



2013 INTERNATIONAL ULSTER GRAND PRIX MOTOR CYCLE ROAD RACE

UGP & Dundrod 150 Practice: Wednesday 14th August
Roads closed 1.30pm - open by 9.30pm

UGP Practice & Dundrod 150 Races: Thursday 15th August
Roads closed 10.00am - open by 7.30pm

UGP Races: Saturday 17th August
Roads closed 9.30am - open by 8.30pm

For further information contact:

NOEL JOHNSTON on tel: 07850 518533 or email: n-johnston@btconnect.com

Promoter

Dundrod & District Motorcycle Club Ltd.

SUPPLEMENTARY REGULATIONS

Official permit issued by MCUI (Ulster Centre) Ltd: 045/013
FIM Permit No. I.M.N. : 191/54

STEWARDS

MCUI (UC) Ltd :	J. Agnew & K. Carson
MCUI (SC) Ltd:	D. Tolan
ACU:	J. Wood
Dundrod & District Club:	G. Milliken & R. Campbell
Technical Steward:	H. Anderson
Clerk Of Course:	N. Johnston (No. 0137)
Assistant Clerk of Course:	M. Sanlon & E. Johnston M.B.E.
Race Secretary:	Mrs. L. Coulter
Treasurer:	K. Murphy
Chief Marshal:	D. McAllister
Chief Flag Marshal:	T. Best
Assistant Flag Marshal:	S. McClurken
Club Safety Officer:	R. Lilley
MCUI (UC) Safety Officer:	tba
MCUI (UC) Welfare Officer:	Yvonne Ward & team
Child Protection Officer:	V. Crichton
Fire Officer:	R. Graham
Incident Officer:	J. Courtney

NAME OF EVENT

1. The Race is that known as the International Ulster Grand Prix Bike Week, and is promoted by the Dundrod & District Motorcycle Club, hereinafter called the "the Promoters". It will be held on the Dundrod Circuit, Co. Antrim between Wednesday 14th & Saturday 17th August 2013.
2. The race will be run under the International Competition Rules of the FIM and the General Competition Rules of the Motor Cycle Union of Ireland and under the permit and by virtue of an order of the Department for Regional Development, N. Ireland, and these Supplementary Regulations hereinafter contained.

THE COURSE

The length of the course is approximately 7 miles 706 yards / 11.84 kilometres. The course will be ridden in a clockwise direction. The starting point will be at Rusheyhill, about six miles from Belfast.

RACES TO BE RUN

Dundrod 150 National Races: (non Irish Championship)

1. Dundrod 150 National Race - 5 laps
(For Newcomers & Support riders with machines 250cc -750cc including 650cc twins)
2. Ultralightweight/Lightweight Race - 5 laps
(For 125GP / Moto3 / Moto 450 / 250 GP / 400cc / 650cc Supertwins)
3. Dundrod 150 Challenge Race - 5 Laps
(For Newcomers & Support riders with machines 250cc -1100cc)
4. Dundrod 150 Superbike Race - 6 Laps
(For machines over 601cc to 1010cc)

UGP Races:

1. Superstock Race - 6 laps
2. UGP Supersport Race - 6 laps
- 3A. National UGP Ultralightweight (125GP / Moto3 / Moto 450) - 5 laps
- 3B. National UGP Lightweight (250 GP / 400cc / 650cc Supertwins) - 5 laps
4. UGP Superbike Race - 7 laps
5. Supersport Race - 6 Laps
6. Superbike Race - 6 Laps

ELIGIBILITY

1. Riders: In order to be eligible to enter this event all riders must be in possession of a 2013 FIM International Non Championship Licence for Road Racing or European A licence. MCUI riders need a "Super A Licence". Riders in the UGP Ultralightweight/Lightweight races and the four Dundrod 150 races must have at least a National Road Licence.
2. Entrants: the promoters reserve the right to refuse any entry, or the nomination of any rider without assigning any reason for such refusal.
4. Change of Rider: The same driver shall drive throughout the Race. If before the race the entrant desires to change the driver, he shall make an application to the Clerk of the Course in writing not less than one hour before the race is due to start. Every rider shall be fully qualified, as laid down in these regulations. In the event of a change of rider the replacement rider will be allocated a new riding number.
5. Machines: All machines must comply with the MCUI and the ACU National Sporting Code Group A1 for solos and with these UGP supplementary regulations. The onus of ensuring eligibility of any machines rests solely with the competitor. All Superbike, Superstock and Supersport machines must be on the 2013 FIM list of homologated machines.
6. Bodywork / Fairing : For all 4-stroke machines 400cc and over the following rule will apply: the lower fairing has to be constructed to hold, in case of an engine breakdown, at least half the total oil and engine coolant capacity used in the motorcycle, (minimum 5 litres). The inside of the lower fairing must be fitted with an oil absorbent and fire retardant material. Alternatively, a subsump fitted between the crankcase and the lower fairing is permitted and minimum modifications with relation of two holes 25mm. These holes must be remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Clerk of the Course.
7. A Maximum of 72 riders will be allowed to start the race.

ENTRIES

Applications for entry must be made on the official entry form and returned no later than Monday 15th July 2013.

Returned entries to: Race Secretary, Mrs L. Coulter, 10 Belfast Road, Nutts Corner, Crumlin, N.Ireland, BT29 4TQ or can be downloaded from www.ulstergrandprix.net and emailed to: lindac4@btinternet.com.

The promoters will select the applications received up to 72 solo entries, for each race. Unless 25 applications are received for any one race, that race may be cancelled.

No rider can be permitted to ride in more than 5 races/events per day.

All entries must be accompanied by an entry fee of £50 (€55) per each UGP race and £50 (€55) for each Dundrod 150 race, or maximum total of £200 (€220) per rider for meeting, no refunds will be issued after 1st August 2013.

ENTRIES RECEIVED WITHOUT THE REQUIRED ENTRY FEE WILL NOT BE ACCEPTED, NO CORRESPONDENCE ENTERED INTO.

Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.

All Overseas entries (including ACU/SACU) will only be permitted to start on production of START PERMISSION from their own FMN.

COMPETITORS WHO, WITHOUT GOOD REASON, WITHDRAW FROM A RACE AFTER 14th AUGUST OR DO NOT PRACTICE, WILL BE LIABLE TO A FINE OF UP TO £500.

INSURANCE - ACCIDENTS AND REPATRIATION

During the meeting and official practice, the minimum compulsory insurance coverages for all drivers, other than MCUI licence holders, according to Article 110.2 of the FIM Code are as follows:

In case of Permanent Disability	EUR 50,000
In case of Death	EUR 25,000
For Medical Treatment	EUR 10,000
Repatriation	EUR 4,000

They must have written Start Permission from their FMN to this effect.

For M.C.U.I. licence holders, personal accident cover for the following minimum benefits is required (except the UGP250, UGP Supertwins and Dundrod 150 races)

Death	£10,000
Permanent Total Disablement	£20,000

These insurance benefits can be effected in the Race Office at signing on.

Any enquiries should be directed to:

Alan Carlisle, Account Executive, Commercial Division

WILLIS GROUP, Floor 3, Centrepoint, 24 Ormeau Avenue, Belfast, BT2 8HS

Telephone: +44 (0)28 9089 5229 Mobile: +44 (0)7798 655944

Email: carlislea@willis.com Web: www.willis.com

SIGNING ON

All competitors must sign-on at the Race Office in the paddock between the following times Wednesday 14th August 2013: 9.00am - 2.00pm, before going to scrutineering.

A declaration must be signed by each competitor, confirming that they have not sustained any injury or consulted with a doctor regarding any injury or illness since the issue for their 2013 International Licence. This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.

NEWCOMERS ARE REQUIRED TO WEAR AN ORANGE/YELLOW JACKET THROUGHOUT PRACTICE. These can be collected from the Race Office when signing-on, at a cost of £20 which will be refunded after practice when jacket is returned.

All Newcomers must attend a briefing on Wednesday 14th August at 10.00am in the paddock. Following this briefing a coach will leave pit lane for a tour of the circuit with an experienced instructor.

PRE-PRACTICE EXAMINATION

All machines bearing the correct number plates must pass through the Scrutineering bay for inspection/approval prior to practice, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event.

Wednesday 14th August: 10am - 3pm

Thursday 15th August: 9am - 12noon

Saturday 17th August: 8.30am - 11am

All oil drain plugs must be lock-wired in position and oil pipes secured and wire locked to their machines.

Compulsory fitting of a chain guard to all machinery, from the rear fork (swinging arm), in front of the rear drive sprocket, to beyond the lower chain run so nothing can be caught between the chain and the sprocket. Exclusion at scrutineering if not fitted.

The completed pre-race examination forms must be handed over to the scrutineers.

NUMBER PLATES

Superbike: White Plates with Black Numbers

Superstock: Red Plates with White Numbers

Supersport: Blue Plates with White Numbers or White Plates with Blue Numbers

250ccGP: Green Plates with White Numbers

125ccGP/Moto 3: Black Plates with White Numbers

Supersport 400: Green Plates with White Numbers

650cc Supertwins: Blue Plates with White Numbers

Moto 450 Singles: Black Plates with White Numbers.

FUEL

For all races only UNLEADED fuel may be used which is available from public petrol stations and which has a maximum lead content of 0.005g/l and maximum of Mon Number 90.

See FIM Technical Rule 01-63.

Two-stroke races may use unleaded fuel as specified above.

The responsibility for providing fuel for practice and races will be the competitor's. Refuelling during the progress of the race must be carried out at the competitors designated pit. It is forbidden to open tank filler caps until the machine is stationary at its allocated pit and the engine is switched off. Riders wishing to fill up after their warm up lap must do so in the pit lane area, not on the grid. Penalty may be exclusion.

Only approved fuel storage containers to be used and must be stored in a well ventilated area.

No smoking or naked flames in the area of fuel storage and during refuelling.

Suitable and current fire extinguishers to be maintained by all teams.

REAR SAFETY LIGHT

All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

HANDLE BAR LEVERS

Motorcycles must be equipped with a brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

POST RACE EXAMINATION

The top 3 or others selected at random in each race will have a verification check.

VERIFICATION OF THE MACHINES

The promoters reserve the right to examine any motorcycle that has started in a practice or race, and for this purpose to retain it in official custody. Any necessary dismantling of motorcycles required shall be carried out under instructions by an accredited representative of the Competitor/Entrant.

The promoters may also require any motorcycle to be stripped, examined and retained for as long as is deemed necessary following an accident, in either practice or races.

Any competing motorcycle left unattended in the pit or scrutineering area before or after taking part in a race may be taken charge of by the promoters, who disclaims all responsibility for any competing motorcycle.

All costs relating to the verification of machines are to be met by the Competitor / Entrant.

Any non-finisher wishing to claim an award must make his machine available for post race verification.

HELMETS

A MCUI rider using a helmet which does not bear a current MCUI stamp or has been previously rejected by a Helmet Examiner or Scrutineer will receive a mandatory penalty of 30 days suspension, the period to be within the racing season.

FIRE EXTINGUISHERS

All competitors' vehicles must carry a fire extinguisher with a current inspection certificate. The recommended type is a 2.0kg. extinguisher, and **MUST** bear a current Inspection Stamp.

OFFICIAL PRACTICE

1. The practice sessions will be strictly adhered to, and only in exceptional circumstances will the clerk of the course consider any alteration.
2. The roads will be closed for official practice on Wednesday 14th August, 2013 from 1.30pm until 9.30pm and Thursday 15th August 2013, from 10am until 7.30pm by virtue of an Order of Department for Regional Development, for N.Ireland.
3. All 'A' paddock competitors must be in the 'A' paddock at, or before 1pm on Wednesday 14th and 9am on Thursday 15th, after which no competitor will be allowed to enter and will have to park in paddock 'B'. This will be the only practice recognised by the Promoters, but competitors may familiarise themselves with the course at such speed as is not dangerous to the public, and provided their machines comply with the Road Traffic Regulations in regard to licensing and insurance.
4. All competitors under penalty of exclusion from the race, must take part in official practicing. Under no circumstances may a competitor make use of a machine which is not the machine declared on entry form for that competitor without first obtaining the sanction of the Clerk of Course.
5. Information regarding retirements during practice will be available from the start line.

PRACTICE SESSIONS

Wednesday 14th August

- Newcomers - 30 mins.
- Ultralightweight / Lightweight - 30 mins.
- * *Ultralightweight - 125GP / Moto 3 / Moto 450*
- * *Lightweight - 250GP / 400cc / 650cc Supertwins*
- Dundrod National & Challenge - 30 mins.
- Dundrod 150 Superbike - 30 mins.
- UGP Supersport - 30 mins.
- UGP Superbike & Superstock - 40 mins.

Thursday 15th August

- UGP Superstock - 30 mins.
- UGP Supersport - 30 mins.
- UGP Ultralightweight / Lightweight - 30 mins.

* *Ultralightweight - 125GP / Moto 3 / Moto 450*

* *Lightweight - 250GP / 400cc / 650cc Supertwins*

- UGP Superbike - 40 mins.

QUALIFICATION

All riders machines will need a timing transponder fitted to each machine. It is the responsibility of each competitor to provide and properly fit a fully charged transponder to his/her machine(s) at his/her own expense. The transponder identification number ((usually a seven digit number) must be included on the entry form so that the database can be set up in advance of the event.

Each driver will be required to complete not less than two laps of the course at a minimum average speed equal to at least 85% of the average speed attained by the fastest six riders in that class.

All riders are required to have a minimum of 5 laps practice, if a rider has failed to complete 5 laps he must inform the Clerk of Course immediately.

In addition a driver entering for the first time in current practicing periods must complete 6 laps, two of which must be at the stipulated qualifying speed before he shall be permitted to start. Drivers failing to attain qualifying speeds will only be permitted to take part in the race at the discretion of the clerk of the course, who will consider any appeal made to him/her. A driver has the right of appeal to the Stewards of the Meeting, through the Clerk of the Course, against any decision regarding eligibility to partake. Any driver taking part in practice on a machine other than his actual race machine must obtain permission from the Clerk of the Course. Penalty for failure to do so may be exclusion from the race.

Grid positions will be determined by timed practice, in the event of two sessions being used the fastest overall or the fastest combination from a wet & dry session. The promoters reserve the right to allocate the last four grid positions of the leading group.

RACE PROCEDURE

In exceptional circumstances, the start of any race may be officially delayed, reduced in the number of laps and if necessary postponed.

START PRELIMINARIES

FIRST SIGNAL: 30 MINUTES BEFORE START: Competitors proceed to assembly area and may start engines for warm up period.

SECOND SIGNAL: 15 MINUTES BEFORE START: Competitors will be allowed on to circuit for their warm up lap. 5 minutes after the second signal the assembly gates will close and any late arrivals will miss the warm-up lap.

THIRD SIGNAL: After riders return from their warm up lap a three minute countdown to the start of the race will begin. Any rider who fails to complete his warm-up lap will be forced to start from pit lane behind his starting group. The start

of the race is signalled by the starting lights - when the RED light goes OUT or by the raising of the National Flag.

Classes will be started in three groups of 18 riders at 30 second intervals.

START PROCEDURE: All races will be clutch start.

FINISH: After the first class winner has received the chequered flag, the remaining competitors will be flagged off the course. On being flagged off, all competitors should slow down and proceed to the marshals at the Rusheyhill cross roads with the red flag and obey his instructions.

WET RACE

In the event of wet weather, the Clerk of the Course may declare a “wet race” and allow riders to change tyres. Applies to all classes.

PIT AREA

Each competitor is permitted up to two attendants and one time keeper. Attendants must at All times obey official instructions. If an attendant fails to obey such instructions or commits any breach of regulations, his competitors may be held responsible and penalised.

Both attendants must remain in the pit allocated to them, except when their competitor is at the pit, when they both may assist or carry out replacement repairs, only using the spares previously deposited in the pit. The time keeper must only signal from an area at the start line.

One attendant must remain in the pit at all times, whilst their rider is competing, to receive messages. Footwear worn by attendants must not carry any studs, steel tips, etc.

If electrically operated equipment is required in the pit area, it must be spark-proof and intrinsically safe in every respect. Spare batteries must be protected.

Smoking is strictly forbidden in the Pits and Pit Lane areas.

PIT LANE RESTRICTIONS

The pit lane wristband is issued to the personnel who work or do a professional activity for the competitor during Bike Week in restricted areas (pit lane / holding area / grid / start line).

Under no circumstances should pit lane passes be allocated or distributed to guests. Any such passes will be withdrawn and the competitor may face disqualification.

Each competitor will be issued with wristbands. One additional pit lane wristband may be allocated upon application to the Clerk of the Course.

PIT STOPS DURING RACING

All competitors must stop at the entrance to the pit lane before proceeding to their pits, and must place a foot on the ground. The stopping point is indicated by the word “STOP” at the entrance to the pit lane. After stopping, competitors must then proceed with caution inside the yellow line until reaching the Rusheyhill crossroads point. If any rider crosses this line he could be excluded from the meeting.

The stop box will be marshalled and failure to stop will result in a minimum time penalty of 10 seconds or exclusion.

FLAG SIGNALS

During Practice and Racing, the following flag signals shall apply:

YELLOW FLAG WITH RED STRIPES: Warning of slippery surface (e.g. oil, rain, dirt, etc.) The adhesion on this section of the track could be affected by any reason. This flag is shown motionless at the flag marshals post.

WHITE FLAG: warning that a **non-competing** vehicle is on circuit. This could be for example an official vehicle such as a safety car, an ambulance, etc.

YELLOW FLAG WITH BLACK CROSS: Last Lap Flag, this flag is displayed to the rider from the start-finish line and indicates that the rider is commencing his/her last racing lap of the circuit.

YELLOW FLAG - HELD MOTIONLESS: The Yellow Flag held motionless is a direct instruction to the rider to **Slow Down. Overtaking is Forbidden.** Should a rider inadvertently gain a position (i.e. a preceding rider slows at a faster rate), once it is safe to do so, (s)he should return to the original position and may raise his/her hand to indicate same.

YELLOW FLAG - WAVED: The Yellow Flag waved is a direct instruction to the rider to **Slow Down and Prepare to Stop, Overtaking is Forbidden.** Should a rider inadvertently gain a position (i.e. a preceding rider slows at a faster rate), once it is safe to do so, (s)he should return to the original position and may raise his/her hand to indicate same.

RED FLAG: The use of the Red Flag indicates that **Racing has been stopped.** Overtaking is forbidden. Riders shall slow down and may be instructed to return to the starting grid or paddock, as decided by the Clerk of the Course (COC). A rider may raise his/her hand to acknowledge a Red Flag.

BLACK FLAG: The Black Flag will be displayed motionless with a board displaying a riders number (usually at start-finish line). There is a **Serious Problem** and the rider must pull off the racing line and **stop in a safe position with the utmost care and attention.** The rider must report to the COC.

BLACK FLAG WITH ORANGE CIRCLE along with WHITE NUMBER: Informs the driver of the motorcycle the number on the black signalling board of which is shown, that he must **stop with the utmost care and attention.**

CHEQUERED FLAG: When the leading rider has completed the required number of laps (s)he will be shown the Chequered Flag by an official standing at the start-finish line. The Chequered Flag will continue to be shown to all subsequent riders. Once a rider receives the Chequered Flag (s)he must proceed safely to the paddock using the designated route.

NATIONAL FLAG: The National Flag may be used to start the race, in the event of the National Flag being used you will receive clear instruction from the race starter.

* **RED FLAG:** To be shown on the authority of the Clerk of the Course at designated signalling posts when racing or practice has been interrupted.

Remember the penalty for ignoring flags may be **EXCLUSION** from the remainder of the event

CHAIN GUARDS

Compulsory fitting of a chain guard to all machines from the rear fork (swinging arm) in front of rear drive sprocket to beyond the lower chain run so that nothing can be caught between chain and sprocket. Exclusion at Scrutineering if not fitted.

IDENTITY DISCS

An identification disc / S.O.S. card, which must be worn during practice and racing. These discs may be obtained from Scrutineering.

PROHIBITION OF WHEELIEING

The deliberate lifting of the front wheel for the purposes of showmanship is strictly forbidden and may result in the exclusion of the offender from the meeting.

STOPPING ON THE COURSE

A rider who breaks down during practice or racing must immediately place his machine on the side of the course, in such a position as not to inconvenience other competitors. A rider rescue service may be provided between races. NO TOURING will be permitted at any time on the course and may lead to disqualification from the meeting.

FALLS DURING RACING OR PRACTICE

Once a rider has fallen from his/her machine he/she is not permitted to remount and continue racing or practising. (MCUI Standing Regulation No.15 RR & SC).

PROTESTS

UGP race protests may be made and must be in accordance with the FIM Code, and accompanied by a fee of £100. In addition if it involves the dismantling of an engine, then a deposit of £250 for a Four Stroke or £150 for a Two Stroke machine must be submitted with the protest fee. In the event of the protest being UPHeld the deposit will be returned. If the protest is unsuccessful, the deposit will be awarded to the winning party and will be the only cost claimable. For the purpose of this regulation "the time of publication of results" will be deemed to be 1/2 hour after the first competitor to finish the race.

Protest for the National races must be made in writing to the Clerk of the Course, be in accordance with the General Competition Rules of the MCUI and accompanied by the prescribed fee of £25 sterling.

For the purpose of this regulation "the time of publication of results" will be deemed to be 1/2 hour after the first competitor to finish the race.

GARLANDING CEREMONY

Riders finishing first, second and third in each race will be required to take part in a short ceremony to be held on the Podium opposite the Grandstand. This ceremony will take place after the third placed competitor has entered the Winner's enclosure. The first, second and third in each of Saturday's UGP races, must attend a short press conference at the conclusion of race day in the hospitality area, permission not to attend can only be obtained from the Clerk of the Course

RESULTS

The Promoters shall make such public announcements of the progress of each rider during the race as may be practicable and shall announce provisional results immediately the race has finished. A report of the final results of the Race, signed by the steward, will be published on the evening of the race. Any protest against any irregularity or mistake occurring during the race shall, be lodged within half an hour of the finish of the race.

VIDEO RECORDING OF RACES BY RIDERS

Only competitors authorised by the Clerk of the Course will be permitted to film from on board cameras.

Applications must be made in writing to the Clerk of the Course.

Where such approval is granted, the installation of the camera and associated equipment is further subject to approval of the Chief Scrutineer.

VEHICLE RECOVERY SERVICE

A recovery service will operate after certain practice sessions and each race. Any machines collected will be returned to the main paddock gate. The Promoters will not accept any responsibility for any damage to any machine.

MACHINES WILL NOT BE COLLECTED BETWEEN ALL PRACTICE SESSIONS : ONLY COMPETITORS.

ACCEPTANCE OF RECORDS

Entrants, riders and passengers must accept the official records of the Promoters, which may be published as the Promoters think fit, and also agree not to publish, or allow to be published, on their behalf, any inaccurate, misleading or premature advertisement in connection with these races.

GENERAL

Every entrant and every driver by being entered thereby acknowledges that he is bound by the I.S.C of the F.I.M and G.C.R. of the M.C.U.I and these Supplementary Regulations, to all of which he undertakes to submit, and renounces any right to have recourse to arbitration or tribunal not provided for in the said rules or regulations.

INTERPRETATION OF REGULATIONS

The interpretation of these regulations, and of any to be hereafter published or issued and the infliction of any penalties for breach of the same, shall rest entirely with the Stewards of the Meeting. If any dispute shall arise in connection with the said regulations, or in connection with the race, the decision of the Stewards of the Meeting shall be final and binding, except so far as is otherwise provided under the International Sporting Code of the FIM and the General Competition Rules of the Motor Cycle Union of Ireland.

BREACH OF REGULATIONS

The Clerk of the Course subject to confirmation by the Jury, is empowered to levy a fine and/or impose a time penalty, where applicable, for breaches of the regulations, where no other penalty is specified.

POSTPONEMENTS

The Promoters have the right to postpone the race sine die should any circumstances arise which, in their opinion, render such a course necessary or desirable.

ELECTRICAL SUPPLY

Equipment which is installed or used outside should be of suitable weatherproof construction and needs to be protected from mechanical damage i.e. cables which are likely to be driven over by vehicles. A minimum standard of at least IP 55 is required.

GENERATORS

Generators must be placed in a safe working area.

LIABILITY FOR DAMAGE TO MOTORCYCLE

It is one of the conditions upon which entries for the race and/ or practice will be accepted by the Promoters that the Promoters will not be responsible for any damage that may be done to or by any motorcycle entered for the race and/or practice, or for the theft of the motorcycle or any of its accessories or appurtenances during the said periods.

LIABILITY FOR DAMAGE BY ENTRANT

The entrant of any motorcycle in the race and/or practice may be held liable for any damage caused by him or his driver, servant, agent or representative during the course of or in connection with the race and/or practice.

ALCOHOL/DRUG

Random alcohol/drug testing will be carried out with zero tolerance at any time prior to taking part in the race or practice. The tests will be by breath analysis using an approved breathalyser unit. Any competitor whose test is found above 0.1 milligrams shall be excluded from any further events at the meeting and the mandatory penalty will apply.

INSTRUCTIONS

The promoters may issue mandatory instructions to competitors. These instructions shall, however, amplify only, and shall not modify, these Supplementary Regulations. During the Meeting the Clerk of the Course, his deputy, or assistants, will establish headquarters at the Starting Area.

An official notice board shall be displayed at the Scrutineering Area and every competitor shall be deemed to have made himself cognisant with any notice displayed thereof and if applicable such notices shall have the force of these regulations and shall be binding upon all competitors.

INDEMNIFICATION OF THE FIM, MCUI AND PROMOTERS

An entrant by entering and a rider or mechanic by taking part in these races agree to save harmless and keep indemnified the FIM, MCUI and Promoters and their respective officials, servants, representatives and agents, or any person concerned with the conduct, promotion or management of the event including other entrants, riders or mechanics, from and against all actions, costs and expenses, claims and demands in respect of death, injury, loss or damage to the person or property of the entrant, rider or mechanic, as the case may be, howsoever caused or arising out of, in connection with the entrant's and/ or rider's and/ or mechanic's participating in this meeting, notwithstanding that the same may have been contributed to or occasioned by the negligence of the aforesaid FIM, MCUI and Promoters, their officials, servants, representatives or agents or other person concerned with the event.

HEALTH AND SAFETY

All competitors and their associated persons must at all times comply with all health and safety requirements applicable in the paddock, pit lane and holding areas. Failure to do so could result in the competitor being excluded from the meeting.

ENTRANTS

Only licenced entrants will be recognised in the programme, licenced number must be shown on entry form.

Signed for and on behalf of by order of Dundrod & District Motorcycle Club Ltd.

Clerk of Course - **Noel Johnston**

UGP Superbike Races

For machines complying with 2013 FIM World Superbike regulations and/or 2013 MCRCB Superbike regulations with the amendments specified in Appendix A of these UGP regulations.

Over 750cc up to 1000cc 4 cylinders 4 stroke

Over 750cc up to 1000cc 3 cylinders 4 stroke

Over 850cc up to 1200cc 2 cylinders 4 stroke

UGP Superstock Race

For machines complying with 2012 FIM Superstock regulations with the amendments specified in Appendix D of these UGP regulations.

Over 600cc up to 1000cc 4 cylinders 4 stroke

Over 750cc up to 1000cc 3 cylinders 4 stroke

Over 850cc up to 1200cc 2 cylinders 4 stroke

UGP Supersport Races

For machines complying with 2012 FIM Supersport regulations with the amendments specified in Appendix C of these UGP regulations.

Over 400cc up to 600cc 4 cylinders 4 stroke

Over 600cc up to 675cc 3 cylinders 4 stroke

Over 600cc up to 750cc 2 cylinders 4 stroke

UGP Supertwins Race

Machines up to 650cc Twin Cylinder

APPENDIX A

Superbike Specifications

Machines must comply with the 2013 FIM and/or MCRCB Regulations. These are obtainable on the following websites:-

FIM: www.fim.ch

MCRCB: www.mcrcb-events.co.uk

ACU: www.acu.org.uk

The following amendments apply to the Superbike class

(references are to paragraph numbers in FIM Superbike Technical Regulations)

2.4.6.7 Tyres

- This paragraph of the MCRCB Superbike Technical Specification does not apply to the UGP. Tyres may be replaced from those fitted to the homologated motorcycles.
- Tyre warmers are allowed. Any tread pattern must be made exclusively by the manufacturer when producing the tyre. Additional tread grooves, cuts etc are allowed provided that they are made by a tyre manufacturer or by a person duly authorised by a tyre manufacturer by means of special purpose-built equipment. Such modified tyres must bear the distinguishing mark or stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

2.4.6.10 Fairing/Bodywork

- This paragraph (2 x 25mm holes) does not apply to the UGP

2.4.8 The following items MAY be removed

- ADD to FIM Regulation:
- "Bank Angle Indicators ("hero bolts")"

2.4.6.11 Fuel Tank

- The FIM Regulation is modified by the addition of the following :-
- "The unleaded filler baffle may be removed from the fuel tank.
- The maximum tank capacity is 24 litres."

APPENDIX C

Supersport Specifications

All machines must comply with the MCUI and the ACU National Sporting Code Group A1 for solos and with these UGP supplementary regulations. The onus of ensuring eligibility of any machines rests solely with the competitor. All Supersport machines must be on the 2013 FIM list of homologated machines.

These regulations apply to Supersport machines run under FIM Rules. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the Technical Regulations. These are obtainable on the following website:- www.fim.ch

The following amendments apply to the Supersport class.

1. Tyres

- The FIM Regulations are replaced with the following UGP Regulation:-
- Any moulded treaded tyre may be used.
- The depth of tyre treads must be at least 2.5mm over the whole tyre tread (pattern) width, at pre-race control.
- Tyre warmers are allowed.
- The number of tyres to be used during the meeting is not restricted.

2. Windscreen

- The windscreen may be replaced by transparent material which may include a second screen with a maximum height above that of the original homologated screen of 150mm.
- As an alternative, a replacement screen, including a bubble of maximum height of 150mm, may replace the original homologated screen.

3. Fairing/Bodywork

- This paragraph (2 x 25mm holes) does not apply to the UGP.

4. Fuel Tank

- The FIM Regulation is modified by the addition of the following :-
- "The unleaded filler baffle may be removed from the fuel tank. It is permitted to modify the standard manufacturer's tank provided the silhouette of the tank remains as homologated."

5. The following items MAY be removed

- ADD to FIM Regulation:
"Bank Angle Indicators ("hero bolts")"

APPENDIX D

Superstock Regulations

All machines must comply with the MCUI and the ACU National Sporting Code Group A1 for solos and with these UGP supplementary regulations. The onus of ensuring eligibility of any machines rests solely with the competitor. All Superstock machines must be on the 2013 FIM list of homologated machines. These are obtainable on the following website:- www.fim.ch

1. Tyres

- The FIM Regulations are replaced with the following UGP Regulation:-
- Any moulded treaded tyre may be used.
- The depth of tyre treads must be at least 2.5mm over the whole tyre tread (pattern) width, at pre-race control.
- Tyre warmers are allowed.
- The number of tyres to be used during the meeting is not restricted".

2. Ignition/Engine Control Systems

- The engine control unit (ECU) must either be:
 - (a) As homologated and inner software may be changed
 - (b) Or the ECU kit model (produced and/or approved by the machine manufacturer) may be used. A special connector may be used to connect ECU and the original wire loom. The retail price of the full system (software included) must not be more than 1.5 times higher than the price of the original system.
 - (c) In addition to option (a) mentioned above, the external ignition and/or injection module(s) may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU unit.
 - (d) Central unit (ECU) may be relocated.
 - (e) Spark plugs may be replaced.

3. Wiring Harness

- The original wire-loom may be modified as indicated hereafter.
- The wiring loom may be replaced by the "kit" wire harness loom, as supplied for the ECU kit model produced or approved by the manufacturer of the motorcycle.
- The wiring loom and the key/ignition lock may be relocated or replaced.
- Cutting of wiring harness is not allowed.

4. **Transmission/Gearbox**

- An external quick-shift system on the gear selector (including wire and potentiometer) may be added.
- Other modifications to the gear box or selector mechanism are not allowed.
- Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- The sprocket cover may be modified or eliminated.

5. **Fuel Injection System**

- Remove the wording **“The original wire-loom must remain unmodified”**.

6. **(i) Windscreen**

- The windscreen may be replaced by transparent material which may include a second screen with a maximum height above that of the original homologated screen of 150mm.
- As an alternative, a replacement screen, including a bubble of maximum height of 150mm, may replace the original homologated screen.

(ii) Fairing/Bodywork

- This paragraph (2 x 25mm holes) does not apply to the UGP.
- Third bullet point - remove piece **“within a tolerance of +/- 15mm”**.
- Also at the end of section remove **“Screen Height - there is no FIM homologated height. An average will be determined and the results are all taken from a fixed casting point on the top fork yoke by the ignition mounting point to the top of the screen”**.

7. **Battery**

- The battery may be replaced. If replaced its nominal capacity must be equal to or higher than the homologated type.

8. **Fuel Tank**

- The FIM Regulation is modified by the addition of the following :-
- “The unleaded filler baffle may be removed from the fuel tank.
- It is permitted to modify the standard manufacturer’s tank provided the silhouette of the tank remains as homologated.”

9. **The following items MAY be removed**

- ADD to FIM Regulation:
“Bank Angle Indicators (“hero bolts”)”

10. **Joint Superstock/Superbike Practice Sessions**

- When a Superstock machine is also being used in the Superbike class, then in this joint practice session, it must run to Superstock spec. with Superstock plates and 100 number.
If the rider wants to change to slick tyres for a Superbike time, then he/she must have a second transponder and change to Superbike plates and number.

APPENDIX E

M.C.U.I. Moto 450 Technical Regulations

- 1. Eligible Machines** Single cylinder 450cc machines listed by the FIM or UEM or Supermoto competition from 2002 onwards.
- 2. Frame & Swinging Arm** The standard frame and swinging arm must be retained. Engine mounting points must not be altered.
- 3. Wheels and Tyres** Only 17 inch rims may be used, no restriction on tyres.
- 5. Clutches** Slipper clutches are permitted.
- 6. Engine** Tuning of engine is permitted using standard parts. Maximum power 55BHP at post control.

PRIZE FUND

UGP SUPERBIKE RACE

1st	£4,000
2nd	£2,000
3rd	£1,500
4th	£1,000
5th	£750
6th	£500
7th	£300
8th	£200
9th	£100
10th	£100
11th	£100
12th	£100

SUPERBIKE RACE

1st	£2,000
2nd	£1,500
3rd	£1,000
4th	£750
5th	£600
6th	£500
7th	£300
8th	£200
9th	£100
10th	£100
11th	£100
12th	£100

UGP SUPERSPORT 600 RACE

1st	£2,000
2nd	£1,500
3rd	£1,000
4th	£750
5th	£600
6th	£500
7th	£300
8th	£200
9th	£100
10th	£100
11th	£100
12th	£100

SUPERSTOCK RACE

1st	£1,200
2nd	£800
3rd	£750
4th	£400
5th	£300
6th	£200
7th	£150
8th	£100
9th	£70
10th	£50

SUPERSPORT 600 RACE

1st	£1,200
2nd	£800
3rd	£600
4th	£400
5th	£250
6th	£150
7th	£125
8th	£100
9th	£75
10th	£50

UGP ULTRALIGHTWEIGHT RACE

1st	£500
2nd	£300
3rd	£200
4th	£175
5th	£150
6th	£125
7th	£75
8th	£50

UGP LIGHTWEIGHT RACE

1st	£900
2nd	£700
3rd	£600
4th	£500
5th	£400
6th	£300
7th	£200
8th	£100

DUNDROD 150 ULTRALIGHTWEIGHT/ LIGHTWEIGHT RACE

1st	£400
2nd	£250
3rd	£200
4th	£175
5th	£150
6th	£100
7th	£75
8th	£50

DUNDROD 150 SUPERBIKE RACE

1st	£500
2nd	£280
3rd	£200
4th	£150
5th	£130
6th	£120
7th	£100
8th	£75
9th	£50
10th	£50

DUNDROD CHALLENGE RACE

1st	£250
2nd	£200
3rd	£175
4th	£100
5th	£75
6th	£50

DUNDROD NATIONAL RACE

1st	£250
2nd	£200
3rd	£175
4th	£100
5th	£75
6th	£50

- **MAN OF THE MEETING** £1,000
- **BEST UGP NEWCOMER** £500