADGETTS HONDA
30. GEARLINK KAWASAKI
31. MAP CENTURION TRIUMPH RACING
32. CW RACING / MAR KAWASAKI

1.4 VEHICLES

Working and Living vehicles without the appropriate pass will be held in the holding area until such time as a valid pass is obtained.

OFFICIALS & PRIVATE VEHICLES

In the "triangles" opposite Scratchers Lane entrance

BSB TEAM MANAGERS

Behind Hospitality – pedestrian access to centre pits via startline tunnel

HOSPITALITY

All hospitality will be placed in a "village" in the area behind the Brabham and Stewart permanent hospitality suites. All structures must be built by the end of Friday. Additional passes (limited) will be provided for team scooter and delivery vehicles requiring access to the area. This area is in full view of the public and any sub standard presented vehicles will be removed. To minimise the damage to ground conditions vehicles movements over the site must be kept to an absolute minimum. A tv picture signal will be fed to a central point and teams may tap into this by using standard video coax cable (such as PSF1/3), the end to connect to the distribution point would need be a 75ohm BNC plug. British Eurosport 2 (SKY Channel 411) will broadcast live racing between 1230 – 1800.

TEAM HOSPITALITY GUESTS – GRANDSTAND TICKETS

Open Grandstand seat tickets for the Deserie Wilson stand (underneath the Stewart Centre Hospitality Suite) will be available from race administration.

PADDOCK DELIVERY

For exceptional circumstances a "Paddock Delivery Pass" may be issued for a specific time period. These are available from the Race Administration Centre.

VEHICLES – GENERAL

All vehicles must comply in principal with the conditions set in the 2010 Supplementary Regulations.

2. RACE ADMINISTRATION CENTRE

The Race Administration Centre is located on the first floor of the race control buildings.

MRO Superteen, New Era Ducati Desmo & FSRA F2 Sidecar Administration will be in the outer paddock office – sign on for these classes from 07.30 Friday (Superteen & Ducati Desmo) – 10.30 Saturday (F2 Sidecar). BHGP (Lansdowne Classics) – 09.00 Sunday

3. PASSES

PLEASE NOTE THAT ONLY A GENUINE/SUBSTANSIATED REASON FOR PASS MODIFICATIONS WILL BE CONSIDERED AND A CHARGE OF £20 PER PASS CHANGE MAY BE APPLIED. MSVR MAY SUBSTITUTE PERMANENT PASSES FOR ONE EVENT PASSES AT THEIR DISCRETION, THIS APPLIES PARTICULARLY TO ANY WORKER PASS APPLICATIONS/PHOTOS RECEIVED AFTER 1700HRS – 26TH MARCH. **NO PASS MODIFICATIONS WILL BE POSSIBLE DURING THURSDAY**

A TEAMS GUEST PASS SALE FACILITY WILL BE OPERATIVE IN RACE ADMINISTRATION DURING FRIDAY/SATURDAY COVERING BRANDS HATCH AND THRUXTON.

4. TECHNICAL CONTROL / RIDERS BRIEFING SCHEDULES (AMENDED 27/03/10 10:00)

TECHNICAL SCHEDULE		
Friday	07.30 – 08.30	Ducati & Superteens – outer paddock bay
Friday	13.15 – 14.45	Superstock 1000
Saturday	08.00 – 09.30	Superstock 600
Saturday	09.30 – 10.15	125GP
Saturday	10.15 – 11.00	Supersport
Saturday	11.00 - 12.00	F2 Sidecars – outer paddock bay
Saturday	13.00 – 13.45	Superbike
Sunday	10.00 – 11.00	Historics – outer paddock bay
BRITISH/NATIONAL CHAMPIONSHIP CLASSES – ONE BIKE REGISTRATION PROCESS		
PARC FERME CONDITIONS WILL APPLY FOLLOWING THE FIRST FREE PRACTICE SESSION FOR EACH BRITISH/NATIONAL CHAMPIONSHIP CLASS. AT THIS TIME THE BARCODE ID DEVICE WILL BE APPLIED TO THE “ACTIVE” MOTORCYCLE.		
<p>ALL riders participating in the event should present themselves in full racing attire At Technical Control anytime before their first official practice.</p>		
<p>All BSB and support class technical checks will be in the inner technical area – garage 33/34 F2 Sidecars, Ducati Desmo, Historics and Superteen will be in the outer paddock technical area</p>		
<p>ALL RIDERS COMPULSORY BRIEFING CENTRE PADDOCK NEXT TO GRAND PRIX TERRACE unless stated (licences will be returned and tyre stickers issued at the briefing)</p>		
Friday	08.00	Superteens – outer paddock scrut bay
Friday	08.30	Ducati Desmo – outer paddock scrut bay
Friday	10.30	125GP
Friday	11.30	Superbike
Friday	12.30	Supersport
Friday	14.00	Superstock 600 – Group A
Friday	14.45	Superstock 600 – Group B
Friday	15.30	Superstock 1000 – Group A
Friday	16.15	Superstock 1000 – Group B
Saturday	10.30	Reserve session
Saturday	11.45	F2 Sidecar – outer paddock scrut bay
Sunday	11.00	Historics – Bonhams marquee

5. ACCESS TO THE CIRCUIT AND PIT LANE

Prior to practice periods/races, non garage holders should proceed via the route beyond the pits (garage 34) into the Pitlane.

MRO Superteen, Ducati, Historic and F2 Sidecar classes assemble by tunnel in the outer paddock and will be led through the tunnel and on to the circuit at Cooper Straight, around Clearways into the pitlane (for practice) and onto the grid (for the race(s)).

6. TO EXIT THE CIRCUIT

6.1 After completing the slowing down lap all machines must enter the pit lane.

6.2 The only exceptions are the machines of those riders involved in the finishing ceremony. The riders must stop on their machines at the podium area. **Their machines must be taken to the parc ferme by a team member**

6.3 Teams/Riders must observe the parc ferme regulations. Failure to comply may mean exclusion from that practice session or the race. When parc ferme conditions are

7. PLUG CHOP AREA (125cc)

Cooper Straight

8. PRACTICE STARTS

a) Pit Lane Exit, at any time.

b) After the Chequered Flag on the circuit AWAY FROM THE “RACING LINE”

9. START PROCEDURE

There will be one sighting lap and **TWO** warm up lap for all BSB classes.
MRO Superteen, Ducati, Historic and F2 Sidecars will be led to the grid, there will be one warm up lap.
The start signal will be RED LIGHT going off.

10. START PROCEDURE – SUPERBIKE & SUPERSPORT

Riders positioned on the first four rows of the grid must remove their helmets from the time of completion of the sighting lap to the display of the “3 Minutes” board for the purpose of TV grid interviews. In the event of a wet or restarted race this will not be required.

11. POST RACE PROCEDURES/PRESS CONFERENCES

At the end of each race the first three Riders will be directed to a special area (marked out 1st – 2nd – 3rd) for the post race interviews and podium ceremony. One helper per rider only is permitted in this area.

12. FUEL

ENI fuels/Vital Equipment will be available on the from Thursday (10:00 – 20:00), Friday (07.30 – 12.00 & 13.00 – 20.00) and Saturday (08.00 – 18.00) adjacent to the technical area in the paddock. The results of the fuel testing by Vital Equipment are a matter of fact. All fuel orders must be placed in advance of the event – please call 01981 241169.

CORRECTION TO BSB EVO CLASS TECHNICAL REGULATIONS – 5.2.6.6

Only MCRCB Control fuel BSBK A1, supplied by ENI may be used during all practices and the race.

13. PIT LANE SPEED LIMIT

The Pit Lane Speed Limit will be enforced with the use of a radar.
The maximum speed is 60 kph.
You will be warned for the first offence but any subsequent offences will be penalised.

14. NOISE RESTRICTIONS

Engines may not be started before 08.30 or after 18.30 (or before 09.45am on Sunday). The Noise Testing Area is at the entrance to Technical Control.

15. PADDOCK TRANSPORT (SCOOTERS)

The use of Paddock transport is granted on the express condition that it is to help teams to function during an event.

Scooter passes will be distributed from 11.00am Friday morning –by the paddock parking team from the outer paddock office. The scooter intended for use must be presented.

Please note that any damage to Paddock transport or accidents are not covered by MCRCB/MSVR insurance.

A MAXIMUM SPEED LIMIT OF 10 MPH APPLIES AT ALL TIMES

PADDOCK SCOOTERS MAY BE USED AT THE FOLLOWING TIMES ONLY:

FROM ONE HOUR BEFORE THE START OF TRACK ACTIVITIES UNTIL ONE 19.00HRS, AND ONLY FOR ESSENTIAL JOURNEYS ONLY ON THE SET UP DAY(S).

ABUSE OF THESE CONDITIONS WILL BE TREATED AS FOLLOWS.

RIDER/TEAM FIRST OFFENCE: Withdrawal of pass for remainder of event

RIDER/TEAM SECOND OFFENCE: Withdrawal of pass for remainder of season

MORE THAN FIVE OCCURENCES FROM ONE CLASS: Withdrawal of facility for that class for the event.

ALL TEAMS ARE ENCOURAGED TO “SELF-POLICE” THE PADDOCK CONCERNING THE USE OF SCOOTERS IN ORDER TO PRESERVE THE FACILITY.

16. MEDICAL CENTRE

Main medical centre manned 24 hours throughout the event.

17. FIRE PRECAUTIONS

All Teams must carry a suitable fire extinguisher in accordance with MCRCB Regulations. Random checks will be carried out to ensure that this is complied with.

18. SAFETY CAR DEPLOYMENT POINTS

The Safety Car will enter the circuit either at Cooper Straight or the pit lane exit.

19. PIT EXIT – SPECIAL FLAG CONDITIONS

During free and qualifying practices a stationary white flag may be displayed at the pit exit and Marshals posts 2 and 3 indicating that there are slow moving riders leaving the pit exit. Similarly riders leaving the pits may be shown a blue flag to indicate that faster riders are approaching. Riders leaving the pit and paddock must keep to the side of the circuit that they exit and not deviate.

The use of the waved white flag is retained to indicate any slow moving “non-competing” service vehicle.

20. ONE BIKE REGULATION

At each Championship event a rider may use only one motorcycle which will be marked and presented at Technical Control.

In the case of proven total wreckage the use of a replacement motorcycle is permitted once only during an event, however this must be constructed from sub assembled parts and authorised/verified by the Chief Technical Officer.

Sub-assembled parts means that no engine can be fitted into a frame. However typical assemblies that would normally be used to repair a crashed machine can be complete. Examples: handlebars, forks, foot pegs, front nose cone, front/rear sub-frame, swing arm and linkage assemblies are all considered acceptable.

For the avoidance of doubt a “rolling chassis” is considered unacceptable.

The process of authorising the use of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of a race.*

* - The Swan Combi Roll for Pole Superbike Q1/Q2/Q3 is together considered a single session for the interpretation of this regulation.

The organisers reserve the right to inspect any working area or vehicle within the controlled areas of the pits and paddock.

Procedure:

In the event that a team wishes use a replacement motorcycle they must attend race control. A member of the race organisation will inspect the spare, sub assembled parts and may mark them and authorise/not authorise the construction. Upon completion and approval by the Chief Technical Official or his nominated official, the new motorcycle will be activated with the issue of a new bar code identification and the previous bike deleted from the control system.

At the next championship event the team must declare the bike that will be active for the event prior to the first official practice session.

At the end of each event the Chief Technical Officer will include within his reports to the Event Management Committee a list of teams who changed motorcycle during the event.

Any team/rider appearing on this list will be suspended from participating at the next event until they declare the bike to be used, in the same way that the riders unfit list operates.

Penalties will be applied in the event of use of an unauthorised motorcycle.

21. TRANSPONDERS (RIDER/MOTORCYCLE IDENTIFICATION DEVICE)

During all free and qualifying practices, warm up and the races, motorcycles must have fully working transponders attached. Any transgression of this may result in the rider being shown the black flag.

22. BULLETINS AND REGULATION UPDATES

Various regulations have changed and a number of bulletins have been published to date and are available for view on www.msrracing.co.uk/bsb – copies will also be available from Race Administration

22a. SERIES STICKERS – PLEASE NOTE THAT IT IS A CONDITION OF ENTRY TO DISPLAY:

- Metzeler motorcycle stickers – Superstock 1000/600 – collection from Complog
- Metzeler leathers branding – Superstock 1000/600 – collection from Complog
- Metzeler caps on the podium – Superstock 1000/600 – collection from Complog
- SpeedyRetail.com motorcycle front number plate stickers – 125GP – collection from race admin
- Pirelli motorcycle front number plate stickers – BSB - collection from race admin
- Swan Combi front number plate stickers – F2 Sidecars - collection from race admin

Penalties may be applied for non-compliance.

23. SUPERBIKE/SUPERSPORT – TYRE REGULATIONS

SUPERBIKE

Pirelli will supply each registered rider participating in the championship event, with tyres for each rider for each Championship Event.

The minimum assortment available to each rider to be as follows:

DRY FRONT - three different solutions (A–B–C) for a minimum of 6 each

DRY REAR – three different solutions (A-B-C) for a minimum of 6 each

INTERMEDIATE: one solution (front and rear) for a minimum of 4 sets

WET: two different solutions (A-B front and rear) for a minimum of 6 sets

Teams will be confined to these selection volumes.

Across the 3 x Free Practices (for Brands Hatch Round One this will commence with Free Practice 2 on Saturday) and 1 x Qualifying Practice: Tyre use restricted to: 6 x fronts and 9 x rears. For the warm up and the race(s), the number of tyres is unrestricted.

A uniform tyre/wheel size will be adopted as per FIM/MCRCB Superbike regulations.

SUPERSPORT

Pirelli will supply each registered rider participating the championship event, with tyres for each rider for each Championship Event.

The minimum assortment available to each rider to be as follows:

DRY FRONT – two different solutions (A–B) for a minimum of 5 each

DRY REAR – three different solutions (A-B-C) for a minimum of 5 each

INTERMEDIATE: one solution (front and rear) for a minimum of 3 sets.

WET: two different solutions (A-B front and rear) for a minimum of 5 sets.

Teams will be confined to these selection volumes.

Across the 2 x Free Practices 2 x Qualifying Practice and the race day warm-up: Tyre use restricted to: 5 x fronts and 8 x rears. For the race, the number of tyres is unrestricted.

Tyres must be a fully moulded type carrying all size and sidewall marking of the tyres for commercial sale to the public. The depth of the tyre treads must be at least 2.5 mm over the entire tyre pattern width at a pre-race control. The tyres must have a positive and negative tread of 96% positive and minimum 4% negative (land and sea ratio). The maximum distance from the external edge of the tyre to 50% of the tread elements is 35 mm.

Uniform tyre/wheel rim sizes in order to reflect the production derived status of the class and to promote the best practical and economic situation are adopted.

Front: 120/70. Rear Dry: 180/55, Rear Intermediate and Wet: 190/60 - 17".

WET weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet weather tyres must be marked "Not for Highway Use" or "NHS".

Controls: Teams must collect their tyre stickers in accordance with the class tyre allocation from race administration on the first day of the event from race admin, failure to do may result in a penalty. Stickers must be clearly fixed as per instructions issued by the Tyre Control Official. The tyre controller may at any time declare that selected teams identical tyre products are exchanged before use.

24. 2010 TYRE CONTROL

- Applies to Superbike and Supersport for all practice, qualifying, warm up and races for all front and rear tyres.
- Applies to Superstock 1000, Superstock 600 for all qualifying, warm up and races for all front and rear tyres.
- Control is by means of numbered stickers.

Practice (Superbike & Supersport only), qualifying and warm-up sessions.

1. An envelope, with the relevant stickers in it, will be available **at Brands Hatch at the Riders Briefing** for collection by each team/rider. Where a team runs 2 or more riders separate envelopes will be provided for each rider.
2. The envelope will contain stickers for both the front and rear tyres, the FRONT stickers having WHITE numbers and the REAR having BLACK numbers.
3. The stickers MUST be applied to the relevant tyre wall on the right hand side.
4. The clear backing sheet MUST be removed after the sticker has been fixed on the tyre.
5. It is not necessary to remove stickers from previous rounds.
6. A tyre control area will operate at the pit exit and the rider must slow to walking pace to enable the team to confirm that the correctly coloured stickers are in place on both tyres and no machine will be allowed to join the track without them being in place. Failure to slow sufficiently to allow this check to be carried out will lead to the rider being black-flagged.
7. Random checks will be carried out during each session, and in parc ferme, to confirm that the stickers used are those that were allocated to that rider.

Race

1. All tyres purchased at the meeting for use in the race will have manufacturers markings that identify them to the tyre control team and Pirelli staff.
2. Checks will be carried out both on the grid and in parc ferme to confirm that only tyres purchased at the meeting are used.

Any questions must be referred to Tyre Control Official Andrew Bull or other members of the tyre control team.

25. SUPERSTOCK 1000 and 600 QUALIFYING

Due to the high number of entries received for this event, the qualifying format will be split and run in accordance with MCRCB regulations E1.5.2.2.

The (free and) qualifying practices will be split into two groups, Group A and Group B both determined by a ballot, approved by the Chief Steward.

A) In the event of ALL qualifying practice sessions being held in "DRY" conditions then the faster overall qualifier will be on pole with the other grid positions determined in the order of the fastest times of the overall combined classification across the two groups, except for the last two positions which will be may be allocated by the organisers.

B) In the event of ANY of the qualifying practice sessions being declared as a "WET" practice or if ANY of the qualifying practices are stopped and not restarted, then that will be considered as an "unequal situation" between the two groups and the following criteria for establishing the grid will be adopted; The faster overall qualifier will be on pole with the other grid positions alternating between the combined classification of each group.

C) The first 28 riders listed on the overall combined classification (either method A or B, depending on track conditions) will qualify directly for the main championship race. The remaining riders may take part in the "Shoot-Out" race on Sunday, grid positions determined by the combined classification of the qualifying practices from position 29 onwards. The first ten finishers in the "Shoot-out" race will qualify in the order of their finishing position for the main championship race. If any rider occupying a top ten position in the "Shoot-Out" race withdraws prior to the main championship race then the eleventh finisher placed finisher will be offered the slot and so on. No changes to the main championship race grid will be offered after the final starting grid has been published. Riders competing in the both the Shoot Out and the main championship races will be authorised an extra set of tyres.

Thank you for your co-operation – we wish you a safe and successful 2010 Championship season.

Stuart Higgs
Series and Race Director

Clare Coombes
Series Administrator

CONTACTS

BSB ADMINISTRATION	01474 875296 TEL 01474 874766 FAX bsb@msvracing.co.uk
Gareth Woods BSB PIT/PADDOCK & LOGISTICS CO-ORDINATOR	07732 467977
Brands Hatch Circuit	01474 872331 01474 874766 (fax)

Please note that all series sporting and technical information will be posted on www.msvracing.co.uk/bsb