



2025 BRITISH & NATIONAL CHAMPIONSHIPS RULES FOR TEAMS AND RIDERS



1. Introduction

The "Rules for Teams and Riders" define the commercial undertakings, standards, practices and obligations to be observed by teams, riders and manufacturers participating in all classes of the 2025 British Superbike Championship series, hereafter referred to as "BSB/or the Championship".

The commercial, media and organisation rights holder of the 2025 Bennetts British Superbike Championship is MotorSport Vision Racing Limited, hereafter referred to as "MSVR" or "the Promoter".

2. The Paddock

- 2.1 The paddock will be organised by MSVR staff. Parking of all team vehicles will be under the control of MSVR staff and all teams must respect the instructions received.
- 2.2 Paddocks will not open to teams until, in principal 8.00am, on Thursday for a Sunday race or 8.00am on Friday for a Monday race. The use of the paddock area on the day before the first day of practice is subject to agreement between each venue and MSVR. Exact information on timings can be found in the final instructions for each meeting posted approx one week prior to the event at www.msvr.co.uk/bike
- 2.3 The paddock will be segregated into various areas into which teams will be entitled to bring certain vehicles.

3. Working Area

- 3.1 Reserved for working trucks i.e. those vehicles that carry the motorcycles and the equipment.
- 3.2 Teams are entitled to bring into the working area:
 - 3.2.1 In the BSB Championship class: one transporter truck per rider.
 - 3.2.2 In all other classes one transporter truck per team or one transporter truck for riders wishing to work out of that awning together. The truck may have an awning attached as a working area only when the rider(s) associated with that truck have not been allocated space in a pit box. In both cases above (3.2.1 and 3.2.2) the vehicles must display a "Working Paddock" vehicle pass.
 - 3.2.3 When semi-trailers are utilised, teams must be prepared to remove the tractor unit, if instructed, to a separate parking area.
 - 3.2.4 No living vehicles will be allowed in the working area except where the living accommodation is an integral part of the working truck. Caravans with awnings will **not** be accepted as working vehicles. The minimum standard for a working vehicle is a van with an attached or self standing awning.
 - 3.2.5 Working vehicles must be painted in team or company livery. They must be well maintained and clean. Any wastewater from the vehicles must discharge into a holding tank or, via a hose, to a drain.
 - 3.2.6 Absolutely no hospitality may be provided in the working area.

4. Pit Boxes

- 4.1 **Pit Box allocation is at the exclusive discretion of MSVR** and will take into account the facilities and logistics of each venue. Circuits with permanent pit boxes of a reasonable size (World or International championship standard) will be defined as Grade A and those venues with temporary or smaller facilities will be Grade B. With the one bike regulation applicable in all classes, the following allocation will apply.

At Grade A venues, one box per 2 rider Superbike team, thereafter in order of category remaining Supersport, Superstock and BTC. Satellite/affiliate (in order of category) Supersport, Superstock teams to Superbike teams will be located adjacent to the Superbike set up where possible. At Grade B venues the allocation maybe adjusted to one box per Superbike rider, thereafter as per Grade A.

The presentation order will be the highest ranked permanent registered team from the previous season, presentation order for the first round will be the highest ranked permanent registered teams from the previous season thereafter the current **teams'** championship order after each subsequent round. Superbike wildcards may be given a garage if space permits. In event of a rider or team being penalised for a sporting regulations breach, MSVR may at their exclusive discretion, and without appeal, modify the garage order at the next event, disregarding the rider's championship position.

- 4.2 Any team who forfeits the use of a pit box will result in the box being re-allocated at the exclusive discretion of MSVR. In all cases MSVR reserve the right over the final pit box allocation at all times.
- 4.3 Teams who are not allocated space in a pit box must provide their own awnings from which they may work. Working awnings may be no larger than 6m wide from the side of the truck and in principle may not extend in front of or to the rear of the truck. Free standing awnings are permitted.
- 4.4 The following conditions apply to vehicles parked behind pit boxes:
 - a) Each BSB team will have an allocation of a maximum width of 4.5m (including walkways) for each working vehicle behind the pit boxes.
 - b) Where possible each Supersport, Superstock and BTC team will have an allocation of 4 metres (including walkways) for each working vehicle behind the pit boxes.
 - c) No awnings will be permitted on vehicles behind the pit boxes.

d) Slide outs are permitted on vehicles of the BSB class but only to the extent that these do not extend more than 1 metre on either side and, in any case, where the vehicle can still be accommodated within the total widths shown above.

e) No slide outs on vehicles are in the Supersport, Superstock and BTC classes unless exceptionally authorised.

f) No tail lift or ramp on a team-working vehicle is permitted to extend more than 2.5m from the rear of the vehicle (other than for the purpose of initial set up or breakdown). Tail lifts must remain closed at times other than initial set up or breakdown.

g) No stairs or lockers must extend more than 0.75m from the side of a working vehicle. (Stairs from the side of a vehicle must run parallel to the side of the vehicle and not extend at 90° to the vehicle).

In all instances, final allocation of space in and behind the pit boxes is at the discretion of MSVR.

4.4.1 Teams who are allocated space in a Pit Box must observe the following conditions:

The pit lane facing door must be fully open during the following times:

- During the practice session in which any team occupying the particular garage is participating.
- During the race in which any team occupying the particular garage is participating.
- During any official "Pit Lane Walks" organised by MSVR
- During "Open Days" that may be organised at certain events.

4.4.2 It is not permitted to hang banners, tents etc., or erect other barriers which deny visual access to the pit box from the front.

4.4.3 It is permitted to erect "Tensa" or similar barriers in front of the pit box. The barriers may not be more than 3m in front of the box and are, in any case, subject to relocation or complete removal on the grounds of safety, if so decreed by the Race Director.

4.4.4 Teams allocated Pit Boxes must have internal garage wall displays and floors.

5. Signalling Area canopies

5.1 Teams may erect canopies on the pit wall, to conduct timing and signalling activities:

5.1.1 Canopies are restricted to one for every two Riders in a team.

5.1.2 Canopies must be properly constructed and secured.

5.1.3 Canopies must be visually smart and presentable and carry advertising restricted to the team and its sponsors.

5.1.4 The Team occupying a pit box has the first priority on the pit wall space opposite their pit box.

5.1.5 Pit canopies must not be built or dismantled during track activity.

6. Service Area

6.1 Reserved for vehicles belonging to Service Companies that are accredited for the Championship by MSVR from which a genuine service to competitors is provided. Each Service company will be charged an accreditation fee, dependent on the size and scale of the on-site requirement. These vehicles will be required to display "Paddock" vehicle passes.

6.2 Tyre Service Companies

6.2.1 Companies supplying tyres to competitors are the only Service Companies entitled to erect working awnings.

6.2.2 Only tyre service companies that supply more than 8 riders may have more than one working vehicle and awning.

6.3 Other Service Companies

6.3.1 Companies providing other services are restricted to the use of one working vehicle. A small awning may be used on these vehicles at the discretion of MSVR where space permits.

6.4 Absolutely no hospitality may be provided by Service Company vehicles.

7. Transportation

7.1 Private Cars

7.1.1 Private cars are not permitted into any area of the paddock. The sole exception will be for the delivery of equipment or catering supplies for which a temporary pass, giving access for a short time duration, will be available from MSVR race administration.

7.2 Crew Vehicles

7.2.1 Teams in the BSB Championship class are permitted to use one crew vehicle per rider. **A crew vehicle must be an MPV type vehicle with clear team identification.** (Estate type cars are not acceptable, certain SUV type vehicles may be accepted on application). Crew vehicles must be used for the sole purpose of team transportation at the beginning and end of practice and racedays, and may access the working paddock at these times accordingly.

7.3 Scooters

7.3.1 Paddock transportation can only be done with step through scooters which have passed a control and been issued a pass for the relevant season. All other types of motorcycles e.g. minimotos, enduro bikes, novelty bikes and Gopeds are not permitted. Electric step through scooters are permitted and it is recommended that they are fitted with an audible warning device. At the first round a check will be made of the scooter and the third party insurance and if satisfactory will be issued a pass with a unique number by MSVR, this must be clearly visible at all times, a photo will be taken of the machine approved. The rider is responsible for all use of his scooter and any breach of the conditions of use will result in penalties for the rider and team (as detailed in the conditions). All users are reminded that

scooters are for paddock use only (i.e. not for use to and from the public admission gate). All users are reminded that scooters are for paddock use only (i.e. not for use to and from the public admission gate).

7.3.2 Scooter passes will be issued on the following basis:

No. of riders in team:scooters

1:1 / 2:2 / 3:3

Any additional allocation will be at the discretion of MSVR.

8. Passes

- 8.1 Seasonal registered teams will be provided with permanent “worker” passes valid for the whole season, for working team members, in accordance with the class by class allocation.
- 8.2 Wildcard Team members will be supplied with wristbands. These are for genuine workers only, the serial number of the wristband will be recorded against the rider entry and any team found to be abusing this privilege will have the facility removed.
- 8.3 Passes will be provided for seasonal registered team guests in accordance with the class by class allocation and will be either “Premium”, valid for all eleven events or “one-event”. In the case of the “Premium” pass, teams are responsible for the allocation and return of this pass. Passes, if lost, mislaid or abused will not usually be replaced.
- 8.4 One event passes **for the use of bona-fide team guests** will be available to purchase at a special rate. **This facility is available at events only.** Guest passes may be paid for and collected one event in advance of the relevant meeting with the exception of the first round where they may be available at the pre-season tests.
- 8.5 Teams must keep accurate records of the serial numbers of premium passes that they issue to guests, this information must be available for audit by MSVR at any event.
- 8.6 Teams are responsible for the integrity of the pass system within their team. Sanctions will be imposed on any team whose members abuse the pass system in anyway, for example:
Lending permanent passes or vehicle passes to another person – sanction of automatic fine of £100 for first offence, £200 for second offence, third offence resulting in exclusion from the meeting or where that meeting is near completion, exclusion from the following meeting.
Selling guest passes – sanction of automatic fine of £200 plus withdrawal of guest pass privileges (allocation and purchase) for the next three events.
- 8.7 Any Team, and or member of which is found to be involved in the production, sale or distribution of forged passes, permanent or one event, will incur severe financial penalties and will be required to disperse with the services of the team member involved. Such instances will also be reported to the appropriate authorities.
- 8.8 Teams are also responsible for the behaviour and deportment of their guests. Guests should be advised that they are expected to respect the instructions of officials and that their attire should reflect, at minimum, normal standards of casual or motorcycle clothing.
- 8.9 Permanent “worker” passes will be issued to each registered Team for its sole use. Applications for worker passes shall be made by the Team by completing the section within the online entry and submitting to MSVR. Failure to complete this section in full and uploading the necessary digital photographs to MSVR may result in no passes being available for the first Championship Event. For classes held within World Championship events, separate passes will be issued for these events.
- 8.10 Passes are issued on the condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless to MCRCB and their employees, agents, representatives and servants, MSVR, the Venue owner, any participating Team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.
- 8.11 By accepting the issue of MSVR passes the Entrant, Competitor and Team are deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions and to ensure the observance thereof.
- 8.12 Passes are issued subject to the following conditions:
 - a) Passes may only be used to gain access to the areas indicated on the face of it. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn.
 - b) Passes may only be used by the person to whom they are specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each meeting. The passes will contain a colour picture to ensure full identification of the pass holder.
 - c) The Grid and Signal wall is not classified as the Pit Lane. An allocation of Grid/Signal wall passes will be issued for these areas and will be indicated on the pass. These passes will not be replaced if lost, stolen or mislaid.
 - d) MSVR Paddock passes, premium passes and circuit tickets do not give access to the Pit Lane, Signal Wall or Grid.

- e) Briefed Officials will carry out Grid and Signal Wall sweeps. Any person asked to leave these areas, must do so immediately and without question. The Paddock Marshals and Officials retain the right to remove any passes as they see fit and report any incidents back to MSVR.
- f) Permanent worker passes are for those working for the team. Any team who applies for a pass for a person who is found not to be performing the job documented on the entry form will have the pass removed and their entitlement to that pass revoked.
- g) **MSVR passes must not be removed from the official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times.** It is forbidden to combine with or enclose an MSVR pass within a wallet or holder of any kind or to attach additional items of any kind to it.
- h) MSVR reserves the right to request further proof of identity in addition to a pass.
- i) MSVR at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate pass.
- j) MSVR issued passes at all times remain the property of MSVR and may be issued, altered or withdrawn at any time at the absolute discretion of MSVR.
- k) MSVR reserves the right to remove from the venue any person who is found to have violated the pass conditions and/or to withdraw permanently an MSVR pass issued to such person and/or to take or instigate legal proceedings against that person.
- l) All registered Teams are fully liable for any personnel and vehicle passes issued to them by MSVR and/or received on the Competitor's behalf. The misuse of any passes allocated to a Team, Competitor or Entrant may result in MSVR imposing a penalty for each act of misuse of the pass in accordance with MSVR judicial procedures together with the confiscation of the pass concerned for such period of time as MSVR shall deem appropriate.
- m) Passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to MSVR. Any requests for changes to vehicle passes due to a change of windscreen must be accompanied with documentary evidence from the windscreen and/or insurance company.

PASS SYSTEM SUMMARY - IMPORTANT

In the following you will find detailed information about the type of credentials required to enter the Paddock, Pit Lane and track and other important information. Please read these notes carefully. It obviously falls upon the teams to manage their allocation of premium passes and ensure their proper use and distribution by/for team sponsors and guests. Each pass number must be noted by the team with the holders name and an audit must be available for MSVR to review at all times.

Passes for grandstand and other public areas in the circuit do not allow entry to the Track, Pit Lane or any of the BSB restricted areas. Therefore any person found in these areas must wear the proper accreditation issued by MSVR.

There are two types of BSB passes:

- Personnel passes
- Vehicle passes

PERSONNEL PASSES

The Personnel passes can be permanent (for the whole BSB season) or One Event (for one round only).

Permanent passes - bear the name and photo of the pass holder. One Event passes always carry the event date and wristbands are coloured according to the round.

There are four different types of personnel passes depending on the activity of the pass holder:

- Worker Pass
- Premium Guest Pass (valid for the whole season)
- One-Event Guest Pass
- Media Pass

WORKER PASS

The worker pass is issued to the personnel who work or do a professional activity during the event or BSB Championship inside the RESTRICTED areas (Paddock, Track or Pit-Lane). Applications for a worker pass on the relevant form on online entry must include full details of the job function of the person. Under no circumstances should worker passes be allocated or distributed to sponsors or guests, any such passes will be withdrawn. MSVR will approve all worker pass applications taking into account the general size and standard of the team.

There are three types of Worker passes (One Event or Permanent):

- Full Worker – Reserved for officials' and broadcast TV crews
- Pit lane Worker
- Paddock Worker

One event pit lane and paddock worker passes may take the form of wristbands at some events.

PREMIUM GUEST PASS

The Premium pass is a non-working guest pass valid for all BSB events. The pass does not bear a photograph of the holder and may be transferred. There is a security attachment to ensure that it used once only to gain

admission to the circuit on each day of an event. This pass allows access to the paddock, and the viewing areas all the time. It also allows access to the pit lane during any pit lane walkabout period.

ONE-EVENT (1E) GUEST PASS

The 1E guest pass is a non-working guest pass is valid for a single BSB event as displayed on the pass. The pass does not bear a photograph of the holder. The pass will be barcoded or clipped to ensure that it is used one only to gain admission to the circuit at an event. This pass allows access to paddock, and the viewing area all the time. It also allows access to the pit lane during any pit lane walkabout period.

MEDIA PASS

The Paddock media pass is exclusively created for the professional Media/Photo/TV/radio reporters working on BSB. The Paddock access is always allowed with no limitations. Trackside photography access for accredited media will be allowed when the Media Vest is worn and the pass owner is signed on. As exception, this pass has access to Pit Lane (with Media vest) during the Podium ceremony of all the categories. Pit Lane/Grid access must be stated on the pass to allow access at all other times.

PERSONNEL PASS DISTRIBUTION (PER RIDER incl the riders' pass)

CATEGORY	WORKER (APPLICATION – UP TO) excl riders pass	SIGNAL ACCESS (on pit lane passes only)	GRID ACCESS (on pit lane passes only)	PREMIUM Paddock GUEST (FOR PERMANENT RIDERS ONLY - valid for all BSB events)	ONE EVENT GUEST (per ev.)
BSB***	9 Max 8 – Pit Lane 1 – Paddock	4	6**	10	15
BSS/BSS CUP	6 Max 5 – Pit Lane 1 - Paddock	4	4	8	
BTC*/ SUPERSTOCK/ SPORTBIKE	5 Max 4 – Pit Lane 1 - Paddock	3	3	6	
SUPERTEEN*/ BMW*	Max 4 Pit Lane	2	2	4	
SIDECAR*	Max 4 Pit Lane	3	3		

*Valid for rounds where the class is competing ONLY

**5 Technical Staff and 1 Approved Rider Assistant

*** 1 Grid Pass for the overall Team Principle for each Team. Please notify lucy.hart@msv.com of the nominated Team Principle.

VEHICLE PASSES

Passes are required for all vehicles entering the restricted areas. Each vehicle category will have a distinct pass. (see also article 7).

Paddock WORKING VEHICLE

Gives access to the race transporter that is being used for running the motorcycle from or any service/supply vehicle that will be parked static in the paddock for the duration of the event.

LIVING VEHICLE (see also article 10)

Gives access for the living vehicle into the living area. Only 1 per rider as part of the entry.

ADDITIONAL LIVING VEHICLE (see also article 10)

This will give access when available within the living vehicle area or if space is limited to any secondary area as advised by the MSVR paddock team. A limited number of these passes are available at a fee of £440.

CREW VEHICLE

For the BSB category, where relevant for the vehicles transporting the team personnel. **These vehicles must carry team identification as article 7.2.**

PRIVATE VEHICLE

For team staff parking in the designated area.

SCOOTER

For authorized paddock transport, within the paddock to/from the living vehicle area as article 7.3.

9. Hospitality

9.1 MSVR and the host venue are the exclusive hospitality rights holders at BSB events.

- 9.2 MSVR may grant hospitality rights to teams at their exclusive discretion. In principle such rights are reserved for BSB teams, each with direct manufacturer affiliation and may be operated from structures or facilities provided by third party contractors.
- 9.3 **No team, manufacturer or sponsor may operate hospitality facilities without the express consent in writing of MSVR.**
- 9.4 Catering/hospitality units must comply with the following requirements:
- Awnings must be affixed to the vehicle and may not be free standing.
 - Vehicles must be painted with the Team and/or Sponsor logos.
 - Presentation of the units must be such that all aspects present a good visual image.
 - Access to the public areas of the units must be available via either the front or the side of the unit.
 - Any tail lifts on the vehicle must be permanently closed during the period of the event.
 - Units must be self-contained and not rely on other units for kitchen facilities or staff.
 - Units must be capable of being erected utilising exclusively the area allocated and not adjacent areas or supplementary vehicles.
 - Vehicle and associated awnings must be well maintained and clean. Any wastewater from the vehicles must discharge into a holding tank or via a hose to a drain.
 - All hospitality service providers must provide MSVR with full details the following:
 - public liability insurance policy with a minimum cover of £2M
 - risk assessment covering construction, operation and breakdown and fire safety
 - food hygiene certification

10. Living Area

- 10.1 One space and services will be provided per rider competing in the series (either permanently or on a one event basis). A living vehicle is defined as a motor home or caravan only. **Tents are not permitted and a pitch in the public camping must be purchased for them.**
- The following will apply:
- One "Living Vehicle" pass/allocation will be issued per rider, if required.
 - A maximum of one additional living vehicle pass valid for all events for each permanently registered rider in the Championship for the use of other working team members, if required, may be purchased (subject to availability) at a cost of **£440**, giving access to the Living Area or Additional Living Area. **Anyone established having supplied this to unauthorised parties will forfeit this option and not be entitled to a refund. This pass is not for sponsors or media.** Only a set number of these are available and once sold will no longer be available.
 - Living vehicles need not be painted in team liveries but must be well maintained and presented in a clean and tidy manner.
 - Any wastewater from living vehicles must discharge into a holding tank or, via a hose, to a drain. The use of awnings on motor homes is permitted only where there is sufficient space at the discretion of the responsible MSVR staff.
 - The erection of washing lines or similar arrangements is strictly forbidden after the commencement of the event.
 - Under no circumstances should the Living Vehicle passes be transferred to guests. Any evidence of this will result in the pass being withdrawn for the season and the living vehicle and occupants ejected from the area.

11. Entries

The 2025 system will open for number reservations for the support classes at 10am on 6th December 2024 through to 5pm 12th January 2025, at www.bsbteams.com. The cost of this is £400 (non-refundable) per entry which will then be deducted from your first entry fee payment. The exception to this is the BMW F900 R Cup where a separate registration fee will apply.

To ensure fairness MSVR operate a first come first served policy on support class race numbers. Number reservations are for riders that are contesting the whole championship, not for wildcard entries. If your chosen number has already been reserved by someone else you will be shown either the riders name or a TBA

The top 10 finishers in the 2024 championships have an automatic entitlement to the number that represents their finishing position. Only once they choose to decline it or reserve an alternative number will that number become available to be allocated at MSVRs discretion. Any rider wishing to use a top 10 number who did not finish in the equivalent 2024 championship position should complete their number reservation with their second choice number and then email bsb@msvracing.co.uk with their preferred top 10 option to enquire whether it may be allocated to them.

Only numbers 1-99 will be available for each class (3 digit numbers are not permitted)

The full entries system will then open at 10am on Monday 13th January, 2025. If you do not reserve a race number in the number reservation period of 6th December 2024– 12th January 2025, your number and place on the grid cannot be confirmed until you have fully submitted the entry and paid the first instalment of the entry fee.

The closing date for Season entries is Friday 14th March 2025.

Wildcard entries will close 2 weeks prior to the first day of the event in question

Withdrawal from an event must be made in writing to bsb@msvracing.co.uk giving reason. Any refund will be at the discretion of MSVR but official withdrawal is not made in advance of an event no refund will be considered.

When a rider/team withdraws from a championship during the season all personnel and vehicle passes MUST be returned to MSVR within 10 ten days of withdrawal from the championship. All passes remain the property of MSVR at all times. Any refund will be at the discretion of MSVR.

12. General

12.1 Presentation of Team

12.1.1 Every team in the British Superbike, Supersport Championships, Superstock and British Talent Cup Championships must have a recognisable and presentable team uniform.

12.1.2 Team uniform must be worn by all team members who work in the pit lane, signalling area or grid during practice or racing.

12.1.3 Teams in all other categories are kindly requested to make best efforts to achieve the same presentation standards.

12.2 Electricity

An electricity supply shall be made available for the Teams and competitors during BSB subject to the following conditions:

12.2.1 Teams and competitors must have all electrical equipment PAT tested prior to use. Where equipment is not PAT tested and/or it is found to be causing electrical failures on site, then you must immediately cease using the equipment. If you fail to cease using the equipment, then we reserve the right to disconnect the equipment and to confiscate it for the remainder of the Championship.

12.2.2 Teams and competitors connect into our electricity supply at their own risk. We will not be liable for any damage caused (whether directly or indirectly) to any equipment connected into our supply.

12.2.3 No persons shall interfere or tamper with the power masters.

12.2.4 Any electric or other cables or hoses that cross roadways must be covered by a proprietary cable/hose protector and any cable ramps should be marked with reflective warning tape.

12.3 Children

12.3.1 Children, under the age of 16 years (excluding competitors) will not be entitled to permanent worker passes, will not be admitted to the pit lane and may not perform the role of "umbrella holder" on the grid.

12.3.2 Furthermore it is not permitted for children to ride scooters, bicycles, rollerblades etc. in the working paddock area. This is strict condition imposed upon the organisation under the terms of its public liability insurance.

13. Television

13.1 By entering the Championship, Competitors, Entrants and Teams are obliged to assist The Promoter in the promotion of the Championship and in particular with television coverage and exposure:

a) All Competitors, Teams and Entrants are obliged to assist The Promoter's nominated TV Production Company in the filming of Championship Events through granting of interviews when requested and any other reasonable requests of the TV Production Company or The Promoter.

b) The Riders finishing first, second and third in each Championship Race should, if required, make themselves available immediately either before or after the prize giving ceremony for media interviews in accordance with the requirements and directions of The Promoter.

c) Motorcycles may be required to carry an on-board camera during testing, qualifying sessions and/or the Races at the request of the TV Production Company or The Promoter. No other on-board video, still or motion picture cameras will be permitted without prior approval from MSVR. No form of advertising or promotion must be in-view of the camera unless specifically stated by The Promoter.

d) Competitors, Teams and Entrants may use only non-broadcast quality video cameras. These cameras may only be operated from within the Team's own pit garage or Paddock area. Footage from these cannot be used for commercial exploitation or public broadcast in any media. Any footage produced in breach of this Regulation will forthwith upon request be delivered to The Promoter in addition to any penalty imposed.

e) Any Competitor and/or anyone connected with a Competitor, Team or Entrant is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.

f) Any Competitor wishing to have an on-board camera must contact The Promoter. The decision as to which Motorcycle/s is/are to carry an on-board camera rests solely with the TV Production Company and The Promoter, whose decision shall be final.

g) In the case of a registered Entrant/Team competing with more than one Motorcycle the decision as to which Motorcycle carries an on-board camera from time to time shall rest with The Promoter, whose decision shall be final.

h) Each Team is permitted to install its own brackets to incorporate an on-board camera subject to the prior approval of the Chief Technical Officer and the nominated TV Production Company.

- 13.2 The Promoter's nominated TV Production Company shall have unrestricted access to radio communications between Team members and any video footage produced by the Teams or their associates and may incorporate any such material in its coverage of the Championship.
- 13.3 All footage obtained or recorded by the Promoter's TV Production Company of the Championship belongs to The Promoter and all Competitors, Entrants, Teams and their associates consent to their images being used by The Promoter (and those authorised in it) for promoting the Championship and merchandise associated with the Championship.
- 13.4 TV Grid Walks – all Riders, who have qualified on the front four rows only, in all Championship Races must arrive on the Grid in good time and must remove their helmets to facilitate TV Grid interviews. Helmets may be put back on at the 3 minute board. Helmets may remain on in the event of rain.

14. Unmanned Aerial Vehicles ('Drones')

- 14.1 Recreational use of drones is not allowed at events run under an MCRCB Permit
Commercial/media operators may only use drones for aerial work at events run under an MCRCB Permit when all of the following requirements are met:
The drone operator holds a valid CAA Permission and operates within the parameters of that CAA Permission at all times. The drone operator holds a minimum £5million public liability insurance cover, specific to aerial work.
The drone operator prepares an operations plan and submits it to the event organiser in advance.
The drone operator has the prior written agreement of the event organiser and venue owner, and operates within the parameters of their permissions, which may be more restrictive than a CAA Permission.
The drone operator signs on with the event organisers before operating the drone.
The drone operator does not overfly the track.
The drone operator obeys the instructions of event Marshals and/or Officials at all times.

15. Advertising

- 15.1 No advertising of tobacco or tobacco products is permitted in any shape or form in the Championships.
- 15.2 Additionally, any products that are not permitted to be advertised on UK terrestrial, cable or satellite television are also prohibited during the course of the Championship. The Promoter reserves the right to censor any advertising, which may, at the absolute discretion of the Promoter be deemed to be unsuitable.
- 15.3 Any Motorcycle or Rider considered by the Promoter, at its absolute discretion, to be exhibiting unsuitable advertising may be excluded from the Championship and any Event thereof.

16. Publicity

- 16.1 Each Team, if requested, must participate in the official Pre-Season Media Event organised by MSVR.
- 16.2 At all Championship Events:
Riders, wearing their leathers or Team uniforms, must take part in any autograph session, Pit Lane walkabout and pre-race parade, should this be requested by the Promoter.
Superbike rider name signs for display about pit garages (where applicable) may be provided by the The Promoter to the first event at no cost to the Competitor or Team/Entrant. These must be displayed above the allocated pit garage doors at every Event or above the awning if a pit garage(s) is/are not allocated. There will be a charge for replacement if these signs are damaged or lost.
- 16.3 Each Rider, as requested, must make themselves available free of any charge or expenses to The Promoter and/or the Championship Sponsor for Championship promotional purposes.
 - a) For the Pre – Season Media Event
 - b) For a maximum of three further full days during the season when requested by The Promoter/Organiser
- 16.4 All Riders, who qualify for an award shall attend the podium ceremony. Failure to attend the podium ceremony may result in a penalty being imposed by MCRCB/MSVR.
- 16.5 Riders finishing first, second and third in the Riders' Championship and a representative of the winning team and manufacturer may be required to attend the Championship Awards Ceremony at the end of the year as so informed by MSVR. Additionally, the competition Motorcycles of the Riders finishing first, second and third in the Riders' Championship should also be available for display at this function.
- 16.6 In signing the Championship Registration Form each Entrant, Rider and Team agree that MSVR and the Championship Sponsors may make use of his/her activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
- 16.7 All riders may be required to carry a Championship and/or Sponsors logo on their leathers and/or motorcycles. This information and material will be supplied by the Promoter or Sponsor.**

17. Social Media Guidelines

- 17.1 Ahead of the 2025 Bennetts British Superbike Championship please ensure that all team members including riders are aware of the following conditions, particularly those responsible for team PR. These are in addition to the Teams Regulations supplied directly to Superbike Team Owners and Managers:
There should be no team members attempting to film trackside for track footage at any time. This includes pitlane during Qualifying and Races.
During Free Practice and Warm Up pit exits and entry, plus work within the garages is permitted.

Teams are able to film within their garage or in the paddock, except for live streaming during Qualifying and Races due to the live TV coverage.

These should be clips of max 45 seconds and not 'Live' streams. There is no maximum limit for interviews recorded for social media distribution with riders/team personnel.

No filming should take place on the starting grid without written permission from the Promoter as this is part of the live TV broadcast. For any team/rider PR social media this should be photography or clips of less than 30 seconds – again no live streaming.

All teams and riders have been invited to utilise the "cross-posting" feature on Facebook. This will enable a better way of sharing video content already published by the championship. For any questions, please contact Laura Stevens – laura.stevens@msv.com

Media who are granted filming access must only post directly to the authorised team's official account in collaboration with the official Championship channels. Content must not be distributed directly to any personal or secondary accounts. You are only issued access to film directly for your own team channel.

17.1.1 Any requests for filming activities outside of the short clips as above must be made in writing directly to the Championship, with a clear content outline and details of distribution at least two weeks' prior to the event. Only once a request is confirmed in writing by the Championship, can the filming be undertaken.

17.2 Onboard

17.2.1 **Only onboard cameras issued by the Promoter can be run during Championship events and Official Tests.** These are allocated at each round and compulsory when the team/rider has been selected.

17.2.2 Teams will have access to short clips for social media purposes once they have been posted by the official Championship channel in the first instance.

17.3 Event Hashtags

As per previous season each event will follow the same format and we encourage teams to utilise the event tag where possible - #BrandsBSB #KnockhillBSB etc.

18. Merchandising

18.1 The Entrant, Team and Competitor hereby authorise The Promoter to use and reuse and licence the use of images and representations of the Entrant's/Team's Motorcycles competing in the Championship (including the Manufacturer's name and logo), and the name, images and representations of the Rider, the Team and Team paraphernalia including (in so far as the same appears on the clothing worn by the Competitor or on Team paraphernalia or on the Motorcycles participating in the Championship) the logo and decals of all Sponsors of the Competitor and/or Team/Entrant for the purpose of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.

18.2 The Entrant, Competitor and Team acknowledge and agree that The Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the Championship and games including individual elements of the Championship.

18.3 The Entrant, Competitor and Team authorise The Promoter to use and licence others to use all Championship images and other material relating to the championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.

18.4 The Entrant, Competitor and Team shall assist The Promoter and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

18.5 MSVR will grant approval to each registered BSB class team to retail merchandise at events upon request. Each request must be made in writing by the BSB class team to MSVR at least 21 days before any nominated race Event. In the event that a BSB class rider wishes to retail personal merchandise at an Event, this must be done with the express approval from the BSB class team. The BSB class team must inform MSVR when applying for trade/retail space.

19. Testing

19.1 Superbike only

Between 1st January 2025 and 16th March 2025* testing is prohibited WORLDWIDE for those teams/riders listed on the 2025 Bennetts BSB Official Provisional Entry List, or who have lodged an intention to compete in the 2025 Bennetts BSB Championship and received acknowledgement by MSVR. In both cases teams/riders operating as a unit utilising rider, team personnel and motorcycles conforming to the class technical regulations. For the avoidance of doubt a BSB rider and team using an essentially BSB spec machine even with an alternative ECU, and team technical support present, is considered an infringement of this. Details of all circuit "training" activity must also be lodged with MSVR, who may require technical details of any motorcycle. MSVR will act as the sole arbiter regarding the definition and application of The BSB Testing Policy.

Testing in Spain (BSB rider/material in combination) will be authorized as follows:

From Monday 17th March up to 6 Private Days on condition of participation in any part of the official test at Navarra. In the event of subsequent non participation by a team in the official test at Navarra for any reason other than "force majeure", in the opinion of MSVR, the days utilised in Spain for private testing will be subtracted from the teams UK test number of days allocation, by a factor of x2. Spanish test period ends on 7th April 2025.

Testing in the UK and Ireland is unrestricted between 17th March – 17th April 2025.

From 18th April 2025 until 16th October 2025, testing is restricted to 12 "UK Test Days" (including all official UK test days organised by MSVR) at permanent circuits for registered teams/riders utilising motorcycles conforming to the class technical regulations in the UK and Ireland only which are AMRCO (The Association of Motor Racing Circuit Owners) members during the 2024 season (note Bishops court circuit in Northern Ireland is included in this approved circuit criteria.)

No testing may take place at the circuit hosting the championship event in the seven days preceding the first official practice day at the same circuit. This includes circuits with more than one configuration.

After the final event of the season, testing is unrestricted between 20th October 2025 and 31st December 2025.

Teams/riders must register all private test days with MSVR at least 48 hours before any planned event to gain approval. Private Test Days may be recorded as "full days" or "half days". In event of no pitlane exits (verified by CCTV or other means) at an official private test day the Test Day will be considered as not used for the purpose of the Test Day count. MSVR takes no responsibility for the standards, organisation and operation of test days outside of any official test days.

Applications for dispensation/waivers must be made in writing/email to MSVR. Written approval must be confirmed by MSVR. Exceptions to the BSB Testing policy may be granted if for example a BSB contracted rider is nominated as an official test or substitute rider for a registered team competing in the 2025 FIM World Superbike or FIM Endurance World Championship. In this instance any test must be confined to utilizing FIM WorldSBK/EWC machinery operated by a WorldSBK/EWC competing team. Limitations on track time may be proposed by MSVR.

19.2 All other classes

From 01.01.2025 to 02.05.2025 and 20.10.2025 to 31.12.2025 testing is unrestricted.

19.3 Supersport

From 09.04.2025 to 16.10.2025 testing is restricted to 12 days at permanent circuits for registered teams/riders utilising motorcycles conforming to the class technical regulations in the UK and Ireland only which are AMRCO (The Association of Motor Racing Circuit Owners) members. No testing may take place at a circuit hosting a championship event in the seven days preceding the first official practice day. This includes circuits with more than one configuration Teams/riders must register all test days with MSVR during this period at least 72 hours before any planned event to gain approval.

19.4 Other classes

Testing is unrestricted except no testing may take place at a circuit hosting a championship event in the seven days preceding the first official practice day at that venue. This includes circuits with more than one configuration.

19.5 MSVR takes no responsibility for the standards, organisation and operation of test days outside of any official test days.

19.6 Applications for dispensation/waivers must be made in writing/email to MSVR at bsb@msvracing.co.uk

19.7 Infringement of the above will result in the application of a penalty to the team and/or rider(s) concerned. This may be a fine and/or suspension from participation in part or whole of a BSB Championship Event.

* - For information, the following circuits are members of AMRCO: Anglesey, Brands Hatch, Cadwell Park, Castle Combe, Croft, Donington Park, Goodwood, Kirkistown, Knockhill, Lydden, Mallory Park, Mondello Park, Oulton Park, Pembrey, Rockingham, Silverstone, Snetterton, Thruxton. MSVR also permit private testing at Bishops court circuit.

20. Guest Pillion Laps

Any BSB team wishing to provide a sponsor/guest pillion lap MUST first apply in writing for permission from MSVR, details must include the identity of the guest and a substantive reason e.g championship, media, sponsor benefit. MSVR reserve all rights regarding the provision of this activity.

21. Miscellaneous

21.1 Riders, Sponsors, Manufacturers, Teams, Team personnel and Officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or image used or associated with the Championship without the prior written permission of The Promoter to do so.

- 21.2 All images, photographs, recordings or representations of the participation in the Championship or association with the Championship of Manufacturers, Competitors, Entrants and Teams may only be used for commercial purposes with the prior written consent of The Promoter (such consent not to be unreasonably withheld). No consent is required for normal media reporting of the Championship. All the broadcast, recording, terrestrial, cable, satellite, digital, video and rights in all other media (including but not limited to WAP or similar mobile communications platforms and/or devices, Internet, Interactive and/or other competitor accessed sources) to Championship Events are the property of The Promoter.
- 21.3 Any recording, broadcast, rebroadcast or reproduction without express permission of The Promoter is strictly prohibited. Competitors, Entrants/Teams, Sponsors or Manufacturers currently registered in the Championship may, subject to the prior written permission of The Promoter and subject to any conditions that they may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge except any that may be levied for technical and or research purposes. Rights requested by Sponsors, Advertisers, or any other commercial use must be made in writing to The Promoter and will be subject to Licence, which may include a fee or charge.

22. Penalties

- 22.1 WARNING: The terms of the "Rules for Teams and Riders - BSB 2025" are fundamental to the contract between the Promoter and the Competitor and the Entrant/Team and the manufacturer respectively. A breach of any of the "Rules for Teams and Riders - BSB 2025" may render the Competitor, the Entrant/ Team and/or the Manufacturer ineligible for competition and any further participation in this Championship will be entirely at the discretion of the Promoter. The Promoter as an alternative and/or in addition to excluding the Competitor, the Entrant/Team and/or the Manufacturer from the Championship may impose any one or more of the following penalties as a condition of continued participation in the Championship:
- Reprimand, which may include forfeiture of a Qualifying time or times
 - Time penalty
 - Fine of up to £100,000.00 for each breach of the "Rules for Teams and Riders - BSB 2025"
 - Disqualification
 - Forfeiture of Championship points (even if this results in a minus total of points)
 - Withdrawal, loss or suspension of entry to the Championship.

In addition or in lieu of any such penalty the Promoter may require the Competitor and/or Entrant/Team or Manufacturer to take such steps as may be reasonable to publicly mitigate any damage to the reputation of the Championship.

In the case of an alleged breach of any "Rules for Teams and Riders - BSB 2025" the decision of the Promoter is final as to the culpability and penalty and there is no appeal to the MCRCB. Continued future participation in the Championship may not be permitted until any fine imposed pursuant to these "Rules for Teams and Riders - BSB 2025" is paid in full.

- 22.2 Where in the opinion of the Promoter any Competitor, Entrant/Team(s) and/or Manufacturer has gained an unfair advantage (whether inadvertently or not) from a breach of the "Rules for Teams and Riders – BSB 2025" by its own actions or those of another Competitor, Entrant/Team or Manufacturer, the Promoter may impose any one or more of the penalties set out in "Rules for Teams and Riders – BSB 2025 (22.1) above in order to remove or otherwise compensate for such advantage.
- 22.3 Where in the opinion of the Promoter a Rider and/or Competitor and/or Entrant/Team and/or Manufacturer and/or team member and/or any person associated with any of the participants in any of the Championships has by an act or omission to act or otherwise brought the Championship and/or any of the Championships and/or any of the persons or companies related to the Championships into disrepute, then irrespective of any prosecution under the MCRCB Judicial, Sporting and Championship Regulations and/or these Supplementary Regulations, the Promoter may at their sole discretion impose any one or more of the penalties set out in "Rules for Teams and Riders – BSB 2025 (22.1) above.

For the avoidance of doubt, this includes (but is not limited to) the use or publication or broadcast of derogatory, defamatory, insulting, unfavourable, unsavoury or disrespectful remarks in any form of media - public or social - whatsoever. At all times the competitor remains wholly responsible and liable for any remarks or statements made or published