

## MCRCB TECHNICAL AND SPORTING BULLETIN TSB25-05

Issued 30.04.25

**Technical Control Protocol (in conjunction with the relevant Technical Regulations)**

The following protocol is issued by the Technical Director and Chief Technical Officer and will be established commencing at Oulton Park 3-4-5 May, 2025:

1. Technical Control will now require removal of the belly pan for better inspection
2. All oil containing parts must be lockwired – this is stated in the Technical Regulations but previously it has been ascertained that teams may have confined this to the filter/sump-plug/filler.  
  
Note: -the Sportbike Technical Regulations now allows oil coolers and Technical Control will be very strict on installation quality.
3. Rear Stand brackets are mandatory in Superbike (and all classes). Rear 'blades' are not permitted and 'bobbins' required.
4. Shark fins (rear swing arm attachment) – eliminate risk of intrusion/entanglement with limbs and extremities.
5. Tank Spacers in Superstock; a 50mm bonding strip area may extend along the sides of the tank and spacer cannot extend far around wrapping the tank, they are for the REAR area of the tank.
6. Superstock screens are under consideration by Technical Control due to known variances between aftermarket suppliers and component manufacturers. The Chief Technical Officer will be the sole arbiter on this point and a further clarification will follow.
7. BMW F 900 R CUP; Parc Ferme conditions will apply after both Free Practice sessions at Oulton Park Rd1 for the purpose of ECU verification and sealing.
8. BSB Superbike; Season rider safety clothing tagging will take place concurrent to the official group photoshoot on Friday 2 May, all safety clothing including back and chest protectors must be brought to the grid where an adjacent area will be established. Subsequent procedures will take place at future events for any replacement or wild card riders.
9. Checksum for ECU's in Supersport and Sportbike will be controlled during Technical Control (a control list will be published on Friday 2 May).
  - Technical Control and the series class ECU supplier appointed technician will control dashboard and ECU checksums:
  - If the Manufacturer maps (.dis) checksums are not correct they can assist at that point
  - If the Dash needs update they will assist at that point
  - If ECU firmware is not up to date the team must remove the ECU and wait for it to be updated. This will likely be after technical control or when circumstances allow, it will NOT delay machines that are in conformity.

Breaches of the above will be considered as a Technical Control fail and in the instance of a machine it will be required to be re-presented after modification/correction.

Any technical enquiries should be directed to [bsbtechnical@msvracing.co.uk](mailto:bsbtechnical@msvracing.co.uk)

ENDS.

