

E – MCRCB GENERAL REGULATIONS

These MCRCB Regulations are an appendix to the Sporting Code and apply to all meetings held under the auspices of the MCRCB. They should be used in conjunction with the Championship Regulations, Supplementary Regulations and the Final Instruction or any other Bulletins or Conditions issued.

All enquiries regarding the regulations including Technical and Judicial Procedures should be directed to MSVR.

1.1 CIRCUIT HOMOLOGATION

The Circuit Inspector appointed by the MCRCB will, with the directors of the MCRCB, be responsible for circuit approval. All circuits must have a valid licence issued by the MCRCB for that event. See also article 60.8 MCRCB Sporting Code (Section A).

1.2 REGISTRATION/LICENCES/SIGNING-ON/BRIEFINGS

1.2.1 REGISTRATION

- a) All competitors must register with the Organiser nominated by MCRCB
- b) For the British and National Championships competitors must be registered with MSVR. All competitors must enter for the championship in which they propose to compete on the Championship entry form which must be sent to MSVR with the entry fee (please refer to section F).

1.2.2 LICENCES

All Competitors must have an appropriate licence (see Championship conditions) which must be endorsed by MCRCB for that Championship.

1.2.3 SIGNING-ON

- a) Registered riders over 18 years of age will sign on once for the season. All one event riders and riders under 18 years of age must sign on at every meeting.
- b) Valid licences (and start permissions for riders from overseas federations) must be produced when signing on for the first time or when subsequently requested.
- c) Riders must not practice unless they have signed on.
- d) At each meeting riders and machines should go through technical control prior to their first qualifying sessions at the times stated in the Final Instructions.

1.2.4 BRIEFINGS

Riders may be required to attend a Riders Briefing, as notified in a Bulletin. Failure to attend may result in exclusion or a fine being imposed.

1.3 CONDITIONS FOR MCRCB PERMITTED EVENTS

1.3.1 The meeting must be organised in accordance with the Regulations, Bulletins and Track Licence issued by the MCRCB.

1.3.2 The circuit must comply with any conditions and instructions issued by MCRCB.

1.3.3 Officials must be appointed in accordance with the MCRCB Sporting Code.

1.4 FLAGS AND LIGHTS

Marshals and other officials display flags, lights or boards to provide information and/or convey instructions to the riders during practice and races.

1.4.1 Dimensions (recommended, compulsory for FIM Championship Meetings)

Signalling Flags 60cm. by 80cm minimum

Red Flag 80cm. by 100cm

1.4.2 Flags and lights used to provide information

"Start Lights" or National Flag Start of the race.

Green Flag or Green Light This indicates the end of a Danger Area controlled by yellow flags. In these circumstances overtaking is PROHIBITED until the point where the Green Flag is displayed has been passed. It is also to signal the start of a warm-up lap and is shown at all posts during the first lap of each practice session and warm up laps.

Yellow and Red Striped Flag Oil, water or another substance is affecting adhesion on this section of the track.

White Flag **Shown waved**, there is a slow moving car, ambulance or similar vehicle on the track. This flag indicates that the rider will encounter the vehicle in the current section of the track. It is forbidden for a rider to overtake another rider during the display of the waved white flag. Overtaking the slower moving vehicle is permitted. As soon as such a vehicle stops on the track, the white flags will be maintained and the yellow flags presented. NB – At some circuits a stationary white flag may be displayed before the pit-lane exit to indicate to riders on track that slow moving riders are leaving the pit-lane. Overtaking is permitted in these circumstances.

Chequered (Black and White) Flag Finish of race or practice session.

Chequered Flag and Blue Flag These flags are shown together at the start line when a rider(s) immediately precedes the leader on the final lap before the finish line.

Yellow flag with Black Cross Start of last lap.

1.4.3. **Flags Which Convey Information and Instructions**

Yellow Flag

Danger on this section of the track.

MOTIONLESS

This indicates a possible waved yellow flag ahead. Overtaking is not permitted.

WAVED

This indicates that there is danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown. Offending riders will be penalised, see Judicial Procedures.

During the final inspection lap, the yellow flag must be presented motionless at the exact place where the flag marshal will be positioned during practice and races.

White flag with diagonal red cross – SEE ALSO 1.4.4 Neutralisation of Races – SAFETY CAR

This will be displayed at marshals' posts during the whole of the neutralisation of a race by a safety car.

This is used to neutralise the track in the event of an incident on the circuit which may involve marshals or medical staff. Riders must act ON SEEING THE FLAG, this may be prior to intervention by the Safety Car.

Riders must gradually slow down and must not overtake until the point where the green flag is shown on the start line after the withdrawal of the Safety Car. Offending riders will be penalised, see Judicial Procedures.

Red Flag or Red Light

The race or practice is being interrupted, the red flag will be waved at each marshals post and the red lights around the circuit will be switched on. Riders must return slowly to the pits. The pit lane exit will be closed and the red flag shown

motionless. Riders must not exit the pit lane.

Blue Flag

Shown waved, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. Any infringement of this rule may lead to a penalty being imposed. At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

Black Flag

This flag is used to convey instructions to a rider and is displayed at the startline and selected flag marshals' posts together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart until allowed by an official. Offending riders will be penalised, see Judicial Procedures.

Black Flag with Orange disc

This flag is used to convey instructions to a rider and is displayed motionless at selected flag marshals' posts around the circuit with the rider's number. The flag informs the rider that the motorcycle has a suspected mechanical problem and likely to endanger himself or others. The rider must leave the track immediately. Offending riders will be penalised, see Judicial Procedures.

1.4.4 **Neutralisation of Races – SAFETY CAR**

The procedure will be as follows:

If, during a race, an incident, other than rain, puts at risk the safety and renders impossible the normal progress of the competition, the Race Director may decide to neutralise the race.

The following procedure will be respected:

- 1) A White flag with diagonal red cross must be displayed at marshals' posts during the whole of the neutralisation.
- 2) The riders must slow down. Overtaking is forbidden.

- 3) A white board bearing the words "Safety Car" will be displayed on the start line during the whole neutralisation.
- 4) When the leading rider approaches the start line at the end of the lap when the neutralisation was decided, a "Safety Car" equipped with red flashing lights on the roof, will enter the track with its lights switched on.
- 5) The riders catching the "Safety Car" will line up in single file behind, without overtaking it. The "Safety Car" will also be equipped with green rear facing lights. If the green lights are switched on, then the rider immediately following the "Safety Car" is authorised to pass it. This procedure may be repeated in the event of the car entering the circuit in front of any rider other than the race leader with the objective of ensuring that before the end of the intervention period it is the race leader that is immediately following the "Safety Car". Any rider authorised to pass the car must do so at restricted speed and then continue around the circuit with caution to take up his position at the end of the queue of riders following the "Safety Car" fully respecting any warning flag signals and mindful that an incident clearance will be in progress around the circuit.
- 6) Riders may stop at the pits. However, all MCRCB regulations must be adhered to.
- 7) After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the track when instructed to do so by an official with a green flag or when the green light situated there is turned on. These instructions will be given 10 seconds after the last machine in line behind the "Safety Car" has passed, riders must join the end of this line and not overtake in order to gain their original position. The pit lane exit will then be closed and riders will have to wait for the next lap.
- 8) During the last lap of the Safety Car intervention, the red roof lights will be extinguished on the Safety Car and all flag marshals posts will display a number board with the figure "0" displayed (whilst continuing to show the white flag with a diagonal red cross), indicating to riders the safety car will enter the pit lane at the end of this lap and that the race will resume.
- 9) When the "Safety Car" has left the track, overtaking is forbidden up until the start line, where a green flag will be displayed. The white flag with a diagonal red cross will then be immediately withdrawn. The exit of the pit lane will then be permanently open again and the race will continue normally.
- 10) Each lap completed by the "Safety Car" will be counted as a "race lap", unless, the race is eventually stopped after two-thirds distance (rounded down) has been completed by the race leader whilst the safety car procedure is still active, in which case the results will go back to the end of the lap prior to the Safety Car being introduced. (Exception: Intervention during a Superbike race see below)
- 11) All the other rules of the race remain valid.
- 12) A rider who inadvertently overtakes must raise his arm and resume his correct position to avoid a penalty.

1.4.4.1 Neutralisation of Races – Safety Car, item applicable for Superbike only

In the event of a race being neutralised at any point after the race leader has completed two-thirds (rounded down) of the original race distance, the first three laps of the “Safety Car” deployment will not count as a “race lap”. At the point when it is decided to call in the “Safety Car”, the new actual number of laps to the end of the race will be displayed on the timing screens to advise teams. In the event of this scenario a board or digital display will also be shown to riders at the start/finish line counting down the last five laps of the race.

Example: 18 laps race. Two thirds distance point 12 laps. “Safety Car” deployed on lap 14, comes in at the end of lap 16, three laps added to total actual race distance, new race distance 21 laps. “5 laps to go board” shown as the riders start their 17th lap.

1.4.5 Marshals Uniforms

All trackside uniforms will be orange, pit lane/startline uniforms may be an alternative colour.

1.5 ADMISSION TO THE START

1.5.1 Grid Positions

Grid Positions can be decided by Qualifying practice, in the case of multiple races the Fastest Lap time in the preceding race, Championship Positions or Ballot as stated in these Regulations or an event Bulletin.

1.5.2 Qualifying Practice

1.5.2.1 When identical times are recorded by more than one rider in the official practice session(s) for the race the second best practice time will be taken into consideration and so on, if a tie remains.

1.5.2.2 If a class is split into two practice groups these groups will be decided by championship positions (1st in group 1, 2nd and 3rd in group 2, 4th and 5th in group 1, and so on). If championship positions are not available then selection to a group will be decided by ballot. The fastest overall qualifier will be on pole with the other grid positions alternating between the two groups, except for the last two positions which may be allocated by the organisers. If a different method is used this must be stated in the Championship Conditions/supplementary regulations or an event Bulletin.

1.5.2.3 The maximum number allowed to practice at any one time will be the number allowed to race (as stated on the Track Licence) plus 50% unless otherwise stated in the Championship Regulations or event Bulletin.

1.5.3 Grids

Unless otherwise stated in the Final Instructions:

1.5.3.1 All solo grids will be 4-4-4 etc. and there should be a distance of 9 metres between rows.

1.5.3.2 Pole position, will be on the opposite side of the circuit to the direction of the first corner.

1.5.3.3 Rows will be in “echelon”.

1.5.3.4 The maximum number allowed onto the grid will be as per the Track Licence unless a lower number is stated in the Championship Regulations or an event Bulletin.

1.5.4 For all Championship Races the Grid positions shall be decided by qualifying Practice sessions in accordance with these General Regulations unless otherwise stated in an event Bulletin.

1.5.4.1 QUALIFICATION

a) Each rider must complete a minimum of 5 laps on the same make and type of machine to be raced.

b) The Race Director will exclude the following riders

Any rider whose practice times are not within:

a) Superbike - 107.5% of the fastest qualifier.

b) Other classes - 110% of the fastest qualifier

c) Should a competitor not set a qualifying time the Race Director or Clerk of the Course may, if the rider complies with 1.5.4.1 (a):

i) If space is available include him on the back of the grid if that rider sets a qualification time in a free practice session (relevant to the fastest qualifier in that session).

ii) For the Superbike and Supersport classes ask the Stewards to include him on the back of the grid if space is available, however, he must have past experience and lap times to justify his inclusion.

iii) For other classes include him on the back of the grid if space is available and he is satisfied the rider has past experience and lap times to justify his inclusion. In this case the riders will be individually briefed and may be black flagged during the race.

d) Any rider who is considered to be unsatisfactory by the Race Director or Clerk of the Course may be excluded.

1.5.4.2 The maximum number of starters in the Superbike class will be 36, unless a lesser number is stated on the Track Licence.

1.5.4.3 The make of tyre may be designated.

1.5.4.4 The number of tyres used for all practice and/or races may be limited.

1.5.5 Conditions

The following conditions will apply:

1.5.5.1 PRACTICE

a) The qualifying practice sessions will be stated in the Final Instructions. In principle this shall be a minimum of two 20 minute sessions.

For the Superbike class it will be a single session of 50 minutes duration. However, these may be amended in a “force majeure” situation or if the circuit length or local planning conditions dictate otherwise.

b) Should any practice session be disrupted, the Race Director/Clerk of the Course will normally resume the session to achieve the Championship criteria.

- 1.5.6 RACE DISTANCE - This will be stated in the Final Instructions and may be amended by the Race Director at any time by showing on Timing Display Screens and/or by the issue of a Bulletin.

1.6 START PROCEDURES

1 15 minutes before the Start of a Superbike or Supersport race (10 minutes for all other classes)

- a) Pit Lane exit opens for sighting lap. Riders may make more than one sighting lap by passing through the Pit Lane.
- b) Countdown boards 5,4,3,2 and 1 minute are shown at the Pit Lane exit to indicate the time remaining to the closure of the Pit Lane exit. Riders may make adjustments to the machine or change machines.
- c) See article 1.8.1 if practice was dry and race conditions are wet.

2 10 minutes before the Start of the Race (5 minutes for all other classes)

Pit Lane exit closes.

- a) The sighting lap is not compulsory. Riders not completing a sighting lap may start the warm-up lap from the Pit Lane but will start the race from the back of the grid. They must not push the Motorcycle onto the Grid .
- b) Riders who do not go on to the grid may start the warm up lap from the Pit Lane under the instructions of the marshal positioned at the Pit Lane exit. Such riders must have tyre warmers removed and may not change tyres/wheels after the display of the 3 minute board.
- c) When the Riders reach the Grid after the sighting lap, they must take up their positions and may be attended by up to four persons. All attendants on the Grid must wear a "Grid pass", with the exception of an "umbrella girl" who may attend in addition.
- d) Officials will display panels, at the side of the track, indicating each row of the Grid, to assist Riders in locating their Grid position.
- e) The Race Director may, at this stage or earlier, choose to declare the Race as "wet" or "dry" and will indicate this to the Riders on the Grid and those who may still be in the Pit Lane by the display of a board. If no board is displayed the Race will automatically be "dry".
- f) A rider who encounter technical problems on the sighting lap must return to the Pit Lane to make adjustments. In this instance, the Rider must start the warm up lap from the Pit Lane. Any rider starting the warm up lap from pitlane will forfeit their grid position and start from the back of the grid.
- g) Riders on the Grid may, at this stage, make adjustments to the Motorcycle or change tyres to suit the Track conditions. Tyre warmers may be used on the Grid for Superbike and Supersport classes (but not the other classes), these may be powered by a generator. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of one kilowatt and a noise limit of 65 dB/A. No batteries or other electrical supplies are permitted on the Grid, other than a self-contained starting device.
- h) All adjustments and changes of tyres/wheels must be completed by the display of the "3 minute" board. After this board is displayed, Riders who

wish to make adjustments must push their machine to the Pit Lane where they may continue to make adjustments. Such Riders will start the warm up lap from the Pit Lane. Any rider starting the warm up lap from pitlane will forfeit their grid position and start from the back of the grid.

- i) Refuelling, or the changing of fuel tanks, after the Pit Lane exit opens for the sighting lap(s) is forbidden.

3 5 minutes before the start of the Warm Up lap (Superbike and Supersport only)

Display of 5-minute board on the Grid.

4 3 minutes before the start of the Warm Up lap

Display of 3-minute board on the Grid.

- a) Removal of tyre warmers and generators from Motorcycles on the Grid and in Pit Lane. The Grid and Pit Lane Marshals will enforce this Regulation.
- b) All persons other than the Riders, one mechanic per Rider and the person holding the umbrella for the Rider must leave the Grid.
- c) No person associated with a Team is allowed to go to the Grid at this point.

5 1 minute before the start of the Warm Up lap

Display of the 1-minute board on the Grid.

- a) At this point the person holding the umbrella must leave the Grid.
- b) The mechanic will, as quickly as possible, assist the Rider to start the Motorcycle and will then vacate the Grid.

6 30 seconds before the start of the Warm Up lap

Display of 30-second board on the Grid.

- a) Riders on the Grid must be in position on the Grid with engines running. No further assistance from mechanics is permitted and they must leave the Grid.
- b) Any Rider, who is unable to start his Motorcycle **must** remove it to the Pit Lane where he may make further attempts to start it. Such Riders may start the warm up lap from the Pit Lane (see 1.6.3.7).

7 2 minutes before the start of the Race

Green flag shown.

- a) The Riders will complete their warm-up lap(s), at unrestricted speed, followed by a safety car. Any Rider deliberately delaying his completion of the warm up lap(s) may be directed to the rear of the Grid.
- b) As soon as the Riders have passed the Pit Lane exit, any Riders waiting there will be permitted to join the warm up lap. The Pit Lane will then be closed.
- c) On returning to the Grid the Riders must take up their positions with the front wheel of their Motorcycle up to the line defining the Grid position and keep their engines running.

- d) Riders starting the warm up lap from the Pit Lane must start the Race from the back of the Grid. If there are two or more Riders starting from the back of the Grid, they will take up position in the order in which they qualified.
- e) An Official will stand at the front of the Grid holding a red flag.
- f) Any Rider, who arrives after the safety car has taken up its position at the back of the grid must stop beside the safety car and start the race from there, as directed by a marshal.
- g) Any Rider, who encounters a problem with his Motorcycle on the warm up lap must return to the Pit Lane and make repairs. Riders will not be allowed to join the Grid and may start the Race from the Pit Lane on the instructions of the Official.
- h) Completion of the warm up lap(s) is compulsory.
Any Rider who stalls his engine on the Grid or who has other difficulties must remain on the Motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

NB Warm-Up Lap(s), “Yellow Flag Zone”

The warm-up lap should be completed at unrestricted speed until the point where stationary yellow flags are shown, in principle this will be from the corner preceding the start line. Prior to this point riders should not tour or weave from side to side.

Once riders have entered the “yellow flag zone” they may still overtake but must be aware that riders may be slowing and may weave to generate heat in the tyres.

At events where 2 warm-up laps are incorporated the above will apply to the second lap.

8 Start of the Race

- a) As each row of the Grid is completed the Officials will lower the panels indicating that their row is complete. The panel will not be lowered when a Rider in that row has indicated that he has stalled his Motorcycle or has other difficulties. When all panels have been lowered and the safety car has completed its lap(s), an Official at the rear of the Grid will wave a green flag.
- b) Any rider who arrives after the safety car has taken up its position at the back of the grid must stop beside the safety car and start the race from there, as directed by a marshal.
- 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 will be displayed for between 2 and 5 seconds. The red light will go out to start the Race.
- e) Any Rider who anticipates the Start (false start) will be penalised (see Judicial Procedures).
- f) If, after the red light has gone out, a Rider stalls his Motorcycle then the Start Line Marshals may assist the Rider by pushing him along the Track until the engine starts. If, after a reasonable period, the engine will not start then the Rider must push it into the Pit Lane, under the supervision of the Officials, where his mechanics may provide assistance to start it.

- g) After the Riders have passed the exit to the Pit Lane, the Official situated at this exit will display a green flag or light to start any Riders still in the Pit Lane.
- h) After the leading Rider has passed the Finish Line at the end of his first lap, no further Motorcycle are permitted to start the Race (unless the Race is interrupted within three laps).

9 Delayed Start: weather-related

In the event of a change of a weather conditions after the 3 mins board has been shown, the countdown sequence of the start procedure may continue in the knowledge that the start will be aborted.

Two minutes before the scheduled start of the race:

- i) Green flag shown accompanied by a yellow flag from the starters podium
- ii) The riders may make one lap at reduced speed and enter the pit lane.
- iii) A new pit lane opening time will be announced together with any instruction on whether to use the “normal” or “quick” start procedure.

10 Delayed Start: other issues

- a) Should there be a problem on the Grid that might prejudice the safety of the Start then the Starter may display a yellow flag or a flashing yellow light and the board “Start Delayed”.
- b) In this instance Riders must stop their engines and **one** mechanic per Rider will be permitted to enter the Grid to assist the Riders.
- c) The start procedure will recommence at the three-minute board stage, the Riders will complete an additional warm up lap and the Race distance will be reduced by one lap.
- d) The Rider(s) responsible for the delay will start the Race from the rear of the grid or the Pit Lane exit, if they have left the grid.

11 Advanced Start

The start procedure may be advanced by the Race Director. This will be notified to Teams by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap(s).

This will be used in principle when there are time restraints due to television coverage or the circuit has limitations on time.

1.7 FALSE (JUMP) STARTS

A false (jump) start occurs when, before the signal to start is given, one or more Riders move forward from their prescribed position (On returning to the Grid the Riders must take up their positions with the front wheel of their Motorcycle up to the line defining the Grid position and keep their engines running).

Anticipation of the start (jump start) is defined by the motorcycle moving forward when the red lights are on. The Race Director will decide if a penalty will be imposed and must arrange for the Team to be notified of such

penalty on the timing monitors. A board may also be displayed in the pit lane indicating the same. The notification of a jump start is one of "fact".

Such notification will be made within the first five laps of races of 20 laps and under or within the first ten laps of races of over 20 laps.

Following a review of each race start, if it is deemed that no infringement of the regulations has occurred, the statement "No Jump Starts" will be published. This will also be considered a statement of fact.

1.8 **WET AND DRY RACES**

All Races will be categorised as either wet or dry. A board will be displayed at either the exit to the Assembly Area, Pit Lane or on the Grid. If no board is displayed the Race is automatically dry.

1.8.1 **Dry Race** - A Race classified as dry will be interrupted by the Race Director if he considers that climatic conditions affecting the surface of the Track makes it likely that Riders will wish to change tyres. However, he may take into consideration the type of tyre permitted for the class.

1.8.2 **Wet Race** - A Race classified as wet, usually commenced in varying or wet conditions, will not be stopped for climatic reasons, except as stated in 1.8.6, and Riders who wish to change tyres must enter the Pit Lane and do so during the actual Race.

1.8.3 In all cases where a Race is stopped for climatic reasons, then the restart will, automatically, be a "wet" Race.

1.8.4 A Practice or warm-up will be defined by the Race Director/Clerk of the Course as wet when more than 50% of the participants are using tyres other than slicks or when the Track is wet during the session. In both cases a "Wet" board will be shown.

1.8.5 The Race Director/Clerk of the Course may at any time up to the Start of the Race declare the Race "wet or dry". The start procedure may be suspended by notification to the Competitors.

1.8.6 The Competitors must ensure Motorcycles are using tyres suited to the conditions. The Race will not be stopped for climatic conditions unless the Race Director/Clerk of the Course considers there has been a serious deterioration of the weather. If a Competitor continues to use unsuitable tyres and if reports are received indicating that as a result the Competitor is not in control of his motorcycle the Race Director/Clerk of the Course may order the display of a black flag to that Competitor.

1.8.7 **WET PRACTICE - Superbike and Supersport Classes Only**

If the official Practice and Race day warm-up is dry and the Race is declared Wet, a Practice session, the length of which will be determined by the Race Director and advised to Teams by the display of a Board may be held prior to the commencement of the Start Procedure. At the end of the Wet Practice session Riders will return to the Pitlane. There will be a brief interval (in principle 5 minutes) before the Start Procedure is commenced. The Start Procedure may be accelerated by the Race Director, which will be

notified to Teams by the display of boards indicating the time remaining to the closure of the Pit Lane exit and to the start of the warm-up lap(s).

1.9 FINISH OF A RACE

- 1.9.1 The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying thereafter until the last rider finishes that lap.
- 1.9.2 No riders are allowed to start a fresh lap after the chequered has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their position determined by the order in which they finish.
- 1.9.3 Should the end of the race signal inadvertently or otherwise be displayed before the leading rider completes the scheduled number of laps - or before the scheduled race time has been completed, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn accordingly, but if the chequered flag is given to a competitor other than the leader then the result will be taken when the leader last crossed the start/finish line. Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the competitors be classified accordingly.
- 1.9.4 The exact time at which a machine crosses the finish line is to be registered, this will determine the final finishing order and will be a judgement of fact. The organisers may use photographic equipment to assist, however the decision of the Chief Timekeeper is final.
- 1.9.5 To be classified the rider (and the passenger) must be in control of the machine when taking the chequered flag. The machine must cross the finishing line within 3 minutes of the showing of the chequered flag to the winner and must have completed 75% of the race distance, unless otherwise stated in the Regulations. If this results in a part lap being calculated then it will be rounded down to a complete lap (e.g 75% of a 10 lap race is 7 laps).
- 1.9.6 In the case of a tie at the end of a race, where championship points are awarded, both competitors will receive the relevant placing points with the next placings points being discarded. Where prize money is awarded the prize money for that and the following place will be added together and divided equally.

1.10 STOPPING AND RESTARTING A RACE

- a) Only the Race Director (or in his unavoidable absence his deputy) may decide to stop a race prematurely. For climatic reasons a race can only be stopped once.
 - b) A Red Flag will be given at the start line and simultaneously at all other marshals posts.
 - c) When these signals are displayed all riders must stop racing and return slowly to the pit lane area under the instructions of the course marshals.
- 1.10.1 The conditions under which a race will be restarted depends on the status of the race and are as follows:**
- 1.10.1.1 If a race has to be stopped with **less than 3 laps of its duration** completed (by the race leader) it will be considered null and void.

- a) All riders originally taking part shall be allowed to restart.
 - b) In principle, the restarted race shall be for the full race distance from the original grid positions. The place of any motorcycle unable to take part in the restart shall be left vacant.
 - c) If conditions have changed to wet or damp conditions or there are time restraints due to Television or circuit limitations on time, the Race Director may reduce the race distance.
 - d) If it is impossible to restart the race, no points will be awarded towards any Championship involved or any prize money paid.
- 1.10.1.2 If a race has to be stopped **between 3 laps and two-thirds of the race distance**, rounded down to the nearest whole number of laps, (by the race leader) it will be considered as a first part of a two part race.
- a) Competitors will be restarted from a grid based on the finishing order of the first race.
 - b) The finishing order of the first race will be the order as of the number of laps completed by the race leader, when the red flag was first shown, less one lap.
 - c) Only riders who are classified as finishers in the first race may re-start. This may include the rider(s) responsible for the Red Flag. However, any rider who crashes must obtain medical clearance before being allowed to re-start.
 - d) In principle the number of laps of the second race will be the number of laps required to complete the original race distance.
 - e) If conditions have changed to wet or damp conditions or there are time restraints due to Television or circuit limitations on time, the Race Director may reduce the race distance. He may also deduct laps for a sighting lap/warm-up lap.
 - f) There must be a minimum of 5 laps.
 - g) The final result will be based on the results of the second race only.
 - h) If the second race is stopped it may be re-run at the discretion of the Race Director over a minimum of 5 laps.
 - i) If it is found to be impossible to restart the race the result of the first race will count. Only competitors who are racing at the showing of the red flag will be classified. If the race is part of a Championship then half points will be awarded.
- 1.10.1.3 If a race has to be stopped **after the leader has completed two-thirds of the original race distance**, rounded down to the nearest number of laps, it will be considered to have finished.
- a) The order of classification shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag will be classified.
 - b) Unless the Safety Car is being used then E1.4.4 applies
(Neutralisation of Races)
- e.g. 18 lap race**
- 1) 2 laps completed by the race leader - result null and void.
 - 2) 3 laps completed by the race leader - 2 part race results of first race as at end of lap 2, 2nd race over 16 laps.

- 3) 12 laps completed by race leader - result stands as at end of lap 12 even if all other riders have completed only 11 laps.

1.10.1.4 If a race has to be stopped after the leader(s) have taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are **actively competing** at the showing of the red flag will be classified.

1.10.2 Re-Starting a Race

When a race is stopped riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a re-start or second part to the race minor repairs may be carried out.

The following procedure will take place:

- 1) Upon arrival in the pitlane, riders may make adjustments to their motorcycle; refuelling is permitted. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pitlane service area).
- 2) When all riders have entered the pitlane the Race Director will announce the time remaining to the re-opening of the pitlane.
 - a) The minimum duration between the announcement and the actual opening of the pit exit will be 3 minutes.
 - b) The time remaining to the opening of the pit exit will be displayed on timing screens and a large visible countdown clock in the pitlane.
- 3) When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. An official will be placed at the pitlane entrance to direct any rider arriving behind the Safety Car into the pitlane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- 4) Any riders remaining in the pitlane after it has been closed will have to start the warm up lap(s) from the pit exit and start the race from the back of the grid.
- 5) After the closure of the pitlane exit, tyre warmers must be removed from all machines remaining in the pitlane.
- 6) **ONE mechanic only, per rider**, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case of a restarted race utilising new grid positions, the mechanic should avail himself of his riders' new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- 7) All riders will arrive back on the starting grid, and stop, with engines running, **no adjustments may be made**. Any rider encountering difficulties on the "out lap" from the pit exit must enter the pitlane.

- 8) As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown. At this point the mechanics must **immediately** leave the grid by the quickest route.
- 9) After 30 seconds have elapsed a green flag will be shown to start the warm up lap(s).
- 10) The number of warm up laps will always be one, with the exception of:
 - a) A restarted race classified as “wet” if the original race was “dry.”
 - b) Events at venues where the lap length is less than 1.5 miles. (e.g. Brands Hatch Indy, Knockhill, Mallory Park)
 - c) Any significant change in localised surface conditions following a repair or treatment.

In the above cases a, b and c, the number of warm up laps will be two. For any extraordinary situation – a board will be displayed indicating the number of warm up laps.
- 11) The warm up lap(s) will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. The pitlane exit will remain closed until after the start of the race. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
- 12) Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.
- 13) Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- 14) Riders who started the warm up lap from the pitlane must start the race from the back of the grid as directed by officials. Any rider arriving after the Safety Car will also start from the back of the grid.
- 15) After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pitlane may then start the race up until the point when the lead rider has crossed the finish line to complete the first racing lap.

REAL TIME EXAMPLE OF MINIMUM TARGET TIME FOR RESTART

Minutes	
00.00	Red flag
02.00	All riders arrived in pitlane + 3 mins warning to pit opening
05.00	Pit exit opened
06.00	Pit exit closed
07.00	First Rider Arrival on grid
07.30	Safety Car arrives – 30 secs board – Mechanics leave
08.00	Green flag
10.00 appx.	Arrival on grid for race start (one warm up lap)
12.30 appx.	Arrival on grid for race start (two warm up laps)
NB:	Any laps deducted for the remaining part of the race will be commensurate with the time ultimately lost between the red flag time and anticipated restart time.

1.11 MEANS OF PROPULSION

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and by the natural forces of gravity. The Race Director may authorise marshals to assist. Any unauthorised assistance will result in exclusion.

1.12 CONDUCT DURING THE MEETING

- a) Riders must obey the flag signals, the light signals and the boards which convey instructions.
- b) During a competition, riders must not manoeuvre in a foul, unfair or dangerous manner.
- c) Riders must at all times, including in the pit lane, ride in the correct direction and in a responsible manner which does not cause danger to other competitors, officials or participants.
- d) A rider must not gain an unfair advantage, however slight.
- e) A rider must not tour or unfairly hinder the progress of other riders or cause a hazard.
- f) A rider may remount after an accident during practice or racing unless instructed not to do so by the section Incident Officer or Medical Officer on the grounds of safety. If requested, the rider must report to the medical centre and technical officials immediately and receive clearance to continue. This must be a written clearance and must be handed immediately to the Race Director or the Secretary of the Meeting.
- g) Riders who retire from the race must immediately leave the course with their motorcycle and leave it in a place and in such a position as not to endanger the other riders.
- h) Riders should use only the track and the pit lane. However, if a rider leaves the track then he may rejoin it at a place indicated by the marshals or at a place which does not provide an advantage to him.
- i) During practice and races, riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.

1.13 ASSISTANCE IN THE PITS

- 1.13.1 A rider may only receive assistance or have his machine refueled, with the engine switched off, in the garage or pitlane area, with the proviso that the through-lane in the pitlane must be kept clear at all times.
- 1.13.2 Any rider who enters a garage during a race will be deemed to have retired and will not be able to continue in the race.

1.14 CHANGE OF RIDER OR MOTORCYCLE

- 1.14.1 **A change of rider** may only be made by a registered entrant. In principle this may only be accepted up to 1 hour prior to the first timed practice session of the meeting. A change in rider may be accepted up to 1 hour prior to the final practice session for the relevant class at the discretion of the Stewards of the Meeting and a payment of an entry fee including any late entry premium.
- 1.14.2 **Change of Machine**
 - 1.14.2.1 Changing of machines between riders during a race is forbidden.

1.14.2.2 A rider can only race a machine of the same make and type on which he has qualified. All machines must have passed technical control.

1.15 PARC FERME

1.15.1 Machines must go direct to the parc ferme immediately after each qualifying practice and race, see Technical Regulations. Failure to comply will incur judicial penalties in accordance with B 4.5.4

1.15.2 For full procedure see Technical Regulations G 3.51.1

1.16 PROTESTS

These must be made in accordance with the procedures stated in the Judicial Section of the Code.

1.17 POINTS SCALE

1st	25 points	6th	10 points	11th	5 points
2nd	20 points	7th	9 points	12th	4 points
3rd	16 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

For any other championship specific points scoring refer to MCRCB Championship Regulations Section F.

1.18 MODIFICATION OF THE CLASSIFICATION AND PRIZES

If a penalty has been imposed, the classification must be modified.

1.19 LOSS OF THE RIGHT TO AN AWARD

Any rider who is excluded from the classification during a meeting forfeits his rights to any award in that race, subject to his right of appeal.

1.20 PAYMENT OF PRIZE MONEY

Payment of prize money will be made in accordance with conditions set by MSVR.

1.21 TERMINATION OF A MEETING

A meeting is not considered to be terminated until the final results have been approved and all possible protests and appeals have been finally adjudicated upon.

1.22 RESULTS

The published results must be signed by the Chief Timekeeper, or his deputy, and the Race Director or his deputy. They must include the title of the meeting, the race title and the time of issue.

1.23 CHAMPIONSHIP CLASSIFICATION

1.23.1 The classification of the riders, passengers, team and manufacturer is based upon the number of points gained by them in the different rounds of the Championship after taking into account the regulations applicable to the competition.

1.23.2 **In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.**

1.24 PADDOCK TRANSPORT

This refers to all forms of transport in the paddock whether motorised or unmotorised and includes bicycles, roller skates and scooters PLEASE READ THE FOLLOWING CAREFULLY:

- a) The MCRCB require all motorised paddock transport to be registered. Unregistered motorised machines not carrying a BSB pass are not allowed into the BSB paddock.
- b) **The following conditions apply:**
 - 1) Paddock transport may only be used from 30 minutes prior to the first practice session to 1 hour after the last practice session or race.
 - 2) Paddock transport is restricted to Competitors and essential Team Personnel only. The paddock is a working area and transport should be restricted to moving pit trolleys, equipment and tyres within the paddock area, and for movements of those with allocated garages to and from the living area. Paddock bikes must only be used with care and only when absolutely necessary.
 - 3) Motorised paddock transport is restricted to well-maintained and fully silenced scooters (max 125cc), exceptions for 4 wheel transport may be given by the MCRCB.
 - 4) Skateboards and similar are not allowed.
 - 5) Transport is limited to the rider and one passenger if there are facilities to carry a passenger.
 - 6) Children under 16 years of age (unless a competitor) are not allowed to ride any form of transport in the paddock including cycles. Competitor will be held responsible and the likely penalty will be EXCLUSION of the competitor regardless of who is involved. Irresponsible behaviour from anyone connected to a team may result in exclusion from that meeting for that competitor and his team. See article B 2.27 for penalties.
 - 7) All competitors are reminded that scooters are for paddock use only.
 - 8) Race machines must only be ridden to and from practice, race or technical control and must be ridden in a responsible manner. Testing in the paddock or any service road or public area is forbidden and may result in exclusion from the meeting.

1.25 FIRE REGULATIONS

1.25.1 Competitors Fire fighting Equipment

All competitors should carry a minimum 2kg. dry powder fire extinguisher on their "Working Vehicle." The extinguisher must be in good working condition.

1.25.2 Fire Regulations at Circuits

1.25.2.1 At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the steward(s).

1.25.2.2 All fire posts must be clearly marked.

- 1.25.2.3 In addition to the fire equipment at each post there must be sufficient :-
- Extinguishers at the marked points in the paddock.
 - Extinguishers in the pit area.
 - Extinguishers in the scrutineering bay.
 - Extinguishers in every medical centre/room.

1.26 MEDICAL EXAMINATIONS

Competitors who are involved in an incident may be required to report to the Chief Medical Officer. The competitor will not be allowed to start another race or practice session at a MCRCB event until they receive written notification that they are fit to ride. This must be given to the Race Director or Secretary of the Meeting either at the current event or the next MCRCB event they enter. Failure to comply will result in automatic exclusion.

1.27 "BURN-OUTS"

To comply with the wishes of the circuit-owners the spinning of the rear wheel on the circuit is strongly discouraged particularly as it may damage the circuit. Any excessive or unreasonable behaviour in this regard, particularly if it leads to damage of the circuit will result in a fine and/or penalty points being imposed by the Clerk of the Course plus a cost for damages to the circuit.

1.28 THEFT OF MACHINES

Any competitor found and subsequently convicted for knowingly using a machine or parts which have been stolen will have their Registration suspended for a minimum of 12 months.

1.29 SELLING OF PASSES

It is strictly forbidden to sell passes. The circuit may take legal action against the person concerned. If a competitor or a member of his team is found to be selling passes that competitor and his team may be immediately excluded from that meeting and subject to further disciplinary action.

1.30 COMPETITOR/TEAM CONDUCT

The registered competitor shall be responsible for the conduct of all mechanics and all other persons assisting in any capacity with his entry, but each of these shall be responsible for any infraction of the rules/regulations. Infringement of the regulations may result in exclusion from the meeting for that competitor and his team and possible further penalty.

1.31 CONDUCT IN THE PIT LANE, SIGNAL WALL AND GRID

- Unless in a garage, only competitors and teams connected to the practice or race being run at that time are allowed in the pit lane.
- Only personnel with the correct pass are allowed in the pit lane, signal wall (area) and grid.
- Only personnel whose rider is competing in that practice or race are allowed onto the signal wall (area) and grid. These personnel must have the correct pass.
- Children under 16 years of age are not allowed into the pit lane, signal wall (area) or grid, unless a competitor in that practice session or race.
- The maximum speed in the pit lane is 60 kph.

Penalties may be imposed in accordance with Judicial Procedures.