Motor Cycle Union of Ireland

General Competition Rules

Revised to December 2016

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CHAPTER 1

JURISDICTION

1. INTERNATIONAL CONTROL OF COMPETITIONS. The Federation Internationale Motocycliste (F.I.M.) is the paramount and sole authority qualified to control organised international motorcycling activities throughout the world, and as such constitutes the supreme International Tribunal for the settlement of disputes arising therefrom

2. NATIONAL CONTROL OF COMPETITIONS.
The Motor Cycle Union of Ireland, being a constituent member of the F.I.M. and representing Ireland at the F.I.M., acts as the controlling body of the sport of motorcycling as laid down in Article 2 of its Constitution and Rules.

3. GENERAL COMPETITION RULES.
That the above powers may be exercised in a fair and equitable manner the Motor Cycle Union of Ireland has drawn up these, its General Competition Rules, hereinafter referred to as GCR, which are in general conformity with the Sporting Code of the F.I.M., and all competitions shall be held under the GCR.

4. TERRITORIAL JURISDICTION OF THE MOTOR CYCLE UNION OF IRELAND.
For the purposes of the GCR, Ireland shall mean all of Ireland.

5. APPLICATION OF THE GCR.
The GCR shall apply either without modification or with such modification only (not being inconsistent with, or repugnant to, the International Sporting Code) as a Centre may deem necessary having regard to its circumstances or conditions. (ICC Jan. 2009)

6. LOYAL OBSERVANCE OF THE GCR.
No member of a club, or club affiliated to the Motor Cycle Union of Ireland, having formally undertaken to observe and comply with the GCR, and no person licensed to participate in any competition governed by the GCR shall:-

(a) assist any person or body that does not comply with and/or conform to the rules of the Motor Cycle Union of Ireland, or the GCR, or that acts in any manner contrary thereto, or

(b) belong to or lend his name to, or be an officer of, any such body. Any person being guilty of breach of this rule shall therefore become liable to the consequences and penalties provided by Rules 179, 188, 190 and 191.

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CHAPTER 2

NOMENCLATURE AND DEFINITIONS

7. PHRASEOLOGY.
The following nomenclature, definitions and abbreviations shall be adopted in the GCR, in any appendices thereto, in all Supplementary Regulations, and for general use.

8. F.I.M.
Fédération Internationale Motocycliste.

9. I.O.C.
International Olympic Committee.

10. F.M.N.
Federation Motocycliste Nationale. A national motorcycling organisation federated to, and recognised by, the F.I.M. as the sole governing body of the sport in its own territory.

11. MCUI.
The Motor Cycle Union of Ireland.

12. CENTRE.
An area to which the MCUI has given power to govern the sport of motorcycling.

13. CODE.
The Sporting Code of the F.I.M. including any appendices thereto which may be in force.

14. CLUB.
Any body recognised by the MCUI as a Club.

15. REGISTERED MEMBER OF A CLUB.
Any duly elected member of a club who shall be eligible to take part in any competition as a member of that club, provided that his/her name shall have been inscribed on the books of that club at least twenty one days prior to the date fixed for such a competition.

16. STANDING REGULATIONS.
Regulations supplementary to the GCR drawn up by the MCUI having for their object the regulation of a specific Sporting Discipline (Drag Racing, Enduro, Moto Cross, Road Racing, Short Circuits, Supermoto, Trials, etc). (ICC 19th January 2008)

17. SUPPLEMENTARY REGULATIONS.
Regulations supplementary to the GCR, and Standing Regulations, drawn up by the promoter of a competition and approved by the authority granting the permit, having for their object the regulation of the details of a competition.

18. PERMIT.
The documentary authority to organise and hold one or more competitions granted in the case of an International Competition by the F.I.M., and in the case of all other competition by the MCUI or by a Centre of the MCUI.

19. PROGRAMME.
A document prepared by the promoters of a meeting for the purpose of informing the participants and spectators about such a meeting.

20. OFFICIALS.
Officials are either supervisory or executive. The supervisory officials are Stewards (Jury) of the meeting. Executive officials are all those officials such as the Clerk of the Course. Secretary of the Meeting and all those who, under the Clerk of the Course are responsible for carrying out the detailed organisation of a competition.

21. CLERK OF THE COURSE.
The chief executive official at the Meeting.

22. PROMOTER.
Any person or body proposing to hold, holding, or organising a meeting.

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23. ENTRANT.
Any person or body having signed an entry form and having been accepted for a competition.

24. DRIVER

24.1 Junior Driver.
A person of 6 years of age or over (4 years of age for electric bikes Trials only) and under 17 years of age in Short Circuit, Grasstrack, Motocross and Trials events who has been nominated as a driver of a motorcycle in a competition. For the purposes of determining the upper age limit, a driver's age will be determined by his/her age on the 1st of January in any year, and any driver who attains his/her 17th birthday during a year will have the option of completing the year in the Class/Grade where there is an age limit. Licences are issued subject to restrictions set out in GCR 92 Driver's Competition Licence and the discipline Standing Regulations.

24.2 Senior Driver.
A driver's age will be determined by his/her age on the 1st of January in any year. Licences are issued subject to restrictions set out in GCR 92 Driver's Competition Licence and the discipline Standing Regulations. (ICC Dec 2016)

25. COMPETITION LICENCE.
The documentary authority granted to an entrant or driver to enter or compete in certain competitions (GCR 91 and 94).

26. MEDICAL CERTIFICATE.
The documentary proof that a licence holder has undergone the prescribed medical examination necessary for him/her to hold a Competition Licence (GCR 81).

27. ENTRANT'S OR DRIVER'S REGISTER.
The list, maintained by the MCUI or a Centre, of persons to whom it has issued licences.

28. NATIONALITY.
The nationality of a driver for the purposes of the GCR shall, after the issue of a licence, be deemed to be that of the F.M.N. which last issued the licence.

29. PASSENGER.
A person of 16 years of age or over, in the case of Enduro, Grasstrack, Motocross and Trials events, 15 years of age or over in the case of Short Circuit events or 18 years of age of over in the case of a Road Race,
Hill Climb or Sprint held over roads closed to the public, conveyed on a motorcycle in addition to the driver. (Special Conference 9th March 2008)

30. COMPETITOR.
The driver, and his passenger if any, together with his motorcycle.

31. MOTORCYCLE.
A mechanically propelled vehicle having fewer than four wheels, all of which are normally in contact with the ground. Motorcycles are divided into categories:

Category A Motor Bicycle: A one track vehicle with two road wheels.

Category B (1) A three wheeler.

Category B (2) A sidecar or cyclecar. A vehicle with three road wheels minimum and a maximum cylinder volume, and each class being described by its maximum cylinder volume.

Category C An All Terrain Vehicle (ATV) having handlebars and two tracks, and four wheels.

32. CYLINDER VOLUME.
The volume swept in a cylinder or cylinders by the upward or downward movement of the pistons in relation to such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For all calculations relating to the cylinder volume of engines the symbol p shall be regarded as equivalent to 3.1416.

33. COMPETITION.
Any trial, race attempt at record or sporting event, other than a gymkhana or social event, in which one or more persons driving motorcycles compete either amongst themselves or against time, or attempt to fulfil certain conditions laid down in advance. A race included in a gymkhana is itself a competition within the meaning of the GCR. Competitions may be International, National, Restricted or Closed. No Restricted or Closed competition shall be included in, or connected with, a National competition except with the special permission of the authority which issued the permit.

34. INTERNATIONAL COMPETITION.
A competition is International when it is open to drivers of one or more nation, and is inscribed in the Annuaire of the F.I.M.

35. RESTRICTED COMPETITION.
A competition is restricted when the entrants and/or drivers and/or motorcycles concerned have to comply with some particular qualification other than those in GCR 34 and 35.

36. CLOSED COMPETITION.
A competition is Closed when it is open only to registered members of one club as defined in Rule 15. In special cases the MCUI or a Centre may permit two affiliated clubs to join together in the organisation of a Closed competition or for a club organising a closed competition to invite the members of ONE other club to take part in the competition.
For the purpose of the aforementioned clause, the two clubs need not be affiliated to the same Centre. **(**ICC Jan. 2009)

37. MEETING.
An assembly of drivers and officials at which one or more competitions, other than an individual attempt at record, are held. A meeting shall not be deemed to be concluded until after the final publication of results.

38. GRAND PRIX.
A title may, once per year, be given to one meeting. The MCUI reserves the right to name the type of meeting.

39. CLASSIC EVENT.
A name which may be given to a certain meeting of traditional importance, such a meeting to receive first priority in the annual calendar.

40. RACE.
A competition in which speed is the factor determining the result.

41. HEAT.
One of a series of races the whole of which constitute a particular competition.

42. ROAD RACE.
A race on a roadway which is generally used for ordinary traffic and continuous in circuit.

43. SHORT CIRCUIT.
A race, other than a road race, on a continuous circuit which has a road, or road like surface.

44. MOTOCROSS.
A cross country race over a continuous course which presents irregularities in surface and terrain.

45. GRASSTRACK.
A race on a continuous grass circuit.

46. SAND RACE.
A race on the seashore, either on a continuous circuit or from point to point.

47. HILL CLIMB.
A race from point to point, including the climbing of a steep gradient, between two or more competitors at a time or against the watch.

48. SPEED TRIAL.
A race from point to point on a good surface on approximately level ground and over measured distance between two or more competitors at a time or against the watch.

49. TRIAL.
A competition in which a number of drivers take part, endeavouring to fulfil prescribed conditions.

50. ENDURO.
A cross country event where the purpose of the competition is to test the reliability of the motorcycles and the skill of the participating drivers who must cover the entire distance under the prescribed conditions.

51. CERTIFIED TEST.
A test, the purpose of which is to obtain information as to the characteristics of a motorcycle, or accessory, or material used in connection with a motorcycle, or which is conducted in accordance with certain regulations which may be laid down by the authority conducting the tests.

52. RALLY.
A rally may either be competitive or social, that of a competitive nature taking place over various routes converging on a point fixed in advance and in which the average speed is limited; that of a social nature being organised with the object of assembling a number of tourists at a point fixed in advance.

53. COURSE.
The route to be followed in a competition.

54. ROAD INSPECTION.
The inspection, by a duly appointed panel, of a Road or Short Circuit course to determine whether it is in a fit state on which to hold competitions.

55. HANDICAP.
A method laid down having for its purpose the equalising, so far as is possible, the chances of competitors. A handicap may either be published or sealed.

56. SEALED HANDICAP.
A handicap which is not published to the competitors until such time as may be fixed by the Supplementary Regulations.

57. MILE AND KILOMETRE.
For all conversions between mile and kilometres the mile shall be taken as 1.60934 kilometres, and the kilometre shall be taken as 0.62137 miles.

58. START.
The start is the moment when the order to start is given to the driver or drivers in any competition.

59. CONTROL LINE.
A control line is a line by reference to which a motorcycle is timed or its performance in a competition is determined.

60. STARTING LINE.
A starting line is the first control line on a course.

61. FINISHING LINE.
A finishing line is the last control line on a course.

62. STARTS

62.1 FLYING START. The start by one or more drivers when the speed up to the starting line is not controlled.

62.2 ROLLING START. The start made by one or more drivers when the speed to the starting line is regulated.

62.3 STANDING START. The start made when the motorcycle has been stationary, with the engine dead, until the order to start is given.

62.4 CLUTCH START. The start made when the motorcycle, with the engine running, has been stationary until the order to start is given.

62.5 MASS START When all drivers in a competition are started together

62.6 GROUP STARTS When drivers in a competition are started together

62.7 INDIVIDUAL STARTS When drivers in a competition are started singly. (ICC Dec 2016)

63. OUTSIDE ASSISTANCE.
The doing by any person, other than the driver, his passenger (if any) or an official in the course or performance of his duty, of any act involving contact with the vehicle.

64. RECORD.
A best result obtained under prescribed conditions.

65. WORLD RECORD.
A record for which the conditions were prescribed by the F.I.M..

66. NATIONAL RECORD.
A record for which the conditions were prescribed by the MCUI.

67. HOLDER OF RECORD.
The driver or drivers of a motorcycle used in a successful attempt at record.

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68. STEWARDS REPORT.
The report on a competition made to the authority granting the permit, and signed by the Stewards of the Meeting (see GCR No. 85)

69. PROTEST.
A formal statement of objection to an alleged irregularity on the part of any person concerned in a competition.

70. APPEAL.
A formal demand made to a higher tribunal for relief from the decision of a lower tribunal.

71. EXCLUSION.
The prohibition of a person or body of persons from taking part either in some particular capacity or in any capacity whatsoever in a certain competition, or the prohibition of a certain motorcycle, or of motorcycles of a certain make, or of a motorcycle accessory, from being driven or used in a specified competition. Exclusion may be pronounced by a competent authority either before, during or after the competition.

72. SUSPENSION.
The prohibition of a person, or body of persons, from taking part in any capacity whatsoever in certain competitions or the prohibition of a certain motorcycle, or of motorcycles of a certain make, or of a motorcycle accessory from being driven or used in certain competition.

73. DISQUALIFICATION.
The loss for all time of any right to take part in any capacity whatsoever in any motorcycle, automobile, motoraquatic or aeronautic competition.

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CHAPTER 3

OFFICIALS

74. THE GOVERNMENT OF COMPETITIONS IN GENERAL.
Every competition shall be directed and carried out by certain officials whose duties are either supervisory or executive.

75. OFFICIALS.
The officials responsible for the supervision of a competition are the Stewards of the Meeting. At a meeting there shall be from three to five Stewards of the Meeting, excepting that in the case of a Closed meeting there may be from one to five. Stewards may also be termed to be Jury Members in certain International events.

The Chief Executive at a competition is the Clerk of the Course under whose control come all the executive officials necessary to run the competition in a competent manner.

All executive officials may have assistants.

76. NOMINATION OF OFFICIALS.
The MCUI or a Centre may nominate a majority of the Stewards at any meeting. At all meetings at least one of the Stewards shall be nominated by the MCUI or a Centre. All other officials shall be nominated by the promoters, subject to the approval of the authority issuing the permit.

77. QUALIFICATIONS NECESSARY FOR OFFICIALS.
To be eligible to act in the capacity of Clerk of the Course of Steward at an event a person must hold an MCUI Officials Licence. An Officials Licence will be valid for three calendar years. To quality for such a licence a person must have attained his/her 18th birthday and must attend an MCUI training seminar and successfully complete a written examination which will form part of the seminar. Participation in a seminar is obligatory at least once every three years. At least one training seminar shall be held annually. Each Centre shall maintain a register of all persons to whom an Officials Licence has been issued and shall licence those members who comprise its Panel of Stewards. Other applications for an Officials licence shall only be accepted from an affiliated club/body which shall make application to its respective Centre on behalf of the official(s) it wishes to have licensed. The timekeepers, scrutineers, travelling marshals, etc. shall, for Road Race and Short Circuit events and if possible for all other events, be selected from the approved panels. All other appointed officials shall be competent and experienced.

78. QUALIFICATIONS NECESSARY FOR SCRUTINEERS.
To be eligible to act in the capacity of Scrutineer at an event, a person must hold an MCUI Scrutineers Licence. This Licence will be valid for three calendar years. To qualify for such a licence, a person must attend a training seminar. Participation in a seminar is obligatory at least once every three years. Each Centre shall hold at least one Scrutineers Seminar each year. (ICC Feb. 2000)

79. PLURAL APPOINTMENTS.
At a meeting a person, other than a Steward of the Meeting, may be appointed to undertake several different duties, provided he/she is qualified therefore. A Steward of the Meeting shall not undertake any other duty, and an official shall not be eligible to enter or drive in that meeting.

80. RESTRICTION ON OFFICIALS.
No official shall perform any duties other than those attached to his appointment or appointments. In addition to the duties and powers attached to his appointment, it is the duty of an official to report to the Clerk of the Course any irregularity which has come to his notice.

81. POWERS OF THE STEWARDS.
The Stewards of the Meeting shall have no responsibility for the organisation of the meeting nor have any executive duty in connection therewith, but shall be in supreme supervisory control over the carrying out of the programme of the meeting in accordance with the Regulations. The Stewards are the only tribunal competent to adjudicate upon protests arising out of the meeting. They may give summary judgement on any protest which may arise, subject to the right of appeal, as is provided in these rules, or they may refer a protest for decision to the authority which granted the permit.

82. DUTIES OF THE STEWARDS.
It is the duty of the Stewards of the Meeting to ensure that the meeting is carried out in accordance with the GCR and the applicable Supplementary Regulations, and to reprimand, fine or exclude from a competition or from the

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meeting any driver, or other person reported to them by the Clerk of the Course for misbehaviour or unfair practice, whom they find to be guilty. A person reprimanded or excluded may also be reported by them to the MCUI or a Centre for further disciplinary action.

83. EMERGENCY POWERS OF THE STEWARDS.
The Stewards of the Meeting may, either on their own initiative, or on the request of the promoter or from the Clerk of the Course for urgent reasons of safety or other unavoidable necessity, postpone the start of a competition, modify the course, stop a competition prematurely or cancel the whole or part of a meeting. No such decision of the Stewards shall be questioned or challenged by appeal or otherwise.

A heat of a race, or a race which has been prematurely stopped. may not be re-run unless provision has been made in the Supplementary Regulations for the competition for so doing.

84. MEETING OF STEWARDS.
If, at any meeting of the Stewards, there is not a majority of Stewards present, those present shall appoint a temporary substitute or substitutes so as to bring the number to three.

85. STEWARDS' REPORT.
The Stewards shall prepare and submit to the authority granting the permit a report within 14 days of the protests lodged, and any exclusions or decisions made, together with any remarks or any recommendations they may have as to future events.

86. POWERS OF THE CLERK OF THE COURSE.
The Clerk of the Course may also be the Secretary of the Meeting and may have various assistants. He shall be responsible to the Stewards of the meeting and the promoter for the good management and conduct of a competition in accordance with the Supplementary Regulations and the Official Programme, and for the direction and control of all executive officials necessary for that purpose.

87. DUTIES OF THE CLERK OF THE COURSE.
The Clerk of the Course shall control the drivers and shall prevent any driver or passenger excluded, suspended or disqualified or otherwise ineligible, from taking part in a competition. He shall prohibit, from starting in a competition, any driver who has not qualified to start, such driver being classed as a "non-starter". He shall prohibit any driver or passenger from competing, or any motorcycle from being driven whom he considers is, or might be, a source of serious danger. If a driver commits an act or offence for which the penalty follows automatically, as specifically laid down in the Supplementary Regulations, the Clerk of the Course shall impose the penalty. He may also order the removal from the Course and its precincts of any person who refuses to obey the order of a responsible official. In both cases an immediate report must be made to the Stewards of the Meeting.
He shall report to the Stewards of the Meeting any driver, passenger or other person whom he considers guilty at the meeting of misbehaviour, unfair practice, or any failure to comply with the GCR or the applicable Supplementary Regulations. The Clerk of the Course shall be responsible for the transmission to the Stewards of the Meeting, without undue delay, of any protests that may be made. He shall collect the reports of the timekeepers and other executive officials, together with such other official information as may be necessary for the determination of the results. He shall prepare and publish the provisional results of the meeting, and any final amendments, or arrange for the Secretary of the Meeting to do so.

88. DUTIES OF THE SECRETARY OF THE MEETING.
The Secretary of the Meeting shall be more particularly responsible for the organisation of the meeting insofar as the supply of all necessary documents, etc. is concerned, as well as for the transaction of official correspondence. He may act as the Secretary to the Stewards.

89. DUTIES OF STARTER AND JUDGE.
The Clerk of the Course may undertake the duties of starter or judge, or he may instruct a timekeeper to so act, or an official or officials may be appointed for these duties. In the case of a handicap competition where the handicap is wholly or partly by time, the Starter shall be a timekeeper.
The use by the Starters, or by the Judge, of mechanical appliances for facilitating starting or for recording of finishes is permitted, provided such apparatus has first been approved by the MCUI or a Centre. No protests may be made against the decision of a Starter or Judge which shall be accepted as final unless corrected as hereinafter provided.

The Judges may perform one or both of the following duties:

1) Starting Judges whose duty is to point out any false starts to the Clerk of the Course immediately they occur.

2) Finishing Judges whose duty is to declare the order in which competitors cross the finishing line.
A mistake made by a Judge may be corrected by him with the approval of the Stewards of the Meeting

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90. DUTIES OF TIMEKEEPERS.

The principal duties of the timekeepers shall be:

(i) At the commencement of the meeting, report themselves to the Clerk of the Course, who shall give them the necessary instructions.

(ii) If so required, to act as a Starter and/or Judge.

(iii) To use for timekeeping only official approved apparatus.

(iv) To record and report such times as are required by the conditions of competition as instructed by the Clerk of the Course.

(v) To prepare and sign their reports, according to their individual responsibility, and to send them, together with all the necessary documents, to the Clerk of the Course.

(vi) Not to communicate any official information to any other person except as they may be required to do so in the performance of their duties.

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CHAPTER 4

ENTRANTS AND DRIVERS

91. COMPETITION LICENCE.

Any person ordinarily resident within the territory of the MCUI, as defined in the GCR, who wishes to qualify an entrant or driver in national competitions shall make application for a Competition Licence to the appropriate Centre. Application forms for a Competition Licence may be obtained from an Affiliated Club.

Each application must be accompanied by the appropriate fee which shall be set annually be each Centre individually and two recent passport size photographs of the applicant, which must bear the applicant's signature on the reverse. Any application not fully completed, accompanied by the correct fee, or any other information a Centre may request the applicant to provide, will be returned to the applicant and a licence will not be issued until such times as the applicant furnishes the application properly completed. An applicant must sign, as part of the application, the following declaration.

I declare that the information I have given is true and correct to the best of my knowledge. I agree to abide by the General Competition Rules and Standing Regulations of the MCUI and any further Rules and Regulations which the MCUI may subsequently introduce.

Each Centre will maintain a register of all persons to whom National Competition Licences have been issued.

A Centre **MUST NOT** issue a licence to an applicant who resides in an area which is under the control of another Centre.

A Competition Licence enables the holder to take part in any OPEN event of the type for which the licence is valid (GCR 92)

The Centre which issues a licence shall have the right to restrict any licence for such purposes, events or type of events as it considers necessary, in which case an endorsement to this effect will be clearly written on the the licence by the Licence Registrar.

If the applicant is under 18 years of age the application must be countersigned by the Parent/Guardian of the applicant.

There are two categories of Competition Licences - Driver's Competition Licence (GCR 92) and Entrant's Competition Licence (GCR 93). (ICC DEC 2016)

92. DRIVERS COMPETITION LICENCE.

A Driver's Competition Licence entitles the holder to enter him/herself, and drive in, a National Road Race or Short Circuit Competition but does not permit the nomination of any other licensed driver. An applicant for a Driver's Competition Licence must have the medical certificate, which forms part of the application, completed to certify that he/she is medically fit and capable of having full control of a motor cycle in a motorcycle competition (GCR 108).

All licences will be valid for one race season i.e. from January to December in any given year.

All first -time Short Circuit licence applicants are required to complete an MCUI Newcomers Training Course. Riders and Sidecar Drivers must satisfactorily complete an MCUI Assessment before a Competition Licence can be issued. The Training Course will consist of practical on track assessment of a riders ability to ride and control a machine in a competition/race track environment, various lectures on basic safety and organisational requirements including flag signals and anti doping. (ICC DEC 2016)

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92a. TYPES OF COMPETITION LICENCE. (ICC Dec. 2016)

SHORT CIRCUITS

CAPACITIES &LICENCE RESTRICTIONS

Age	Licence	Machine/Class
. 12 years	Novice-National 'SC'	Junior Cup & Young Guns Challenge
. 13 years	Novice-National 'SC'	Classes upto Moto3/125cc GP, and Lightweight 400/450
. 15 years	Novice-National 'SC'	For Classes up to 650cc single or twin cylinder production based machines (Production Twins/Supertwins)and 250cc GP subject to the following: o Must have competed for a season on machines eligible for 13 yr olds o Must be approved to ride in these events by MCI Short Circuit Committee or Ulster Centre Tarmac Committee as appropriate.
. 15 years	Any	Sidecar passengers.
. 16 years	Novice-National 'SC'	All classes up to Supersport, Pre Injection, Classic machines only up to 350cc
. 18 years	Novice-National 'SC'	Any Class

NOVICE /INTERMEDIATE NOVICE:-

(a) Entry level licence for all first time applicants to Short Circuit Competition. An Intermediate Novice Licence will be issued to riders who hold a current EU or UK Full Category 'A' DVLA Licence and entitles the holder to compete in any class. Both Novice and Intermediate Novice Licence holders are required to wear coloured bibs as supplied by the MCUI. The bibs **MUST** be worn for the first year of competition. If a rider has not competed at a minimum of 5 events during the first year then the bib **MUST** be worn in subsequent years until they have completed a total of 5 events.

Novice Licence holders are restricted to a maximum machine capacity of 675cc for the first year.

NATIONAL 'SC':- A National SC Licence will be issued to Novice and Intermediate Novice Licence holders who fulfil the following criteria:-

(a) Must have competed at a minimum of 10 separate race days at 3 different circuits during the previous 2 years.
(b) Must have their record completed with upgrade signatures by the timekeepers.
(c) In order to obtain a signature, riders must appear in the official time sheets as a finisher and have an average race speed of 90% or greater than their respective class winner.
(d) The Competitor record card together with copies of the official time sheets for the signatures should be submitted to the MCUI Licence Registrar. The onus of having this Card completed rests with the Licence Holder.

ROAD RACES

The minimum age for any Road Race licence is 18yrs. An application for a Road Race licence will not be accepted until the person has reached 18 years of age.

NATIONAL ROAD RACE 'R' Competition Licence restricts the rider to one or more of the following Road Race classes:-

(a) Junior Support
(b) Senior Support
(c) Moto3/125GP
(d) Lightweight 400/250GP
(e) Classics
(f) Supertwins- only applicable when the competitor has completed 2 years racing at a minimum of 6 events at 4 different Irish National Road Races.

For further restrictions to 1st and 2nd year National Road Race 'R' licence holders, see MCUI Standing Regulations **Chapter 1A Road Racing Task Force Regulations** Points 27,28 and 29.

A National Road Race 'R' Licence shall display which of the above classes a competitor will be entitled to compete. It shall also display whether the holder is a 1st or 2nd year 'R' licence holder.

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A 1st year National Road Race 'R' licence holder must complete a minimum of 4 Irish National Road Races within a race season before moving to their 2nd year. Failure to do so will require the holder to remain on a 1st year licence until such times as they've completed a minimum of 4 Irish National Road Races in any race season.

A National Road Race 'R' licence will not be issued to a National 'SC' Licence holder unless they fulfil the following criteria:-

(a) Must have competed at a minimum of 10 separate race days at 3 different circuits during the previous 2 years.
(b) Must have their record completed with upgrade signatures by the timekeepers.
(c) In order to obtain a signature, riders must appear in the official time sheets as a finisher and have an average race speed of 90% or greater than their respective class winner.
(d) The Competitor record card together with copies of the official time sheets for the signatures should be submitted to the MCUI Licence Registrar. The onus of having this Card completed rests with the Licence Holder.

The holder of a National Road Race 'R' is entitled to compete at a Short Circuit event.

NATIONAL ROAD RACE 'A' licence entitles the holder to compete at Short Circuit events and National Road Race events in any class except Junior or Senior Support.
Competitors will only be entitled to a National 'A' licence if they've been upgraded from Senior Support by the MCUI Road Race Commission.

VISITORS NATIONAL ROAD RACE LICENCES

To compete in an Irish National Road Race all competitors holding a competition licence issued by a federation other than the MCUI must hold an MCUI Visitor's National Road Race licence.

This licence is in addition to and does not replace the requirement for the competitor to have the required licence and start permission from their federation.

For the exception of the North West 200 and the Ulster Grand Prix/Dundrod 150 races, Irish National Road Races are all road race events held on closed public roads.

The type of Visitor's National Road Race licence that issued to a competitor will be at the discretion of the MCUI regardless of the status of the licence issued by the competitor's federation.

VISITOR'S NATIONAL ROAD RACE 'R'
A Visitors National Road Race 'R' licence restricts the holder to one or more of the following classes:-

(a) Junior Support
(b) Senior Support
(c) Moto3/125GP
(d) Lightweight SS400/250GP
(e) Classics
(f) Supertwins – this class may be included at the discretion of the MCUI Road Race Commission otherwise it is only applicable when the competitor has completed 2 years racing at a minimum of 6 events at 4 different Irish National Road Races.

For further restrictions to National Road Race 'R' licence holders, see **MCUI Standing Regulations Chapter 1A, Road Racing Task Force Regulations** points 27, 28 & 29.
A Visitor's National Road Race 'R' Licence shall display which of the above classes a competitor will be entitled to compete. It shall also display whether the holder is a 1st or 2nd year 'R' licence holder.

A 1st year Visitor's National Road Race 'R' licence holder must compete a minimum of 4 Irish National, UK or Isle of Man Road Races in any race season before moving on to their 2nd year. Failure to do so will require the holder to remain on a 1st year licence until such times as this criteria is met.

A Visitor's National Road Race 'R' Licence will not be issued unless the competitor fulfils the following criteria:-

(a) Have competed satisfactorily in a minimum of 10 separate race days at a minimum of 3 different circuits during the previous 2 years.
(b) Appear in the official time sheets as a finisher with an average race speed of 90% or greater than their respective class winner.

The onus is on the competitor to supply this information along with their application. Failure to do so will result in the application becoming void.

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VISITOR'S NATIONAL ROAD RACE 'A'

A Visitors National Road Race 'A' Licence entitles the holder to compete at National Road Race events in any class except Junior or Senior Support.

Competitors will only be entitled to a Visitor's National Road Race 'A' Licence:

(a) If they have been upgraded from Senior Support by the MCUI Road Race Commission.
(b) At the discretion of the MCUI Road Race Commission based on their experience and previous results.

TYPE 'C' licence entitles the holder to take part in any Open Enduro, Grasstrack, Motocross or Trials event, the minimum age to be 16. A Type 'C' licence does NOT enable the holder to take part in those events for which a Short Circuit or Road Race licence is required.

TYPE 'D' licence entitles the holder to take part in any Open Trial; the event to which the licence applies shall be stated on the licence. A Type 'D' licence does not enable the holder to take part in any event other than the Trial specified on the Licence. The minimum age shall be 16 years.

NOTE: The minimum age limit only applies for Trials and Enduros on condition that it does not contravene National Traffic Regulations.

The fee for a Type 'D' licence shall be 20% of the current annual fee for a Type 'C' licence.

Administration for Type 'D' Licence. The promoting Club shall ensure that a licence form is competed and signed by the applicant at the time of lodging their entry to the event. The Club will be responsible for returning a schedule of licences issued, and the proper fee to the Licence Registrar, within 7 days of the issue of the Licence.

TYPE 'P' Licence entitles the holder to take part in parade laps at any Road Race or Short Circuit event.
A general qualification for a Parade Lap Licence is that the driver must have been the holder of an Short Circuit or Road Race type licence in the past or a current holder of a full Motor Cycle Driving Licence. Holders of current competition licences may take part in Parade Laps.
No Person under the age of 18 will be permitted to hold a 'P' Licence. (ICC Dec. 2014)

TYPE 'H' A type 'H' one day licence for Hillclimbs may be granted to any person who holds a Full Category 'A' Motorcycle UK/EU Drivers Licence
An 'H' licence may also be granted to a National 'SC' licence holder provided they fulfil the criteria for a National Road Race 'R' licence.
Holders of a current National Road Race 'R', 'A' or International Road Race licence are automatically authorised to compete at a Hillclimb.
This also applies to holders of either of the Visitors National Road Race Licences.

The fee for a Type 'H' licence shall be determined by the issuing body.

No Person under the age of 18 will be permitted to hold an 'H' Licence. (ICC Dec. 2016)

93. ENTRANT'S COMPETITION LICENCE.

An Entrant's Licence, which is denoted Type 'E', entitles the holder to enter a licensed driver in any National Competition but does not permit the holder to drive in any such competition unless he also holds a Driver's Competition Licence. A Medical Certificate is not required for this type of licence.

94. INTERNATIONAL COMPETITION LICENCE.

Any licensed National Entrant or Driver who has qualified as Entrant or Driver for International Competitions shall make formal application, through his Centre, to the MCUI for an International Competition Licence. An application should be with the Licence Registrar (Ulster Centre) or the Licence Registrar (Southern Centre) at the very latest 21 days before the date of the event for which the licence is required. Applications received after the time limit has expired will be subject to a surcharge of Stg. £25 or €37.50 up until 7 days prior to the event. If the application is made within 7 days of the event a surcharge of Stg. £50 or €75 will be levied. (N.B. The "date of the event" and "the event" is taken as the first day of practice, when applicable). The MCUI may grant an International Entrant's or Driver's Licence to such National Entrants or Drivers as it thinks fit. An International Licence may be granted for all international competitions of a certain type, or for one or more specified international competitions. These conditions shall be as stated on the licence. The age limits for international competition will be as stated in the latest version of the F.I.M. code. The general qualifications for each type of International Licence will be as follows:

MOTOCROSS AND TRIALS: Licence issued on the approval of the Centre which granted the applicant's National Licence.

SHORT CIRCUITS: As the above, but subject to final ratification by the Short Circuit Commission of the MCUI.

ROAD RACES: The issue of licences is at the discretion of the Road Race Committee of the relevant Centre. Drivers must have gained 30 points during the previous 2 seasons based on the following:

Road Races (Irish Championships)	Short Circuit (Irish Championships)
1st-3rd on full race distance 15 pts	1st-3rd on full race distance 12 pts
4th-7th on full race distance 12 pts	4th-7th on full race distance 8 pts
8th-l0th on full race distance 8 pts	8th-l0th on full race distance 4 pts
11th-15th on full race distance 6 pts	Finisher on full race distance 2 pts
Finisher on full race distance 3 pts	

Any exceptions to the above will be subject to the approval of the Ulster Centre Tarmac Committee/MCI Road Race Committee. **(** ICC Jan. 2009)

Sidecar Passengers must have competed in two Road Races.

Classic Riders: As above, but will be for International Classic races only.

Support Riders: A Support rider can take out an International licence for Short Circuits. This will not affect his Road Racing licence.

All applications shall be reviewed each year and licence may not be renewed unless the applicant has attained the qualification necessary to hold the licence over the previous two years.

SUPER A/B LICENCE TO BE ISSUED FOR MCUI INTERNATIONAL EVENTS ONLY: These licences will be issued subject to the same conditions applicable to International Competition Licences and will be available only from the Centre Licence Registrars.

N.B. A Super A (Road Race / Short Circuit) and Super B (Off Road) Licence will only be available as an annual licence.

95. WITHDRAWAL OR REFUSAL OF ENTRANT'S OR DRIVER'S LICENCE.
The MCUI may refuse to issue or may withdraw an Entrant's or Driver's licence, whether National or International, without stating a reason for such withdrawal or refusal but in such a case the applicant shall, on demand, be notified of such a refusal in writing and may then appeal against the refusal to the F.I.M. whose decision on whether or not a licence should be granted or returned shall be immediately operative.

96. AUTOMATIC SUSPENSION OF DRIVER'S COMPETITION LICENCE.
Any driver/passenger receiving hospital attention and/or treatment for any injury or condition, whether hospitalised or not, which would impair his/her control of a competition motorcycle, and has not surrendered his/her licence within seven days, will be suspended for one month from the date of production by him/her of a medical certificate certifying that he/she is fit to compete. The penalty may be increased at the discretion of either the Centre or the MCUI

97. SURRENDER OF COMPETITION LICENCE ON MEDICAL GROUNDS.
Any competitor, driver/passenger who has to return his/her competition licence having had hospital attention or treatment, whether hospitalised or not, which in medical opinion would impair his/her control of a competition motorcycle must return his/her licence in compliance with GCR 96 to the Liaison Officer for Surrendered Licences or the Licence Registrar.

98. PERIOD OF VALIDITY OF ENTRANT'S OR DRIVER'S LICENCE.
All Entrant's and Driver's licences shall expire at the end of each calendar year.

99. PRODUCTION OF LICENCE.
An Entrant or driver at an International or National meeting shall carry his/her licence, duly signed by him/her, and shall produce it on demand of an official of the meeting.

100. MUTUAL RESPONSIBILITY OF ENTRANT AND DRIVER.
An Entrant shall be responsible for all acts or omissions on the part of his/her drivers, mechanics or passengers, but each of these shall be equally responsible for any infraction of the rules contained in the GCR.

101. ASSUMED NAME.
A person shall not take part in any competition under an assumed name unless special permission for the use of such assumed name has been granted by the MCUI In such cases a licence will be issued in the assumed name, if

approved, on payment of an additional fee. The licencee, for so long as he/she is registered under an assumed name, shall not take part in any competition under any other name and shall not revert to the use of his/her own name until he/she has obtained permission and obtained a fresh licence in his/her own name.

102. CHANGE OF DRIVER, PASSENGER OR MOTORCYCLE

(i) It is not permitted to change a driver, passenger, make or capacity of motorcycle after the start of any competition, unless such change is authorised in the Supplementary Regulations.

(ii) Unless specifically prohibited or otherwise provided for in the Supplementary Regulations, a change of driver, passenger or the make or capacity of motorcycle may be considered by the Secretary of the Meeting after entries have been closed, provided the entrant notifies him in writing at least twenty-four hours before the official starting time of the competition of some good and sufficient reason why

(a) the entered driver or passenger is unable to take part in any competition on that date, or

(b) the entered motorcycle cannot produced on that date.

(iii) If the composition of any team is affected by changes as authorised above, the entrant of that team or his/her representative may, up to the official starting time of the competition, replace the driver so affected by any other entered driver otherwise eligible for that team, including the driver substituted for the original entry, provided always that the Supplementary Regulations do not otherwise provide for alterations of the composition of nominated teams.

(iv) A change of both driver and make of motorcycle is not permitted unless the authority granting the permit has specifically approved the Supplementary Regulations providing for such changes to be made.

103. HELMETS.
At all competitions (including official practising therefore) in which speed is the determining factor, and at other competitions where it may be required by the authority granting the permit, a protective helmet of a design approved by the MCUI for racing shall be worn by each driver and passenger.
The Clerk of the Course, or his Deputy, or a person deputised by him, is empowered to impound any helmet considered to be of incorrect pattern, or to have become ineffective.

104. HELMET STAMP.
An MCUI driver using a helmet which does not bear a current MCUI helmet stamp, or has been previously rejected by a helmet examiner or scrutineer, will receive a Mandatory penalty of 30 days suspension. The entire period to be within the racing season.

105. EQUIPMENT AND PROTECTIVE CLOTHING.
At all competitions (including the official practising therefore) in which high speed is a determining factor, and at other competitions where it may be required by the authority granting the permit, complete protective clothing including gloves, jacket or long sleeved jersey or other garment of a material of at least equivalent strength to a serge battledress blouse, breeches, knee-length boots without metal studs, or leather boots with a complete extension of leather, or MCUI approved detachable, shall be worn by each driver and passenger except that passengers may wear footwear of their own choice. The minimum standard of protective clothing as regards jackets shall be a serge battledress blouse. Goggles or protective glasses, if worn, must be of non-splinterable material.

105.1. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

105.2. Linings or undergarments must not be made of synthetic material which may melt and cause damage to a rider‘s skin.

105.3. Riders must wear leather gloves and boots except that sidecar passengers may wear footwear of their own choice, which with the suit provide complete coverage from the neck down.

105.4. Leather substitute materials may be used for gloves, boots and parts of the suit providing they offer the same protection as described above.

105.5. The use of a back & chest protectors is highly recommended at all Tarmac events.

105.6. The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs/protectors in knee sliders, boots etc).

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105.7. It is the competitor's responsibility to ensure his/her clothing complies with GCR 105 and gives adequate protection.

105.8. Trials rule; 7B CLOTHING Helmets, and recognised Trials boots must be worn at all times when riding, All junior competitors must wear gloves covering the hands and fingers. The wearing of gloves is recommended for all competitors.

106. IRREGULAR ENTRIES OR ABSENTEES.
Any driver who has entered or who has been nominated for a competition and does not drive therein, but drives or has been nominated to participate in another competition at another meeting on the same day shall be dealt with in accordance with the provisions made in the GCR under "Penalties" unless he can justify his/her absence. In the case of International competition see the F.I.M. International Sporting Code.

107. MALINGERING.
Any driver who, having entered in any competition, does not make a bona fide attempt to succeed, may be deemed to be guilty of a breach of the GCR.

108. MEDICAL, REQUIREMENTS FOR DRIVERS AND PASSENGERS.
An applicant for a driver's licence must have the medical certificate which forms part of the application completed to certify that he/she is medically fit and capable of having full control of a motorcycle in a motorcycle competition. Any fee in respect of the medical shall be as determined by The MCUI from time to time. The requirements of the medical examination shall be as determined by the MCUI from time to time.

Notwithstanding the completion of the medical certificate on the licence application a Centre, or the MCUI, may require an applicant to undergo a further medical examination with a doctor nominated by a Centre or MCUI before issuing a licence, or at any time after a licence has been issued. Furthermore, the promoter of any event may require a licence holder to be examined by a doctor appointed by them and at the promoters' expense at any time during a competition.

109. MEDICAL CERTIFICATES.
Medical Certificates for a 3-year period are approved for Off Road Competition Licences, etc. Grasstrack, Motocross, Trials and Enduro events.

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CHAPTER 5

THE ORGANISATION OF COMPETITIONS

110. SUBMISSION TO AUTHORITY.

Every competition shall be held under the GCR and if an International competition, also under the International Sporting Code of the F.I.M.

Every person promoting, organising or taking part in a competition shall be deemed to be acquainted with the GCR, and with any Supplementary Regulations that may be applicable, and to have renounced the right to have recourse to any Court or Tribunal whatsoever other than is specifically provided for in the GCR.

111. UNAUTHORISED COMPETITIONS.

The organisation for holding within the territorial jurisdiction of the MCUI of any motorcycle competition, otherwise than in conformity with the GCR, shall render every person connected therewith, or taking part therein, whether as promoter, entrant, driver, official, or otherwise, liable to the consequences and penalties provided in the GCR

If such a competition is included in a meeting for which a permit has been granted the permit shall be null and void, and the promoters shall return to the entrants all entry fees received for any competition at such meeting.

112. PROMOTION OF COMPETITIONS.

Any of the following may act as promoters and hold any type of competition, subject to the approval, as necessary, of the MCUI and/or Centre concerned, and the issue of the appropriate type of permit:

The MCUI

A Centre of the MCUI

A body or club affiliated to a Centre

Permits for all events may be issued by the MCUI and/or Centre. The MCUI and/or Centre shall approve the date, course and Supplementary Regulations before issuing the permit.

An International Permit is issued by the F.I.M.

113. SUPPLEMENTARY REGULATIONS.

For every competition there shall be drawn up special regulations, supplementary to the GCR and the Standing Regulations, known as the Supplementary Regulations. Each Supplementary Regulations shall be drawn up by the promoter of the competition and approved by the authority granting the permit.

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

(i) the approval of the authority granting the permit is first obtained.

(ii) the Stewards of the Meeting decide that it is, in their opinion, essential for urgent reasons of safety, or necessity to make such alteration; no such decision of the Stewards of the Meeting shall be questioned or challenged by appeal or otherwise.

114. ANNOUNCEMENT ON OFFICIAL DOCUMENTS.

All Supplementary Regulations, programmes, announcements, entry forms or other official communications relating to any competition shall give a description of the competition, whether it is National, Restricted or Closed, and shall be conspicuously marked with the words Held under the General Competition Rules and Standing Regulations of the MCUI and the Centre concerned (if applicable). In the case of any documents relating to an international competition the words shall be Held under the International Sporting Code of the F.I.M., and the General Competition Rules and Standing Regulations of the MCUI and the Centre concerned (if applicable).

115. USE OF TITLES SUCH AS GRAND PRIX, CLASSIC, ETC.

The use of these titles is reserved exclusively for such international competition as are so described in the International Calendar and may only be granted as the MCUI rules decide.

116. POSTPONEMENT OR ABANDONMENT OF A COMPETITION.

A meeting or a competition forming part of a meeting shall not be postponed or abandoned unless provision for so doing has been made in the Supplementary Regulations, save as provided in GCR 83

In the event of abandonment, entry fees shall be returned unless otherwise laid down in the Supplementary Regulations. On being notified of the postponement of a competition entrants shall be given the opportunity of withdrawing their entries by an agreed date.

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117. PROHIBITION OF BETTING.
At any meeting held under the GCR public betting shall not be permitted.

118. MIXED MEETINGS.
No event, other than a motorcycle competition, shall take place at a meeting held under the GCR without the consent of the authority granting the permit.

119. OVER-RIDING AUTHORITY OF THE MOTOR CYCLE UNION OF IRELAND.
The MCUI shall have the right to declare any competition, the holding of which would, in the opinion of the MCUI, be prejudicial to the interests of either the sport or the MCUI, to be an unauthorised competition and also to veto any decision of a Centre promoter or body of promoters, club or association of clubs, and Steward or body of Stewards which, in the opinion of the MCUI, would be prejudicial.

120. INSURANCE.
The authority granting the permit for any competition shall require the promoters of that competition to be adequately insured against claims for damages arising out of the competition and to effect such other insurance as may be necessary.

121. NECESSARY PERMISSION AND APPROVAL.
No competition shall be held without a permit having been granted, and approval signified as laid down in GCR 112. The MCUI, or a Centre of the MCUI, may decline to grant a permit, or may withdraw a permit granted, without assigning a reason.

122. APPLICATION FOR PERMIT.
An application for a permit to organise a competition shall be made on the appropriate form, be accompanied by the fee laid down, and be accompanied by a draft of the proposed Supplementary Regulations and Entry Form.

123. ENTRIES.
A permit having been granted, the promoters may invite and receive entries. Entries shall be made in writing on the proper form supplied by the promoters. which shall provide for a statement of the name and address of the Entrant and Driver, if nominated, and of their licence numbers. Every entry form shall be signed by the Entrant (if any) and shall be signed personally by the driver, accepting the conditions and regulations of the competition, and agreeing to be bound thereby, and the GCR.

Every Entrant, driver and passenger shall sign, as part of the entry form, the agreed form of disclaimer.

Every entry of a driver in an International competition is subject to the approval of the MCUI and for International competitions held outside the jurisdiction of the MCUI entry forms must be endorsed by the MCUI.

124. ENTRY FEE.
Any entry not accompanied by the entry fee, if any, shall be null and void.

125. STATEMENT OF LICENCE NUMBERS.
For any competition any entry that does not state the Entrant's and driver's licence numbers shall be null and void.

126. ANNOUNCEMENT.
Every entry form or invitation to enter sent out by the promoters shall be accompanied by the Supplementary Regulations of the competition which shall contain an announcement of all the information required to be furnished under GCR 122, as approved by the authority issuing the permit.

127. ENTRY MADE BY TELEGRAM, TELEX OR FACSIMILE.
Entries, with the appropriate fees, may be made by telegram and Telegraphic Money order provided they are received before the time fixed for the closing of entries, but such entries shall be confirmed by a duly authorized entry form dispatched on the same date as the telegram.

128. TIME LIMIT FOR ENTRIES.
Entries for National road races shall close not later than 14 days before the published date of the competition.

129. ENTRY CONTAINING A FALSE STATEMENT.
An entry which contains any false statement shall be considered null and void. The entrant may be deemed to be guilty of breach of the GCR and the entry fee may be forfeited. The matter shall be referred to the authority granting the permit for further action.

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130. ACCEPTANCES.
If the number of entries received shall exceed the maximum number laid down in the Supplementary Regulation those to be accepted shall be chosen either in order of receipt, or by ballot, or by some other method laid down in the Supplementary Regulations and approve by the authority granting the permit.

Promoters must, at the earliest opportunity, notify entrants and drivers of the definite position with regard to entries. Entrants and drivers offered reserve positions may withdraw their entries provided they notify, in writing, the promoter 48 hours after having received notification of being placed on the reserve.

A notice posted to an entrant or driver shall be deemed to have been received 24 hours after the time of posting (such 24 hours to exclude Sundays and Public Holidays). In such circumstances GCR 106 shall not apply.

131. NOMINATION OF RESERVE.
Should any entrant be eliminated in accordance with GCR 130 he may be accepted as a reserve if the Supplementary Regulations so provide. Such entrant shall signify his acceptance of being so classified within the time limit laid down in the Supplementary Regulations.

132. UNAUTHORISED ENTRIES.
The promoters shall not enter a driver in respect of whom they have not received a duly authorised entry form.

133. REFUSAL OF ENTRIES.
The promoters of a competition may, without assigning any reasons, refuse to accept any entry, providing that notification of such refusal is given, in writing, so as to reach the entrant as soon as possible, and in any case at the latest seven days after the closing of entries, such seven days to exclude Sundays and Public Holidays.

In the case of a series of events, the results of which constitute a Championship, an entry may only be refused with the permission of the Centre issuing the permit.

134. OFFICIAL PROGRAMME.
For all meetings, excluding "closed" meetings, the promoter shall publish a programme, a copy of which shall be sent to the authority granting the permit. The programme shall be prominently marked on the outside page OFFICIAL PROGRAMME. The Official Programme shall contain the following information:

(i) A statement as to the type of meeting and that it held under the GCR and Standing Regulations of the MCUI and Centre concerned (if applicable).

(ii) The permit number.

(iii) The names of the principal officials of the meeting.

(iv) The time, place and list of events.

(v) The names of entrants and drivers, their machines and numbers, together with licence numbers, if applicable.

In the case of a closed competition an official programme, or list of entries, shall be published. A copy of the programme or list of entries shall be sent to the authority granting the permit, and shall be issued to each official and driver, or posted up, so that it may be read by each official or driver prior to the commencement.

135. NATIONAL ENTRANT'S LICENCE/PROGRAMME.
Any club promoting a National event will not be permitted to have an MCUI entrant's name in the programme unless that entrant holds a current Entrant's licence. If this rule is broken then a fine of £25 or €37.50 will be imposed on the club for each name appearing. (Licence Registrar of each Centre to monitor and advise the Treasurer of the Centre involved).

136. INTERNATIONAL ENTRANT'S LICENCE/PROGRAMME.
Any club promoting an International event will not be permitted to have an MCUI Entrant's name in the programme unless that entrant holds a current F.I.M. International Entrant's Licence. If this rule is broken, then a fine of £100 or €150 will be imposed on the club for each name appearing. (Union Secretary to monitor and advise the Union Treasurer).

137. ASSUMED NAME IN PROGRAMME.
Any assumed name, if duly registered, shall be indicated in the official programme between inverted commas ("…")

138. ANNOUNCEMENT OF RESULTS.
On the conclusion of an International or National competition the promoter shall, as soon as practicable, send a copy of the detailed provisional results to any entrant, on request. The results of a National competition shall be published by the promoter no later than 14 days after the competition has concluded.

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CHAPTER 6

MOTORCYCLES

139. ENGINE CAPACITIES. Engine capacities shall be as follows:

(a) GP125 class - 125cc max
(b) GP 250 class - 250cc max
(c) Young Guns Challenge - 125cc max
(d) Junior Cup - 305cc max
(e) Moto 450 - 450cc single cylinder max
(f) Supertwins/Production Twin - 650cc max
(g) Supersport 400 - from 201cc- 400cc max (excludes 250gp machines)
(h) Supersports 600cc 4 cylinder 675cc triples & 750cc twins max
(i) Superbikes For 3 and 4 cylinder machines the upper limit will be 1010ccand for twin cylinder machines the upper limit will be 1200cc.max.
(j) For Classic motorcycles the maximum is 1000cc regardless of the number of cylinders, and sidecar machines 1300cc
(k) Drag Racing machines are unlimited

(Dec 2015)

Solos: For 3 and 4 cylinder machines the upper limit will be 1010cc and for twin cylinder machines the upper limit will be 1000cc for National Road Race events and 1200cc for International Road Race events and all Short Circuit events.

The maximum capacity limit for a rotary or Wankel system engined solo machine at all Road Race and Short Circuit events, within the MCUI is 1200 cc.

The capacity of a 'rotary engine' which will determine the class in which the motorcycle shall compete in a meeting shall be calculated by the formula:

$$\text{Capacity} = \frac{1.7 \times V}{N}$$

where V = total capacity of the chambers comprising the engine
and N = number of turns of the motor necessary to complete on cycle in a chamber.

The engine is classified as a 4-stroke.

For 'Wankel system engine' with a triangular piston, the capacity is given by the formula:

$$\text{Capacity} = 1.7 \times V \times D$$

where V = capacity of a single chamber
and D = number of rotors.

The engine is classified as a 4-stroke (ICC Jan. 2009)

140. LEGAL REQUIREMENTS.
Every motorcycle which takes part in a competition on a public road, other than when a road is closed to traffic by virtue of a Road Closing Order, shall comply with all legal requirements.

141. FINAL EXAMINATION OF MACHINES.
Every motorcycle finishing in a competition must, if so required, by submitted for final examination and any motorcycle may be retained by the promoters for such period as may be necessary for its examination; such period shall not be unreasonable.

142. MEASUREMENT OF MACHINES.
Where it may be necessary for promoters to verify any fact that this shall be done at the cost of the driver. If the measurement is to determine a protest, the party against whom the decision is made shall bear the costs (as set out in the applicable Standing Regulations) and the motorcycle may, if the engine is found to be oversize, be retained by the promoters until such costs are paid. (ICC Jan. 2009)

143. ADVERTISING.
Advertising may be displayed on a motorcycle and on the driver's/passenger's clothing and helmet in any competition held under the permit of the MCUI or a Centre of the MCUI, subject to the following conditions:

(a) No advertisement shall be displayed within three inches (75mm) of any number plate or number plate panel
(b) No advertisement shall be displayed on a driver's/passenger's clothing below the knee.
(c) The name of the motorcycle and/or sidecar and /or the name of the driver will not be regarded as advertising.
(d) Notwithstanding the above conditions, the promoters of any competition may, at their sole discretion, prohibit the display of any advertisement or any particular advertisement on a motorcycle, or on the clothing or helmet of any driver or passenger.
(e) Where advertising, or any particular advertisement, is prohibited all drivers must be notified at least seven days before the date of the meeting.

NOTE: Advertising at International Competitions must be in accordance with the International Sporting Code.

144. FALSE ADVERTISEMENTS.
Any entrant or firm advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition, the category and class of the motorcycle where applicable, the make of the engine (if not the maker's own construction) and the position obtained in its category and class. Any infraction of this rule, whether by way of omission from, or addition to, the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued, liable to the penalties provided in GCR 178 and 182. This rule shall apply also to any advertisement in connection with any tour or test not officially observed.

145. BRAKES.
All motorcycles in Category A taking part in any competition must be equipped with one efficient brake operating on each wheel and operated independently.

146. DANGEROUS CONSTRUCTION.
The Clerk of the Course may exclude any motorcycle, the construction or condition of which he deems to be dangerous.

147. MODIFICATIONS.
Modifications made to a competition motorcycle due to competitor's disability or injury must be agreed by the Centre concerned. A Certificate of Suitability acceptable to both Centres must be issued. Any modifications suggested or made to a machine must be advised to the relevant bodies in reasonable time.

148. POSITIONS OF DRIVER AND PASSENGER.
During a race drivers should adopt a position with their feet on the footrests. If a driver adopts any other position, and this is deemed to be dangerous, he must be excluded by the Clerk of the Course. The footrests on a motorcycle must not be fixed above a line joining the centres of the two road wheels. During a race the passenger, if any, must be effectively and continuously carried on the vehicle in the place provided for him. He may, however, leave his seat when starting, or on bends of the course, and when the motorcycle is stationary. The penalty for a breach of this rule is exclusion.

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CHAPTER 7

STARTS AND HEATS

149. METHODS OF STARTING.
There shall be only two methods of starting:

(a) The Standing Start

(b) The Clutch Start

The method of starting must be stated in the Supplementary Regulations, or in the programme.

150. ORDER OF STARTING.
Drivers may be started individually, in groups or all together. With the individual or group type of start each driver, or group of drivers, starts in succession from the same position immediately behind the starting line and in such numbers and at such intervals as may have been laid down in the Supplementary Regulations.

With the massed type of start all drivers start together from positions that have been assigned to them behind the starting line, but it shall be assumed that they have started from the starting line what the position from which they actually started. Where practicable, the positions in a massed start shall be based on practice times so that the fastest competitors take the front positions on a grid. Otherwise the positions shall be decided by lot or as may be prescribed in the Supplementary Regulations.

151. STARTERS ORDERS.
Only those drivers in the starting area, or on a grid, are deemed to come under Starter's Orders. No other driver is subsequently permitted to start in a race.

152. NON-STARTER.
Any driver not coming under Starter's Orders shall be deemed a non-starter. Any driver will be considered as having started if under Starter's Orders at the start.

153. FALSE START.
A false start occurs when, before the start, a driver under Starter's Orders moves forward from his prescribed position.

154. PENALTY FOR FALSE START.
In the case of a massed start, the driver concerned shall be penalised by the addition of one minute to the time taken by him to complete the course, except for Short circuit events where the time added shall be 20 seconds instead of one minute. In any case, where the Supplementary Regulations provide, the Clerk of the Course shall have the power to increase the amount of the above mentioned penalty, or to impose other penalties within the limits prescribed in such Supplementary Regulations. Where applicable, any such penalty shall immediately be notified to the depot or the representative of the driver concerned.

155. HEATS.
Races may be arranged in heats and the make-up of heats shall be published in the programme. The qualification to start in a final, if any, must be stated in the Supplementary Regulations and only those drivers qualifying as finishers in the heats shall be eligible to take part in the final.

156. CONSOLIDATION OF HEATS.
The Clerk of the Course may merge heats if the number of starters is not available, or any other conditions so warrant.

157. DEAD HEATS.
In the case of a dead heat the drivers tying for a place shall divide amongst themselves any prize, or prizes, attributable to their placing. When two or more drivers have tied for a place, the next driver to finish shall be placed according to the numerical order of finishers, e.g. 1st, 2nd, 3rd, 4th, 5th, etc. OR 1st, joint 2nd, 4th, joint 5th, 7th, etc.

158. PUNCTUALITY IN STARTING.
All meetings must commence punctually at the published time and the time of start of each event, if published, must be adhered to as nearly as possible, and in no case be anticipated.

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CHAPTER 8

COURSES AND PUBLIC SAFETY

159. COURSES.
The use of any road, short circuit, or land used for a competition shall be subject to the approval of the authority issuing the permit. Any road, or short circuit, shall be inspected by the Roads Inspection Committee and the decision of the Committee shall be final. The MCUI, or the authority issuing the permit may inspect any course to be used for a competition.

160. PERMISSION OF CENTRE.
No Centre or Club shall apply for a permit to promote a competition, the course for which lies within the territory of another Centre.

161. PERMISSION OF CENTRE.
No competition shall be promoted on either a public or private road or elsewhere until such permission as may legally be necessary is first obtained from the appropriate public authorities, or private individuals as the case may be. Failure to do so shall render the permit for the meeting null and void.

162. MEASUREMENTS OF DISTANCES ON THE ROAD.
These distances shall, up to 3 miles 188 yards (5 kilometres), be measured along the centre line of the road, by a duly qualified person, if over this distance they shall be determined by means of the Ordnance Survey map of a scale of not less than 2.5 inches to 1 mile.

163. COURSE INSPECTION.
Each road and short circuit course for which an application is made on which to promote a competition shall be inspected by the officially appointed Road Inspection Committee. The general condition as to the safety of the public, the suitability of the course, the number of starters permitted, and any other such requirements as are deemed necessary shall be within the terms and references of the Committee. The Committee shall issue a Track Certificate setting out the conditions under which the events may be organized over the course. A copy of this certificate shall be made available to the authority issuing the permit, and to each organizer wishing to promote an event over the course.

164. GRASS TRACK, MOTO CROSS, ETC.
The MCUI, or the authority issuing the permit reserves the right to inspect, any Track, Moto Cross (Scramble) etc. The minimum width of a grass track course shall be 25 feet, and the number of starters determined by the width divided by three feet. The number of three wheelers shall be 50% of that permitted for solos.

165. Deleted (ICC Feb. 2000)

166. NUMBER OF DRIVERS PERMITTED ON ROAD COURSES.
The maximum number of drivers permitted in any one solo race on a road course shall be calculated on the basis of one driver for every 40 inches of the width of the course at its narrowest point, multiplied by one driver for every 5/8 of a mile of the length of the course. If group starts are to be used the Road Inspection Committee may increase the number of starters agreed by the aforementioned formula by a maximum of 30%. For three wheel races the number shall be calculated on the basis of 80 inches of the width of the track at its narrowest point, or 50% of the number permitted for solo races.

167. NUMBER OF DRIVERS PERMITTED ON SHORT CIRCUITS
The F.I.M. formula to be used as follows:
N= Maximum number of Solos allowed
N = v 5600 x L x B L=Length of circuit in Kms
V B=Minimum width in metres
V=Average speed of winner in Km/H

Using this formula the number of starters at the following circuits may be:

Aghadowey — 25 maximum
Bishopscourt — 36 maximum
Kirkistown — 30 maximum
Mondello — 31 maximum
Nutts Corner — 23 maximum

If group starts are to be used the Road Inspection Committee may increase the number of starters agreed by the aforementioned formula by a maximum of 30%. (Special Conference 9th March 2008)

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168. PROTECTION OF SPECTATORS.
At all events promoters must make adequate arrangements for the protection of spectators. Each Centre shall lay down specific instructions for various types of meetings.

169. POSITIONS OF SPECTATORS.
The positions of spectators at all forms of racing must always be chosen with due regard to public safety.

170. POSITION OF PADDOCK.
There must be a suitable paddock for the use of competitors.

171. TRADE AREAS.
Designated trade areas to be set up in the paddock at all events.

172. MACHINES – START.
All machines must be pushed to the assembly paddock for the start of practice or racing.
Use of paddock bikes, bicycles, skateboards mini bikes etc. are prohibited for all competitors, spectators and team officials in the paddock area. Failure to do so may lead to the exclusion from the meeting of that competitor.
(ICC Jan. 2009)

173. MACHINES – END.
All machines returning to the paddock must be stopped at the gate, riders to dismount and push machines.

174. MACHINES.
Machines must only be started in designated areas provided.

175. WARNING AND PROHIBITION NOTICES.
At all meetings at which the public have access, notices worded as follows, warning the public that a motor competition is in progress or prohibiting the public from certain areas, shall be prominently displayed wherever applicable.

WARNING NOTICE

NOTICE
WARNING TO PUBLIC
MOTOR RACING IS DANGEROUS
and spectators attending at
this meeting do so
ENTIRELY AT THEIR OWN RISK

PROHIBITION NOTICES

NOTICE
PROHIBITED AREA
the public are not permitted
in this area

WARNING
the public must not go beyond this notice

176. ANIMALS AT EVENTS.
Promoters must take all reasonable steps to ensure that there are no unleashed dogs at a circuit, or within the Paddock area.

177. ADMISSION TO SPEED EVENTS.
At all meetings to which the public is invited, admission if controlled, must be by ticket. Every ticket issued must bear the following disclaimer which must not be defaced on cancellation of the ticket.

WARNING
MOTOR RACING IS DANGEROUS
AND PERSONS ATFENDING THIS
MEETING
DO SO
ENTIRELY AT THEIR OWN RISK

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators."

All official passes must also bear the disclaimer, and every official armband issued. Official programmes must contain the disclaimer.

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CHAPTER 9

PENALTIES

178. BREACH OF RULES.
Any of the following offences, in addition to other offences specifically referred to previously or hereafter, shall be deemed to be a breach of the GCR.

i) Bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition, or employed in any manner in connection with a competition, or the acceptance of, or offer to accept, a bribe by such official or employee.

ii) Any attempt to influence any official in the course of his duty.

iii) Any action having its object the entry of participation in a competition of a person or motorcycle known to be ineligible therefore.

iv) Any fraudulent act or proceeding in connection with a competition or the sport of motorcycling generally.

v) Competing for, accepting or offering to accept, or advertising an award in the nature of a title or championship in respect of motorcycling competition, unless such award is recognized by the MCUI

vi) Any proceeding or act prejudicial to the interest of the MCUI, or a Centre, or the sport of motorcycling generally.

179. PENALTIES FOR PARTICIPATION IN AN UNAUTHORISED COMPETITION.
Any person or body who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in, or advertise, or obtain publicity from the results of a competition not organized or held in accordance in all respects with the GCR, or who shall become disqualified or suspended by the governing body of any sport recognized by the F.I.M., shall be disqualified or suspended.

Provided that when the prescribed competition has been, or is to be, held outside the jurisdiction of the MCUI, the MCUI and the other F.M.N. concerned shall agree as to the penalty and, should they fail to agree, the question shall be referred to the F.I.M. whose decision shall be final.

180. PENALTIES.
Any person, or body of persons, official, entrant, driver, passenger, or any other person committing a breach of the International Sporting Code, or of the appendices thereto, or of the General Competition Rules of the MCUI, or any appendices thereto, or of any Supplementary Regulations, or any official instructions or of any conditions attached to the permit issued for a meeting, may be penalised as hereinafter provided.

181. IMMEDIATE EFFECT OF PENALTIES.
Any penalty inflicted in accordance with the GCR shall take effect immediately unless otherwise ordered by the court.

182. IMPOSITION OF PENALTIES.
The penalties which may be inflicted are as follows:

(i) Reprimand

(ii) Fine

(iii) Exclusion (GCR 186)

(iv) Suspension

(v) Disqualification

The MCUI may also sentence any person, or body of persons, to be deprived of any rights or privileges. Before imposing the penalty not provided for in the Supplementary Regulations, the Stewards of the Meeting, or a Centre of the MCUI, as the case may be shall summon the parties concerned before them. Such summons shall either be delivered personally, or in appropriate cases by registered post, to the appropriate address (GCR 228). The procedure at any hearing by the Stewards of the Meeting, of the MCUI acting as a Court of first instance, shall be in accordance with GCR 209.

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183. SENTENCE TO A REPRIMAND OR FINE.
A reprimand, or fine, may be imposed by the Stewards of the Meeting, a Centre, or the MCUI, on any Club, Official, Entrant, Driver, Assistant, Mechanic or Passenger, who does not comply with the requirements of the Supplementary Regulations, or of the Official Instructions. A fine imposed by the Stewards of the Meeting shall be limited to a maximum of £100 or €150

184. LIABILITY TO PAY FINE.
An entrant shall, if called upon, be responsible for the payment of any fine inflicted on his drivers, assistants, or passengers, and in such circumstances, in the event of non-payment, may be suspended under GCR 185, equally and simultaneously with the person on whom the fine has been inflicted.

185. TIME LIMIT FOR PAYMENT OF FINES.
Fines shall be paid within 5 days of their being ordered. Any delay in making payment shall entail suspension for the period during which the fine remains unpaid.

186. EXCLUSION.
Exclusion shall mean the prohibition of a person, or body of persons, from taking part either in some particular capacity, or in any capacity whatsoever, in a certain competition or meeting, or the prohibition of a certain motorcycle, or motorcycles of a certain make, or of a motorcycle accessory, from being driven, or used, in a specified competition or meeting.

187. SENTENCE OF EXCLUSION.
A sentence of exclusion may be pronounced by the Clerk of the Course, or by the Stewards of the Meeting, and may be made retrospective in operation.

188. SUSPENSION.
Suspension shall mean the prohibition for a definite period or sine die, of a person, or body of persons, or of a certain motorcycle, or of motorcycles of a certain make, or of a motorcycle accessory, from taking part in any capacity, or being driven or used, as the case may be, in motorcycle competitions within certain territories, according to whether the suspension in International, National or Local.

189. SENTENCE OF SUSPENSION
a) International suspension may be pronounced only by the MCUI, and is subject to confirmation by the F.I.M.

b) National suspension may be pronounced by the MCUI, or a Centre.

c) Local suspension may be pronounced by the MCUI, or a Centre.

190. EFFECT OF SUSPENSION
a) A person, or body of persons, suspended Internationally or Nationally shall, during the period of suspension, thereby forfeit the rights to:

i) Hold any MCUI licence, be granted a permit, and/or

ii) Hold any official appointment in connection with the F.I.A., the F.I.M., the M.C.U.I, or any Centre or Club of the MCUI, or in connection with any meeting or competition, and/or

iii) Be registered as a member of a club for competition purposes or otherwise.

(b) International suspension shall entail the loss of the right to take part in any capacity whatsoever in any competition held within the territory of any country in which the authority of the F.I.M. is recognised. Such suspension also involves a similar prohibition from taking part in automobile, motor-aquatic and aeronautic competitions.

(c) National suspension shall entail the loss of the right to take part in any capacity whatsoever in any competition held within the territory of the MCUI

(d) Local suspension shall entail the loss of the right to take part in any capacity whatsoever in any closed, or restricted competition within the territory of the Centre imposing the sentence.

(e) A sentence of suspension shall render void any entry made for any competition which may take part during the term of such suspension, and in which the suspended person has lost the right to take part, and the promoter shall retain any fee for such entry.

(f) A sentence of suspension may be retrospective, to a date not earlier than the commitment of the offence, or may be suspended in its operation for a specified period.

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191. DISQUALIFICATION.
Disqualification shall mean the loss for all time of any right to take part in any capacity whatsoever in any motorcycle, automobile, motoraquatic or aeronautic competition.

192. SENTENCE OF DISQUALIFICATION.
A sentence of disqualification may be pronounced only by the MCUI, and confirmed by the F.I.M., on any person or body of persons, or on one or more motorcycles or accessories thereto. The rights lost under a sentence of disqualification can only be restored by the F.I.M.

193. EFFECT OF DISQUALIFICATION.
A sentence of disqualification shall always have International effect and may be retrospective to a date not earlier than that on which the offence was committed. It shall render void any previous entry by the person disqualified and the promoter shall retain any fee paid for such entry.

194. NOTIFICATION OF SUSPENSION OR DISQUALIFICATION.
Suspension, if International, and disqualification will be notified by the F.I.M to all other constituent associations of the F.I.M. and to the recognised International Sporting Federations governing automobile, motor aquatic and aeronautic competitions. Any sentence of suspension pronounced by a Centre shall be notified to the MCUI immediately.

All sentences of suspension or disqualification shall be published by the MCUI from time to time.

195. WITHDRAWAL OF A LICENCE.
Every Internationally or Nationally suspended entrant, driver or passenger, if a licenced person, shall hand over his/her licence, or licences, to the M.C.U.I which will not return the licence, or licences, to the holder until the term of the suspension has expired. Delay in handing in a licence shall automatically result in the extension of the suspension for a period equal to the delay.

196. SUSPENSION OR DISQUALIFICATION OF A MOTORCYCLE.
A sentence of suspension or disqualification may be pronounced on either a particular motorcycle, or accessory, or a make of motorcycle, or accessory, provided that a make of motorcycle, or accessory, shall not be penalized until it has been proved to the satisfaction of the MCUI that the offence in question was committed by, or with the connivance, or at the instigation of the manufacturer or his agent.

197. LOSS OF AWARD.
Any entrant, driver or passenger who is excluded, suspended, or disqualified in any competition shall thereby forfeit all right to any award in that competition.

198. AMENDMENT OF AWARDS.
In such cases as provided in GCR 197, the Clerk of the Course shall publish the resulting amendment in the placings and awards, and the Stewards of the Meeting shall decide whether any of the remaining drivers shall be advanced.

199. PUBLICATION OF PENALTY.
The F.I.M. or the MCUI, or a Centre, shall have the right to publish, or cause to be published, a notice stating that it has penalized any person, body of persons, Motorcycle, make of motorcycle, or motorcycle accessory.
The party, or parties, referred to in such notices shall have no right or action against the F.I.M., the MCUI, or a Centre, or against any person publishing the said notices.

200. REMISSION OF SENTENCE.
The MCUI shall have the power to remit the unexpired term of a sentence of National suspension. A Centre of the MCUI shall have the power to remit the unexpired term of a sentence of local suspension which it has imposed.

Only the F.I.M has the right to remit the unexpired period of an International suspension, and to remove a sentence of disqualification.

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CHAPTER 10

DISPUTES, COMPLAINTS
DISCIPLINARY MATTERS AND PROTESTS

201. JURISDICTION OF THE MCUI.
Except as provided in GCR6, 82, 83, 182 and 202, and by the Rules as to Appeals hereinafter contained, all offences against the GCR, all disputes, complaints, and disciplinary matters, relating to the sport of motorcycling, and all cases of conduct prejudicial to the sport of motorcycling, and all cases of conduct prejudicial to the interests of the sport shall be adjudicated upon by a Court appointed by the MCUI. (ICC Jan. 2009)

202. JURISDICTION OF CENTRE.
Court appointed by a Centre consisting of not more than six persons, and not less than three persons shall adjudicate upon any dispute, complaint, or disciplinary matter arising between, or relating to any Club, or any member or any members comprising that Centre. The maximum penalties which may be imposed by such Court are:

(a) A reprimand

(b) A fine not exceeding £200 or €300

(c) Local suspension

(d) National suspension, subject to confirmation by the MCUI

203. JURISDICTION OF STEWARDS.
Subject to the provisions as to Appeals hereinafter contained, and to GCR 87, 106, 130, 133, 143, 182 and 213, the Stewards of the Meeting shall have exclusive jurisdiction to adjudicate upon any matter falling within GCR 83, any matter reported to them pursuant to GCR 87, and any protest arising out of the meeting.

204. RIGHT OF PROTEST
(a) The right of protest lies solely with any entrant or driver who may consider himself aggrieved by any circumstance connected with any competition in which he is, or has been taking part.

(b) Nothing in this Rule shall affect or prejudice the right and duty of an official, acting in his official capacity, to take such action as he may deem proper in any circumstances regardless of whether a protest has been lodged.

205. LODGING A PROTEST.
Every protest shall be in writing, signed by the entrant, or driver, making the protest, clearly specifying the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £25 or €37.50. The protest fee will only be returned if the protest shall be held to be justified, or upon a direction by the Stewards of the Meeting, a Centre, or the MCUI

206. TO WHOM ADDRESSED.
During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting. At all other times, protests shall be addressed to the Secretary of the Meeting, for transmission to the Stewards of the Meeting.

207. TIME LIMIT FOR PROTESTS
a) A protest as to the validity of entry, eligibility of entrant, or driver, or vehicle, shall be lodged at least twenty-four hours before the start of any National Competition, and before the start of any other competition, save when the conditions under which the competition is held render this impracticable. In such circumstances, the protest shall be made with the minimum of delay, and at least within half an hour of the conclusion of the Competition.

b) A protest against a decision of a scrutineer or of an official measurement, shall be lodged immediately after the decision.

c) A protest against any mistake, or irregularity, alleged to have occurred during the course of a race must be made within thirty minutes of the finish of the race. No protest lodged after this time shall be considered, except with the special permission of the Stewards of the Meeting who, before admitting the protest, must be satisfied that there has been no unnecessary delay on the part of the protester.

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d) A protest concerning the results of a competition, and any matter not referred to above, shall be lodged within three days of the publication of the detailed results unless for any special reason, of which the Stewards of the Meeting shall be sole judges, it could not have been lodged within that time. Proof of publication of the results to be furnished by the promoters, if necessary.

e) The hearing of a protest shall take place as soon as possible after the lodging of the protest.

208. ADJUDICATION OF PROTESTS.
Any protest arising out of a meeting shall be adjudicated upon by the Stewards of the Meeting, subject to the rights of Appeal provided by the GCR. The decision of the Stewards of the Meeting upon any protest shall be by a majority of the Stewards present at the hearing, including the Chairman, who shall be the Steward, or one of the Stewards, appointed by the authority issuing the permit. In the case of equality of votes among the Stewards of the Meeting, the Chairman shall have a casting vote.

209. PROCEDURE.
In exercising their respective jurisdiction under GCR 202 and 203, the Courts therein referred to shall in all cases observe the following principles of procedure:

(a) Any person, or body of persons, against whom any complaint or charge is made in any such proceedings shall be given reasonable, sufficient and timely notice specifying the nature of the complaint or charge.

(b) All parties concerned must be given adequate notice of the hearing; such notice may be delivered personally, or sent by registered post in accordance with GCR 228.

(c) The parties may conduct their own case personally, or may be represented by Solicitor, or Counsel, or by any other person allowed, by leave of the Court, to appear on their behalf, provided that reasonable notice to that effect has been given to the Court, and to the other parties involved.

(d) The parties shall be allowed to be present throughout the proceedings, except while the Court is considering its decision.

(e) The parties shall be entitled to call witnesses and they, and their witnesses shall be given an opportunity of being heard. Witnesses shall be excluded from the proceedings until called upon to give evidence and may be required to remain in Court after giving evidence.

(f) In the absence of any party, or parties, of his or their witnesses, judgement may go by default. Before giving a decision by default the Court shall satisfy itself that the party, or parties concerned, is aware of the time, date, and the place of hearing, or has been summoned to appear by a notice delivered personally, or sent by registered post, in accordance with GCR228.

(g) Provided the parties concerned have declared, in writing, that they do not intend to appear in person before the Court, then the Court may deal with the matter either at a formal hearing, or in such manner as the Court may deem convenient.

(h) The Court may, when giving judgement, make such order as to the return or forfeiture of the protest fee and as to costs, as it may think fit, but any order as to costs awarded by the Stewards of the Meeting, or by a Court appointed by a Centre, shall be subject to confirmation by the MCUI

(i) The Court shall cause to be made a summary of all proceedings and a record of all decisions. In the case of proceedings before the Stewards of the Meetings, the Secretary of the Meeting shall retain such summaries and records for six months during which time, if so required, he shall forward them to the Centre concerned, or the MCUI.

(j) Except as provided by (c), (d) and (e) above (GCR 209), the proceedings shall be in private, and no person shall be entitled to be present except with the permission of the Court.

(k) Any person who has taken part in the decision of the awards in any event, or the decision of a protest or appeal, or who has taken part as a competitor in the event, shall not subsequently adjudicate upon any further protest or appeal hearing on the same case.

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210. WITHHOLDING OF AWARD.

An award gained by an entrant, or driver, against whom a protest has been lodged, shall be withheld until the protest has been adjudicated upon, and either the result of any possible appeal arising out of such adjudication is known, or the time for appeal has expired without notice of appeal having been given.

If, after the distribution of an award, or awards, a decision is made in accordance with the GCR which affects the results of a competition, any entrant, or driver to whom an award has been made, but who is adjudged ineligible therefore, shall return such award, or awards to the promoters on demand.

211. RE-RUN.

Neither the Stewards of the Meeting, nor any other authority shall have the power to order either a part, or the whole of a competition which has been completed to run again.

212. JUDGEMENT.

All parties concerned shall be bound by the decision given, subject only to appeal as provided in the GCR, and shall thereby renounce any right to have recourse to any arbitration, civil court, or other tribunal not provided for in the GCR.

If a decision cannot be given immediately after the hearing all parties concerned must be advised of the decision without undue delay.

213. QUASHING A COMPETITION.

The authority granting the permit may declare any competition null and void, subject to any right of appeal as provided in the GCR.

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CHAPTER 11

APPEALS

214. EFFECT OF ADJUDICATION.
Lodging an appeal will not set aside the penalty or decision appealed against pending the outcome of the appeal.

215. RIGHT OF APPEAL.
Except as provided by GCR 83, 113, 157 and the rules for the prevention of Drug/Alcohol Abuse in Motor Cycle Sport (Chapter 16), any person or body effected by a decision given under the GCR shall have a right of appeal as provided in GCR 216 and 219.

216. APPEAL FROM A DECISION OF THE STEWARDS OF THE MEETING.
Any person, or body, affected by a decision of the Stewards of the Meeting, shall have the right of appeal to the authority which granted the permit.

217. APPEAL FROM A DECISION OF A CENTRE.
Any person, or body, affected by a decision of a Centre in the exercise of its jurisdiction under GCR 202 and 216 shall have a further right of appeal to the MCUI whose decision shall be final. Where an appeal is made to MCUI, such appeal should be heard within 30 days of being lodged unless there are circumstances, of which the MCUI , shall be the sole judges, which render this impossible. In such cases the appeal shall be heard as soon as possible after the 30 days. An appeal to the MCUI, or subsequent adjournment of appeal, will not be heard if the time elapsed following the appeal or adjournment is more than three months. (ICC Jan. 2009)

218. APPEAL TO THE F.I.M.
Any person or body affected by a decision of the MCUI in connection with a dispute arising out of an International competition may have a further right of appeal to the F.I.M. in accordance with the provisions of the International Sporting Code.

219. LODGING AN APPEAL.
A party desiring to appeal from any decision shall give notice of appeal to the appropriate authority specified in the GCR. Any notices of appeal shall be in writing and addressed to the Secretary of the authority to which the appeal lies, shall specify briefly the decision appealed against and the grounds of the appeal, shall be signed by the appellant or his authorized agent, shall state an address to which communications can be sent, and shall be accompanied by a fee of £10 or €15 if the appeal is to a Centre or the MCUI The fee for an appeal to the F.I.M. shall be as stated in the current version of the F.I.M. Code.

220. TIME LIMIT FOR APPEALS.
The right to lodge an appeal shall expire, in the case of an appeal arising out of an International meeting, in 30 days; in any other case 7 days after the date of notification of the decision appealed against.

221. PROCEDURE.
Except as provided by GCR 218, the provisions of GCR 209 shall apply to the procedure to the followed in any proceedings on appeals.

222. JUDGEMENT ON APPEAL.
Courts of Appeal may quash. revise or vary a decision appealed against, or any penalty inflicted except a Mandatory penalty provided for in the GCR, Standing Regulations, Supplementary Regulations, Championship Regulations, Championship Rules or other rules applicable to an event held under the GCR. Courts of Appeal cannot order either part or the whole of a competition to be re-run.

223. ORDER AS TO APPEAL FEE AND COSTS.
The Court of Appeal must, when giving judgement, make such order as to the return or forfeiture of the appeal fee, and to costs, as it may think fit.

224. APPLICATION OF MONIES.
The income from fines and from forfeited protest and appeal fees shall, after the deduction of MCUI expenses, if any, be paid into a Benevolent Fund, or a Fund for the provision of prizes.

225. PUBLICATION OF JUDGEMENT ON APPEAL.

A Centre, or the MCUI shall have the right to publish, or cause to be published, a judgement on appeal, and to state the names of all parties interested.

No person referred to in such publication shall have any right of action against a Centre, or the MCUI, or against any person making such publication.

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CHAPTER 12

TECHNICAL RULES

The Technical Rules consist of the Rules detailed in the previous year's version of the FI.M. Technical Rules, subject to the under noted amendments and any other exclusions /amendments which the MCUI shall decide from time to time.

1. ALL DISCIPLINES

a. Throughout the booklet all references to the Technical Steward shall mean the Technical Steward or the Scrutineer with the proviso that at any event at which there is a dispute regarding eligibility, and both a Technical Steward and a Scrutineer are present, the matter shall be decided by the Technical Steward except in the case of helmets and drivers clothing when the matter shall be decided by the Scrutineer.

1.2 Machine Capacities

The maximum capacity limit for solo machines at all Short Circuits, National Road Race and International Road Race events within the MCUI is 1010cc for 3 and 4 cylinder machines and 1200cc for twins.

The maximum capacity limit for a rotary or Wankel system engined solo machine at all Road Race and Short Circuit events, within the MCUI is 1200 cc.

The capacity of a 'rotary engine' which will determine the class in which the motorcycle shall compete in a meeting shall be calculated by the formula:

$$\text{Capacity} = \frac{1.7 \times V}{N}$$

where V = total capacity of the chambers comprising the engine

and N = number of turns of the motor necessary to complete on cycle in a chamber.

The engine is classified as a 4-stroke.

For 'Wankel system engine' with a triangular piston, the capacity is given by the formula:

Capacity = 1.7 x V x D

where V = capacity of a single chamber

and D = number of rotors.

Classified as a 4-stroke (ICC Dec. 2016)

2. ALL DISCIPLINES EXCEPT TRIALS

a. Number Plates: The plates may also be elliptical in shape provided they are of the same dimensions.

b. Road Races and Short Circuit: See Standing Regulations, MCUI Technical Regulations Handbook, MCUI Number Plates and Numbers. (ICC Dec. 2016)

3. MOTOCROSS AND GRASSTRACK

a. Sidecar capacity limit from 1st January 1989. This clause does not apply.

4. TRIALS a. Mudguards and wheel protection.

If non wire spoked wheels are used, a protection as outlined in this rule must be provided for the driving wheel only.

b. Lighting, Warning Equipment and Speedometers.

The requirement for lights is only applicable if it is necessary to comply with the terms of the Road Traffic Act in the Centre in which the event takes place.

5. HELMETS

In all motorcycling competition competitors must wear an approved helmet. For speed events, only helmets which provide full temporal protection and only helmets of the approved F.I.M. types can be used.

Helmets must carry the current MCUI Helmet Stamp of Approval and may be stamped on being presented to one of the helmet examiners.

Applicable to Speed Events only All helmets used in competition must be no more than five (5) years old from the date of manufacture.

Super Moto Deleted (ICC Jan 2001)

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6. 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.

a) the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.

b) it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.

c) the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).

d) the light must be able to be switched on and off.

(ICC Dec. 2013)

7. BRAKES

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidently activated in the case of collision with another motorcycle.

(ICC Dec. 2013)

8. ROAD RACES and SHORT CIRCUITS.

All solo classes may change the front master cylinder. (ICC Dec. 2014)

9. ENGINE PROTECTION.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

(Special Conference May 2015)

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CHAPTER 13

ADMINISTRATION OF RULES

226. INTERPRETATION OF RULES.
The MCUI is empowered to decide any question raised within Ireland, concerning the interpretation of the International Sporting Code, or of the GCR.

227. ALTERATION OF RULES.
The MCUI reserves to itself the right at any time, and from time to time, to alter the GCR, and periodically to revise any Appendices thereto, by notice of motion to Inter Centre or Special Conference, approved by simple majority of voting delegates.

228. NOTICES
(a) Any communication required under the GCR to be made to the MCUI shall be addressed to the Honorary Secretary of the MCUI, and to such address as may be duly notified from time to time.

(b) Any communications required under the GCR to be sent to an entrant or driver shall be sent to the address on his entry form or, if he is a holder of a licence issued by the MCUI, to the address on his licence. Any communications to be sent to a promoter shall be sent to the address on the relevant application form for Permit, or to the organising Club at the last known address.

(c) Any communication to be sent to an appellant under the GCR, shall be sent to the address upon the notice of appeal. Any communications so sent by registered post shall be deemed to have reached the address by normal delivery of post.

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CHAPTER 14

DOPING CONTROL POLICY AND ALCOHOL TESTING

229. DOPING CONTROL POLICY.
The rules of the MCUI regarding doping are the Irish Anti-Doping Rules as adopted by the Irish Sports Council which came into force on 1st June 2004 as amended from time to time. The rules contained in the said Irish Anti-Doping Rules shall have effect and be construed as rules of the MCUI.

The rules can be viewed at:

http://www.irishsportscouncil.ie/supporting-ad-overview.aspx

230. ALCOHOL TESTING.
Competition Licence holders and appointed officials who have indicated their participation in an event, along with other officials and marshals who have signed on may be selected at random for alcohol tests on the day of an event, or practice thereof. The test will be carried out by means of breath analysis using an approved Breathalyser Unit, following, insofar as is possible, the procedures contained in the latest WADA Guidelines. Any person whose test is over 0.1 g/L (10mg/100mL or 100mg/L) will be classed as a positive and incur the following penalty.

a) First offence one calendar month suspension.

b) Second offence three calendar months suspension.

The suspension period will be served entirely within the racing season and if necessary continue into the following season. A positive result obtained by breath analysis cannot be applied retrospectively, i.e. if a competitor has already finished in an event prior to the positive result being obtained, the competitor cannot be excluded from that event.

The MCUI shall take all measures to ensure the Breathalyser Unit(s) used to undertake alcohol testing are properly maintained and accurate in operation, but shall not incur any liability whatsoever should it subsequently be proved that a result deemed to be positive was false.

Sanctions applied under this rule are not subject to appeal (ICC December 2015)

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