

MCRCB TECHNICAL AND SPORTING BULLETIN TSB25-12**Issued 27.09.25**

Practice/Qualifying – Bennetts BSB class

In consultation with teams and riders the Promoter/Organiser will implement a modified practice and qualifying format for the remaining rounds of the 2025 Bennetts British Superbike Championship.

The objective is to extend and use the free practice sessions for machine set up and balance of performance evaluation without influencing the composition of Qualifying.

A “Pre Qualifying” session (PQ) will be annexed to Free Practice 2 in order to establish the regular Qualifying groups (Q1/Q2).

Tyre Control will be established from PQ onwards.

For 2026 the tyre material and event usage allocation will be reviewed.

The relevant 2025 MCRCB Sporting Regulation covering practice/qualifying (D3.1 / 3.2) is appended to this Bulletin for immediate application.

ENDS.

3 SPORTING REGULATIONS – EVENT AND RACE PROCEDURES

3.1 PRACTICE AND QUALIFYING/GRID POSITIONS (BSB)

Prior to the qualifying practice sessions/phases (Q1/Q2) there will be **three free practice sessions, and a Pre-Qualifying Practice session (PQ)** scheduled, all riders will be eligible to take part.

In the event of a red flag in Free Practice 1 or Free Practice 2 the time remaining countdown clock may not be stopped in these sessions.

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

In **Pre-Qualifying, Free Practice 3 and each Qualifying** phase riders must use tyres marked with the relevant event sticker. Display of tyre stickers on dry tyre material for **Pre-Qualifying, Free Practice 3 and Qualifying Practices will apply only if Pre-Qualifying, Free Practice 3 and a Qualifying phase is declared “dry”.**

In the case of a rider(s) seeded directly to Q2 (the top twelve riders from the **PQ** classification) and subsequently withdrawing from the event or declared unfit to take part in qualifying, the list of seeded riders to take part in Q2 will be confirmed after the **Free Practice 3**, with the next fastest rider(s) from the **PQ** classification taking the place of the withdrawn rider(s).

Q1: 15 minutes duration.

Riders listed from 13th onwards in the classification of **PQ** will be eligible to take part – subject to achieving satisfactory times during **the PQ session and/or any of the Free Practices** (within 107% the fastest time in at least one free practice session – 105% at circuits with a lap length of less than 1.5 miles), - dispensation may be given in exceptional circumstances by the Race Direction. At the end of the session a provisional classification will be published on the timing screen. Riders occupying positions 4th onwards will be prohibited from taking any further part in qualifying and their machines must go to the parc ferme. Lap times achieved by the **three** remaining riders will be deleted.

Q2: 15 minutes duration.

The top twelve riders from the classification of **PQ**, together with the top **three** riders from the Q1 classification take part - At the end of the session the top 3 riders must present themselves and their machine at the TV interview area and all other machines must go to parc ferme.

WET PROCEDURES

In the event of rain falling either immediately before or during BSB Qualifying and all previous free practices, and Pre Qualifying have been held in dry conditions, the start of that particular session may be delayed by up to 5 minutes to allow mechanical interventions/tyre changes etc.

Following the conclusion of Q2 a final classification and the Race 1 provisional starting grid will be published. This will be based upon the overall order of:

Q2 classification 1st – 15th: Race 1 grid positions 1st to 15th,
Q1 classification 16th and above - Race 1 grid positions 16th and above.

If any qualified riders do not record a lap time in Q1 he/she will start Race 1 from the back of the grid, in order of their times from **PQ**.

If a rider does not record a lap time in Q2 he/she will start from 15th grid position. In the case of more than one rider not recording a QP2 time, their grid positions from 15th upwards will be determined **by their PQ classification order**.

In the case where all BSB Qualifying Practice sessions have been cancelled or less than **50%** of Qualifying Session Q1 has been completed and the session is unable to be restarted, the grid positions will be based on the order of their times from **PQ**.

In the event of BSB Qualifying Practice session Q2 being cancelled or not completing **50%** of its planned session duration and at least **50%** of Qualifying Session Q1 duration has been completed, the final result

will be taken from a combination of the **PQ** result for the first twelve grid positions, with all other riders classified in the order of the Q1 result.

In the event of a red flag in Q1 or Q2 at a point with less time remaining than the time taken for one out lap from pit exit to the finish line then the session will not be restarted.

In exceptional circumstances during an event the Race Direction, with endorsement from the MCRCB Stewards may amend the qualifying procedure. In this case a Bulletin will be issued.

The first three riders in the final classification must attend the front row press conference as directed by MSVR.

The starting grid for Race 2 will be determined by the overall order of the best lap time set by each rider in Race 1. (Note: in the event of an interrupted race, only lap times set in the portion of the race which includes the finish of the race will count).

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

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

Any rider who takes part in Race 1 (defined as starting the race from the starting grid at the point the start signal is given or starting the race from the pitlane in accordance with E1.6.8 f/g), but does not complete one timed racing lap in normal conditions (the first lap from a standing start and laps under safety car conditions are excluded from this definition), and therefore does not record a best lap time, will start Race 2 in their Race 1 starting grid position plus 6 penalty places.

At events utilising the three race BSB format, the starting grid for Race 3 will be determined by the overall order of the best lap time set by each rider in Race 2. (Note: in the event of an interrupted race, only lap times set in the portion of the race which includes the finish of the race will count).

In the event of two or more riders setting an identical best lap in Race 2, the rider with the highest finishing position in Race 2 will take priority in the order.

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

Any rider who takes part in Race 2 (defined as starting the race from the starting grid at the point the start signal is given or starting the race from the pitlane in accordance with E1.6.8 f/g), but does not complete one timed racing lap in normal conditions (the first lap from a standing start and laps under safety car conditions are excluded from this definition), and therefore does not record a best lap time, will start Race 3 in their Race 2 starting grid position plus 6 penalty places.

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

Only a riders lap time set in a race using the tyres (front and rear together as a set) that he started the race on will be recorded for the purpose of determining the grid position for the next race.

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

3.2 **GRID POSITIONS (OTHER CLASSES)**

If one race is scheduled for the weekend, grid positions will be determined by the fastest laps achieved in qualifying practice.

If two races are scheduled for the weekend, the grids for Race 2 will be determined by the fastest lap times in Race 1, using the same criteria as set out for BSB in 3.1 above (**other classes will rely on the Free Practice(s) instead of Pre Qualifying in the event of the Qualifying Practice being cancelled**). Any deviation from this will be stated in the Final Instructions for that event.