



PRESENTED BY



Bennetts

ISLE OF MAN CLASSIC TT RACES MANX GRAND PRIX RACES



SUPPLEMENTARY REGULATIONS

Alterations

Alterations, updates and amendments to these Regulations

Any amendments which are made to the 2020 Classic TT and Manx Grand Prix Regulations by the Race Organisers or Promoters will be detailed here with a date of when the change was made. All competitors and teams will be notified of any changes by email.

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Classic TT and Manx Grand Prix Regulations 2020

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Introduction

Welcome to the Classic TT and Manx Grand Prix

Dear Competitors and Teams

Welcome to the 2020 Classic TT and Manx Grand Prix

I would like to encourage all of you to read this document in full because it contains a lot of information, not only that which you would normally associate with Supplementary Regulations, but additional information so that you hopefully get the most out of your experience at the event and to ensure it is as hassle free as possible. It is very much in your own interests to do this and to understand everything that has been outlined.

There are some significant changes to last year, in particular, the qualifying and race schedules. There will no longer be a qualifying session on the first Saturday evening, instead the first qualifying will now take place on Sunday afternoon for all classes for Classic TT and Manx Grand Prix Races.

Moving to Qualifying Week, we will have qualifying sessions specifically for the faster bikes (ie CTT Superbike, CTT Lightweight, MGP Junior and MGP Senior machines) one evening, with qualifying sessions for the slower classes (ie CTT Senior, CTT Junior, MGP Lightweight and MGP Ultra Lightweight machines) the following evening. These sessions will alternate Monday to Thursday with Friday's qualifying session set to include all Classes. The changes have been made to give all competitors more time on the TT Course, with less bikes on circuit at any one time, to complete some quality laps.

The Manx Motor Cycle Club (MMCC) and Department for Enterprise (DfE) teams are on hand to help you right through the entry process, up to the event itself starting in August. Contact details for Ann Kinvig and Heather Fox at the Manx Motor Cycle Club and Bruce Baker at the Department for Enterprise are contained in the document and they should be your first port of call if you have any issues.

That just leaves me to wish you the best of luck for your 2020 racing season and on behalf of everyone involved in the organisation of the Classic TT and Manx Grand Prix, we look forward to welcoming you to the Island in August.



Gary Thompson MBE BEM

Clerk of the Course

Section 1

Organisation

CLASSIC TT AND MANX GRAND PRIX RACE ORGANISATION

- The Isle of Man Department for Enterprise are the Promoters and commercial rights owners of the Classic TT Races and have appointed the Manx Motor Cycle Club as Race Organiser for the event.
- The Manx Motorcycle Club are the Promoters, commercial rights owners and Race Organisers of the Manx Grand Prix Races.
- The status of the meeting is National. It will be held under the 2020 ACU National Sporting Code and its appendices, these Supplementary Regulations ("the Regulations") and any further instructions issued or official announcements made.
- Copies of the ACU Handbook, containing the ACU National Sporting Code and appendices, are obtainable from Auto Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX and priced £8.00 or online at:

<https://www.acu.org.uk/RidersMembers/ACU-Handbook.aspx>

- ACU Permit Number: 58645
 - Temporary Course Certificate Number: TT001
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Section 1

Organisation

CONTACT INFORMATION

Manx Motor Cycle Club Ltd

Ann Kinvig

Secretary of the Meeting

Tel: 01624 644649
E-mail: ann@mcp.co.im

OR

Heather Fox

Assistant Race Secretary

Tel: 01624 644647
E-mail: heather@mcp.co.im

MMCC Office, The Grandstand
Glencrutchery Road,
Douglas
Isle of Man
IM2 6DA

Department for Enterprise

Bruce Baker

TT Development Officer

Tel: 01624 686877
E-mail: bruce.baker@gov.im

Department for Enterprise
1st Floor, St George's Court
Upper Church Street
Douglas
Isle of Man
IM1 1EX

RACE OFFICE

All correspondence during the event:

The Race Office
The Grandstand
Douglas
Isle of Man
IM2 6DA

Any team or competitor needing to send anything over to the Island during the event should ensure that the item is clearly marked for the attention of the competitor at the address above.

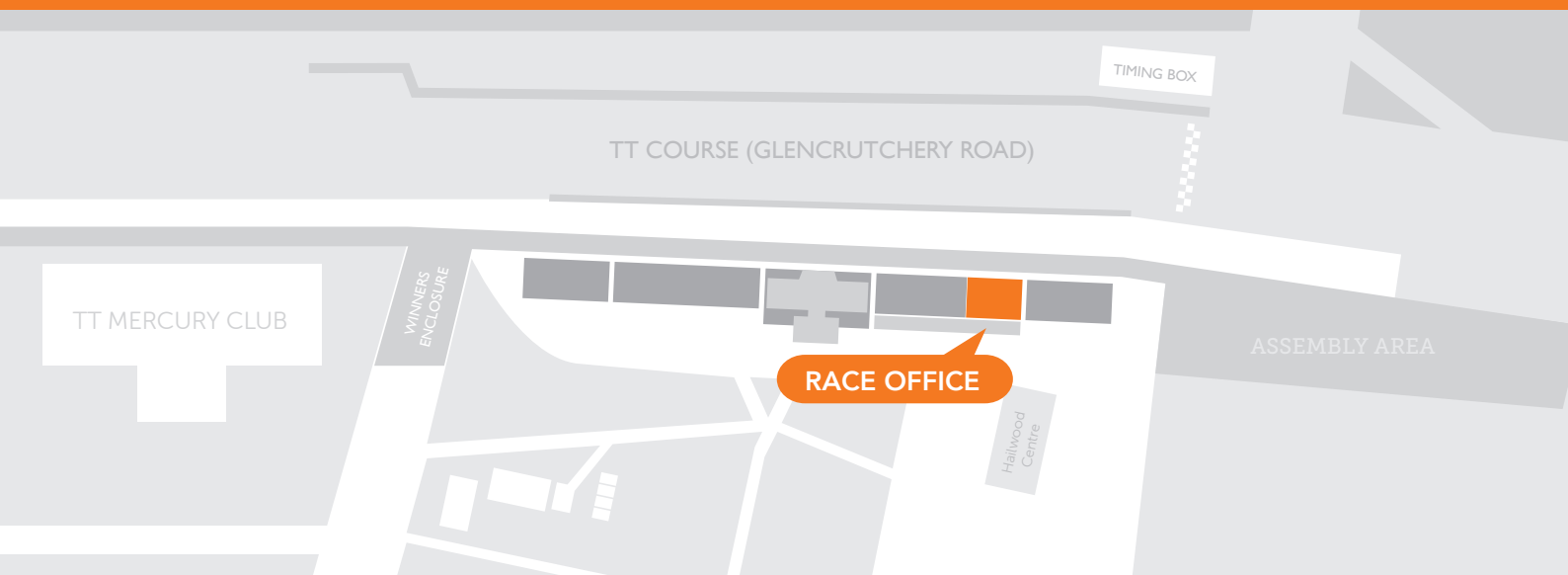
There is no guaranteed secure storage facility within the Race Office. It is at the competitors' own risk should they chose to have items delivered to the Race Office.

All items for collection must be signed for either by the competitor or someone nominated from their Team. Anyone nominated to collect must produce some form of personal identification.

RACE OFFICE OPENING HOURS

Wednesday 19 August	10:00 - 16:00	
Thursday 20 August	14:30 - 19:30	
Friday 21 August	12:00 - 19:30	
Saturday 22 August	09:00 - 14:00	
Sunday 23 August	09:00 - 19:00	
Monday 24 August	10:00 - 12:30	14:30 - 21:00
Tuesday 25 August	10:00 - 12:30	14:30 - 21:00
Wednesday 26 August	10:00 - 12:30	14:30 - 21:00
Thursday 27 August	10:00 - 12:30	14:30 - 21:00
Friday 28 August	10:00 - 18:00	
Saturday 29 August	08:30 - 19:30	
Sunday 30 August	11:00 - 12:00	
Monday 31 August	08:00 - 19:00	
Tuesday 1 September	11:00 - 15:00	
Wednesday 2 September	08:00 - 17:00	
Thursday 3 September	11:00 - 15:00	
Friday 4 September	08:00 - 17:00	

How to find us



SENIOR OFFICIALS

Senior Officials

Clerk of the Course	Gary Thompson MBE BEM
Deputy Clerk of the Course	Lizzie Kinvig
Chief Timekeeper	Kevin Brookes
Deputy Chief Timekeeper	Graham Taggart
Chief Medical Officers	Dr Gruff Evans / Dr Gareth Davies / Dr Sally Simmons
Chief Technical Officer	Alex Aitchison
Deputy Chief Technical Officers	Peter Maddocks / Jo Marsh / Dave Redmayne
Official Measurer	Jo Marsh
Classic TT Eligibility Officer	Mark George
Course Inspection Officer/Incident Officer	Giles Olley
Chief Travelling Marshal	Tony Duncan
Chief Official Car Driver	David Mylchreest
Secretary of the Meeting	Ann Kinvig
Chief Press Officer	Simon Crellin
Child Safe Guarding Officer	Ann Kinvig

MGP Team & Competitor Liaison Officers

Carolynn Sells
Dave Madsen Mygdal
Chris McGahan

Classic TT Team & Competitor Liaison Officers

John Barton
Richard Quayle

Stewards of the Meeting

Chief Steward	Edric Costain
Steward	Adam Killip
Steward	Gordon Moore

Section 2

Qualifying and Race Programme 2020

Sunday 23 August

- 13:30hrs MGP & Classic TT Newcomers (speed controlled) (untimed)
- 13:50 - 15:30hrs MGP Senior / Junior / CTT Lightweight / CTT Superbike (No MGP/CTT Newcomers)
- 15:35 - 16:35hrs CTT Junior / CTT Senior / CTT Lightweight / MGP Lightweight & Ultra Lightweight
(No MGP / CTT Newcomers)
- 16:40 - 17:30hrs All CTT & MGP Newcomers (untimed)

Monday 24 August

- 18:20 - 20:00hrs CTT Superbike / CTT Lightweight / MGP Senior / MGP Junior / Newcomers A
- 19:50hrs MGP Newcomers B & C

Tuesday 25 August

- 18:20 - 20:00hrs CTT Junior / CTT Senior / CTT Lightweight / MGP Lightweight & Ultra Lightweight / Newcomers B & C
- 19:50hrs MGP Newcomers A

Wednesday 26 August

- 18:20 - 20:00hrs CTT Superbike / CTT Lightweight / MGP Senior / MGP Junior / Newcomers A
- 19:50hrs MGP Newcomers B & C

Thursday 27 August

- 18:20 - 20:00hrs CTT Junior / CTT Senior / CTT Lightweight / MGP Lightweight & Ultra Lightweight / Newcomers B & C
- 19:50hrs MGP Newcomers A

Friday 28 August

- 13:00 - 14:25hrs CTT Superbike / CTT Lightweight / MGP Senior / MGP Junior / Newcomers A
- 14:30 - 15:50hrs CTT Junior / CTT Senior / CTT Lightweight / MGP Lightweight & Ultra Lightweight / Newcomers B & C

- **The first qualifying session** is scheduled for **Sunday 23 August** with the roads closing at 12:45hrs until no later than 18:30hrs.
- There is also provision to run additional qualifying sessions (in the event of previous qualifying sessions being cancelled) on **Thursday 27 August** from 12:30hrs to 16:30hrs and **Friday 28 August** from 18:00hrs to no later than 21:00hrs.

Qualifying and Race Programme Continued ►

CLASSIC TT RACE DAY 1

Saturday 29th August

-	11:30hrs	Free Practice	1 lap
-	12:45hrs	Dunlop Lightweight Classic TT	3 laps
-	14:30hrs	John Surtees Celebration Parade	1 lap
-	15:30hrs	Bennetts Senior Classic TT Race	4 laps

CLASSIC TT RACE DAY 2

Monday 31st August

-	10:15hrs	Free Practice	1 lap
-	11:15hrs	Locate.im Junior Classic TT Race	3 laps
-	13:15hrs	Classic TT Lap of Honour	1 lap
-	14:15hrs	RST Superbike Classic TT Race	4 laps

MANX GRAND PRIX RACE DAY 1

Monday 31st August

-	16:30hrs	Manx Grand Prix Newcomers A Race	4 laps
		Manx Grand Prix Newcomers B Race	4 laps
		Manx Grand Prix Newcomers C Race	3 laps

MANX GRAND PRIX RACE DAY 2

Wednesday 2nd September

-	10:15hrs	Junior Manx Grand Prix Race	4 laps
-	13:15hrs	Lightweight Manx Grand Prix Race 1	4 laps
		Ultra Lightweight Manx Grand Prix Race 1	3 laps
	15:15hrs	Senior Qualifying Manx Grand Prix Qualifying <i>(Machines raced in the Junior Race may NOT be used in this practice)</i>	1 lap
-	15:20hrs	Lightweight & Ultra Lightweight Manx Grand Prix Qualifying <i>(Machines raced in the Lightweight/Ultra Lightweight Race 1 may NOT be used in this practice)</i>	1 lap

MANX GRAND PRIX RACE DAY 3

Friday 4th September

-	10:15hrs	Lightweight Manx Grand Prix Race 2	4 laps
		Ultra Lightweight Manx Grand Prix Race 2	3 laps
-	13:15hrs	Senior Manx Grand Prix Race	4 laps

Section 2

Qualifying and Race Programme 2020

In the event of postponements the following road closures will apply

- **Thursday 27 August - Qualifying**

Option to add Afternoon Qualifying subject to how many Qualifying sessions lost during the week:

- Roads close from 12:30pm to 4:30pm

- **Friday 28 August - Qualifying**

Option to add Evening Qualifying subject to how many Qualifying sessions lost during the week:

- Roads close from 6:00pm to no later than 9:00pm

- **Friday 23 August - Qualifying**

From 12:30pm to 4:30pm then 6:00pm to no later than 9:00pm

- **Tuesday 1 September - Racing & Qualifying**

From 11:30am to 5:00 pm; and 6:00pm to no later than 9:00pm

- **Thursday 3 September - Racing & Qualifying**

From 11:30am to 5:00 pm; and 6:00pm to no later than 9:00pm

- **Saturday 5 September - Racing**

From 9:30am to no later than 9:00pm

Section 3

Entering the Classic TT and Manx Grand Prix

ENTRIES

- Applications for the Manx Grand Prix must be made online via the competitor's section of www.manxgrandprix.org no later than midnight **Monday 13 April 2020**. Payment must be made by **Monday 18 May** as entries will not be valid without receipt of the insurance contribution. Late payment will not be accepted.
- Applications for the Classic TT must be made online via the Classic TT competitor's section of www.iomttraces.com no later than midnight **Monday 13 April 2020**.
- Any entries received after the closing date may not be accepted.
- The entries and the allocation of riding numbers will be based upon data compiled from each competitor's fastest lap speed, per class, in either of the past two years.
- Where competitor data is not available, an estimated speed will be allocated using data from other previous performances.
- The maximum number of entries for each race will be 80, except for the MGP Newcomers Race which will be 45.
- Newcomers with an accepted entry are guaranteed a race start in the MGP Newcomers Race provided they meet the qualification criteria in their respective class.
- Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.
- The Organisers reserve the right to refuse an entry and abandon, cancel or postpone the meeting or alter the programme of events and awards.
- Competitors may apply for entries in more than one race providing they do not use the same machine on any one day. However, Newcomers may not apply to enter two races run on the same day.

ENTRY FEES

- The Promoters of the Classic TT Races will cover the cost of all entry fees necessary to enter the Classic TT Races 2020.

The insurance contribution for the Manx Grand Prix Races is as follows:

ACU/SACU licence holders	£525
Non-ACU/SACU licence holders	£355

For additional information see Appendix A

USING THE CLASSIC TT & MANX GRAND PRIX ENTRY SYSTEM

- All entries must be made via the online entry system which can be found by visiting the competitors section of **www.iomttraces.com** for Classic TT competitors or **www.manxgrandprix.org** for MGP competitors. The Mountain Course Licence application form and Steam Packet sailing request application form can also be found in the competitors section of the above websites.
- Firstly, if you have ever set up an account on the entry system, whether it be for the MGP, Classic TT Races or TT, then that account will still be valid so please don't create a new one as this will confuse things for you when you want to find your results and history.
- It is important that you complete all of the details that you are asked for by following the prompts on screen to work your way through the entry process.
- You will not be asked for your travel dates and paddock information until after you have received confirmation that you have an accepted race entry, at which time we will contact you to find out your paddock requirements.
- You must make sure that your sponsor details are correct and allocated to each race that you are entering as this information will appear in the printed official Race Guide. Please note that sponsor information must be provided by **Friday 26th June 2020** for inclusion in the printed official Race Guide.
- Once you have submitted your entry you will have the opportunity to amend your entry up until the closing date. After this date you may only make amendments by contacting the relevant Helpdesk, including sponsor information.

Manx Grand Prix Helpdesk

Ann Kinvig

Telephone: 01624 644649

E-mail: ann@mgp.co.im

Heather Fox

Telephone: 01624 644647

E-mail: heather@mgp.co.im

Classic TT Races Helpdesk

Bruce Baker

Telephone: 01624 686877

E-mail: bruce.baker@gov.im

CHANGE OF COMPETITOR

- No application for a change of competitor will be considered if an entry submitted by the substitute competitor (or on his/her behalf by a licensed entrant) for Classic TT and Manx Grand Prix 2020 has already been refused.
- A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course.

JURISDICTION

- Each entry, if accepted, will form a contract between Organisers and the entrant/competitor, which will be governed by and construed in all respects in accordance with Isle of Man law. Each of the parties irrevocably submits to the jurisdiction of the Isle of Man Courts in respect of any legal action or proceedings arising out of the contract or the participation of the entrant/competitor in the meeting.

FERRY TRAVEL

- Teams and competitors wishing to book ferry travel to the Classic TT or Manx Grand Prix should do so using the Team and Competitors ferry booking form, which is located at Appendix F.

For direct enquiries please contact:

Phil Kelly, Passenger Services Officer

Isle of Man Steam Packet Co Ltd

Douglas

Isle of Man

Telephone 01624 645693

Email philip.kelly@steam-packet.com

www.steam-packet.com

- The Steam Packet Company has stated that fuel may only be carried in the tanks of machines. Cans / barrels will not be allowed. Spot checks will be carried out and anyone found in contravention of this ruling will not be permitted passage.

Anyone wishing to import fuel into the Isle of Man must contact:

Trading Standards Division

Trading Standards

Isle of Man Office of Fair Trading

Thie Slieau Whallian

Foxdale Road

St John's, Isle of Man

IM4 3AS

Telephone: +44 (0)1624 686520

Email: iomfairtrading@gov.im

Section 4

Eligibility and Insurance

COMPETITOR ELIGIBILITY

PLEASE NOTE: All competitors must hold a current valid National Licence for Road Racing issued by an FMNR affiliated to the FIM. Eligibility details for competitors who do not hold an ACU or SACU licence are still to be confirmed. Competitors must contact the MMCC for more details before submitting an entry.

- Competitors wishing to compete in the Manx Grand Prix must have held a National Licence for Road Racing on 1st June in the calendar year proceeding the year they enter ie 1st June 2019 to compete in 2020.
- All competitors must be over 18 years of age on the 22 August 2020.
- To enter this event, all competitors must also hold a "TT Mountain Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees. An application form for such a licence can be found at Appendix G.
- Acceptance of entries may be based on performance history set in the past 2 years on the Mountain Course.

COMPETITOR ELIGIBILITY -MANX GRAND PRIX RACES ONLY

- Riders who have previously competed in any TT solo race or have won a Manx Grand Prix Race are not eligible if:-
 - They have been accepted into any 2020 TT solo race
 - They have won a bronze replica on the TT Mountain Course in a 2019 TT solo race
 - They have won a silver replica in any TT solo race in the last four years e.g. a rider who wishes to compete in the 2020 Manx Grand Prix must not have won a silver replica in any TT solo race on the TT Mountain Course from 2016 - 2019 inclusive
- For further clarification please contact the MMCC

NEWCOMER COMPETITOR ELIGIBILITY

- The only competitors regarded as newcomers are those who have not previously taken part in any motorcycle race run over the TT Course. A rider who has previously competed on the TT Course only as a TT sidecar driver or passenger will be regarded as a Newcomer.
- All Newcomer entrants for the Classic TT and Manx Grand Prix will be considered on a case-by-case basis dependent on experience and previous history.

- Competitors entering the MGP Newcomers Races may also enter for the Lightweight/Ultra Lightweight, Junior or Senior Manx Grand Prix Races, however they may not apply to enter two races run on the same day. They may compete in these races only if they have started in the Newcomers Race and achieved the qualifying time for the other races entered.
- All Newcomers should have completed the prescribed TT Course newcomer training with a qualified ACU coach before 30th June in order to qualify for an ACU Mountain Course Licence and to be able to take part in the event if their entry is accepted by the Organisers. Any Newcomer rider who hasn't completed the prescribed newcomer training before the closing date for entries may wish to wait for confirmation of acceptance before undergoing the training. Four laps with two different instructors is the minimum requirement and laps must be signed by a qualified ACU Coach. Newcomers must ensure that each lap is signed-off by the relevant coach on a 'Record of Mountain Course Training form' which can be obtained by emailing heather@mgp.co.im and must accompany the ACU Mountain Course Licence application form.
- MGP Newcomers who apply to enter the event will be sent an email by the MMCC requesting completion of a racing CV on the required form.
- A Newcomer taking part in a Classic TT Race immediately prior to the Manx Grand Prix is not eligible to enter the Newcomers Race, i.e. competitors may not enter a Classic TT race and the Newcomers A/B/C race.
- All Newcomers (MGP and Classic TT) must commence practice on Sunday 23 August and complete a Speed Controlled Lap. Following this lap, all Newcomers (MGP and Classic TT) will qualify in a Newcomer's only session (untimed) at the end of the first Qualifying session. Newcomers will then qualify in the classes they have entered.
- All newcomer Competitors are required to wear an orange jacket during Qualifying. These must be collected at the Newcomers Briefings.

INSURANCE

- Riders who hold licences issued by the ACU & SACU will be covered by personal accident insurance during official practices and racing, for the benefits detailed in the Insurance section of the ACU Handbook. The cost of this personal accident insurance is included in the entry fee.

IMPORTANT NOTE FOR RIDERS FROM OTHER FEDERATIONS

- Insurance details for competitors who do not hold an ACU or SACU licence are still to be confirmed. Riders must contact the MMCC for more details before submitting an entry. Competitors will be advised of the costs and further details when they have been confirmed.

ENTRANT ELIGIBILITY

- Entrants wishing to be recognised as such must be in possession of a valid National Entrants or FIM Sponsors Licence for Road Racing.

MACHINE ELIGIBILITY

- All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 and with these Classic TT and Manx Grand Prix Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.
- Details of all spare machines (known as "T Bikes") must be declared by email to the Organisers by 1 August 2020. Competitors must ensure the machine qualifies during qualifying according to the qualification criteria as laid down in these Regulations.
- It is the competitor's responsibility to provide their own transponder(s) for each machine entered.
- Machines will not be approved if their appearance is not appropriate to the status of the event.
- Machines which are considered eligible for Classic TT races will not normally be accepted for the Manx Grand Prix classes.
- Competitors may be permitted (on application to the Clerk of the Course) to change machine to any other eligible machine on which the competitor has qualified to race or has raced during the meeting.

Manx Grand Prix Classes

- See Appendix A

Classic TT Classes

- See Appendix B

Section 5

Signing-On and Briefings

SIGNING-ON

- Signing-on will take place in the Media Centre on Thursday 20, Friday 21, Saturday 22 & Sunday 23 August at the times shown below.

The following must be produced during the signing-on process:

- A minimum of a National Competition licence Issued by the ACU/SACU or other FIM affiliated Federation.
- Next of kin and mechanic/team contact details, both in the Isle of Man and at home
- 2020 TT Mountain Course licence
- Transponders (fully charged) for each bike, including 'T' bikes.

NOTE: Transponders must not be swapped between machines.

SIGNING ON PERIODS

- Thursday 20 August	16:30 – 18:30 hrs	All Riders
- Friday 21 August	16:30 – 18:30hrs	All Riders
- Saturday 22 August	10:00 – 11:30hrs	All Riders
- Sunday 23 August	09:30 – 10:00hrs	All Riders (No Newcomers)

- A declaration must be signed by each competitor, regarding any injury or illness sustained since the issue of their current National licence.
- This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.
- Non newcomer competitors arriving after Sunday 23 August are required to sign on in the Race Office on Monday 24, Tuesday 25 or Wednesday 26 August between 10:00 - 11:00hrs and commence qualifying on or before Wednesday 26 August.

TECHNICAL INSPECTION (CLOTHING)

- To avoid long queues you may attend either signing on or clothing technical inspections first.
- Clothing will be checked in the Technical Official Bays at the following times:

- Thursday 20 August	16:30 – 18:30hrs	All Riders
- Friday 21 August	16:30 – 18:30hrs	All Riders
- Saturday 22 August	10:00 – 11:00hrs	All Riders
- Sunday 23 August	09:30 – 10:00hrs	All Riders

Please bring the following with you:

- Leathers, helmets with visors, boots, gloves, identification discs, back protector and chest protector as specified in Section 6, pages 25/26. Please be aware ONLY full face safety helmets are accepted for this event and Helmets must be no more than 5 years old.
- All Attendants safety wear as per Section 7 - Attendants, page 31 (overalls, gloves & balaclava).

NOTE: Any unacceptable clothing or equipment presented may be impounded for the duration of the event.

COMPETITORS BRIEFINGS

- All competitors must attend a compulsory briefing prior to being permitted to commence qualifying. There will be separate briefings for Newcomer competitors. The briefings will take place in the Conference Centre adjacent to the Race Office at the following times:

Newcomers Only

- Thursday 20 August	17:00hrs
- Friday 21 August	18:00hrs
- Saturday 22 August	09:30hrs

Non Newcomers Only

- Thursday 20 August	15:00hrs / 16:00hrs
- Friday 21 August	16:00hrs / 17:00hrs
- Saturday 22 August	11:00hrs
- Sunday 23 August	10:15hrs
- Monday 24 August	14:30hrs

NOTE: All competitors must bring their Mountain Course Licence to the competitor briefing to register their attendance.

IMPORTANT INFORMATION FOR NEWCOMERS:

- All Classic TT and Manx Grand Prix Newcomers must sign on and attend a Newcomers briefing on Thursday 20, Friday 21, Saturday 22 August. Any Newcomer who has not signed on or attended a Briefing will not be allowed to participate in the first qualifying session on Sunday 23 August and may subsequently be disqualified.
- All Newcomers must take part in a speed controlled lap on Sunday 23 August.
- For ALL Newcomers, there will be a briefing held on Saturday 22 August commencing at 14:30hrs to allocate Newcomers to their Control Rider for the Speed Controlled lap taking place on Sunday 23 August. It is important all Newcomers attend this to familiarise themselves as to whom their Control Rider is and to receive final instructions with regard to their Speed Controlled lap.

TECHNICAL BRIEFINGS

- Technical briefings for competitors plus one mechanic will be held in the Conference Centre adjacent to the Race Office at the following times. Each competitor is to bring their Mountain Course Licence with them to a briefing and these will be scanned to confirm attendance.

NOTE: It is compulsory that each competitor is represented at this briefing.

Friday 21st August:

- MGP Competitors	Surnames A-J	14:00hrs
- MGP Competitors	Surnames K-Z	14:30hrs
- Classic TT Competitors	Surnames A-J	15.00hrs
- Classic TT Competitors	Surnames K-Z	15.30hrs

Saturday 22nd August

- MGP Competitors	12:30hrs
- Classic TT Competitors only	13:00hrs

NEWCOMERS' PIT LANE BRIEFING

- A Pit Lane briefing will be held for Classic TT and MGP Newcomers on Thursday 27 August in Pit Lane if dry or Technical Inspection if wet at the following times which are allocated per class. These briefings are compulsory.
- | | |
|--------------------------------|----------|
| - Newcomers A | 11:00hrs |
| - Newcomers B & C & Classic TT | 13:00hrs |

MGP NEWCOMERS' PRE RACE BRIEFING

- A pre-race briefing will be held for MGP Newcomers A/B/C in the Conference Suite on Thursday 27 August at 14:00hrs prior to the Newcomers Race. This briefing is compulsory.
- A second pre-race briefing will be held for Newcomers A/B/C in the Conference Suite on Tuesday 1 September at 14:00hrs prior to their second race. This briefing is compulsory.

Section 6

Technical Inspections

MACHINES ENTERED IN TWO RACES

- It is permitted to enter two races on the same machine provided that this machine meets the requirements of these regulations for both classes. A competitor wishing to race one machine in two classes must indicate their intention to do so during the entry process. Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the qualifying results).

TRANSPONDERS AND AUTOMATIC TIMING

- All qualifying sessions and races will be officially timed using a transponder-based automatic timing system. It is the responsibility of each competitor to provide and properly fit a fully charged AMB TranX 260 transponder or a MYLAPS X2 Transponder Bike or a directly compatible equivalent at their own expense. A separate transponder must be provided for each machine entered.
- Hard wired Transponders must be left switched on until well clear of finish line to ensure passing time is recorded.
- The identification number(s) of the transponder must be the same as the identification number(s) submitted at registration for each machine and class.
- A change to a transponder may be made prior to the start of any qualifying or race session and the machine being presented for Technical Inspection. No further changes are permitted once a machine has passed through Technical Inspection.
- Any application for any other change of transponder identification number must be made to the Secretary of the Meeting at least two hours before the start of a qualifying session or race.
- See also Appendix D.

TYRE WARMERS

- Before qualifying and racing tyre warmers must be fitted to machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers will not be allowed to start that qualifying or race. (An exemption to this requirement is granted for those machines in the Classic Senior and Junior classes and Manx Grand Prix Lightweight/Ultra Lightweight machines of 400cc and below).

PRE-QUALIFYING TECHNICAL INSPECTIONS

- All machines bearing the correct number plates and transponders must pass through the Technical Inspection bay for inspection and approval prior to each qualifying session, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. Competitors shall remove fairings from their machines if required by the Chief Technical Officer.

Sunday 23 August

- 10:30 – 11:00 MGP & Classic TT Newcomers
- 11:00 – 12:30 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No Newcomers)
- 12:30 – 14:00 CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight (No Newcomers)

Monday 24 August

- 16:00 – 17:30 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike Newcomers A
- 18:30 – 19:00 Newcomers B / C

Tuesday 25 August

- 16:00 – 17:30 CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B / C
- 18:30 – 19:00 Newcomers A

Wednesday 26 August

- 16:00 – 17:30 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike Newcomers A
- 18:30 – 19:00 Newcomers B / C

Thursday 27 August

- 16:00 – 17:30 CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B / C
- 18:30 – 19:00 Newcomers A

Friday 28 August

- 10:30 – 12:00 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 12:00 – 13:30 CTT Junior / CTT Senior / MGP Lightweight / Ultra Lightweight / Newcomers B & C

Saturday 29 August

- 08:30 – 09:45 MGP Senior / MGP Junior / CTT Superbike / Newcomers A
- 09:30 – 10:15 CTT Junior / CTT Superbike / MGP Lightweight / Ultra Lightweight / Newcomers B & C

Monday 31 August

- 08:00 – 09:15 MGP Senior / MGP Junior / MGP Lightweight / Ultra Lightweight Newcomers A/B/C

Wednesday 2 September

- 13:00 – 14:00 MGP Senior / MGP Lightweight / Ultra Lightweight (for bikes not raced that day)

PRE-RACE TECHNICAL INSPECTIONS (MACHINES)

- All machines bearing the correct number plates and transponders must pass through the Technical Inspection bay for inspection and approval prior to each race, during the times listed.
- Riders need not necessarily present their motorcycles personally.
- Competitors shall remove fairings from their machines if required by the Chief Technical Officer.
- Competitors must ensure that their machines are presented at the times listed and only the Chief Technical Officer or his Deputy may exceptionally grant an extension to ensure that a machine is properly prepared.

CLASSIC TT RACES

Saturday 29th August

Dunlop Lightweight Classic TT

Nos 1 - 30	10:45 - 11:15 hrs
Nos 31 - 60	11:15 - 11:30 hrs
Nos 61 upwards	11:30 - 11:45 hrs

Bennetts Senior Classic TT Race

Nos 1 - 30	13:15 - 13:45 hrs
Nos 31 - 60	13:45 - 14:00 hrs
Nos 61 upwards	14:00 - 14:15 hrs

Monday 31st August

Locate.Im Junior Classic TT Race

Nos 1 - 30	09:15 - 09:45hrs
Nos 31 - 60	09:45 - 10:00 hrs
Nos 61 upwards	10:00 - 10:15 hrs

RST Superbike Classic TT Race

Nos 1 - 30	12:15 - 12:45 hrs
Nos 31 - 60	12:45 - 13:15 hrs
Nos 61 upwards	13:15 - 13:45 hrs

MANX GRAND PRIX

Monday 31st August

Newcomers MGP Race

Nos 1 - 30	14:45 - 15:00 hrs
Nos 31 - 60	15:00 - 15:15 hrs

Wednesday 2 September

Junior MGP Race

Nos 1 - 30	08:00 - 08:20 hrs
Nos 31 - 60	08:20 - 08:40 hrs
Nos 61 upwards	08:40 - 09:15 hrs

Lightweight & Ultra Lightweight MGP Race 1

Nos 1 - 30	10:45 - 11:15 hrs
Nos 31 - 60	11:15 - 11:45 hrs
Nos 61 upwards	11:45 - 12:15 hrs

Friday 4 September

Lightweight & Ultra Lightweight MGP Race 2

Nos 1 - 30	08:00 - 08:30hrs
Nos 31 - 60	08:30 - 09:00hrs
Nos 61 upwards	09:00 - 09:30 hrs

Senior MGP Race

Nos 1 - 30	10:45 - 11:15 hrs
Nos 31 - 60	11:15 - 11:45 hrs
Nos 61 upwards	11:45 - 12:15 hrs

- Applications for time extensions from the allotted pre-race examination time must be addressed to the Chief Technical Officer, in writing prior to the allotted official pre-race examination time. Machines must be ready to race, with fuel added.
- After pre-race technical examination, machines must be placed in the Assembly Area. Tyre warmers may be fitted to machines. There will be no Parc Ferme conditions before the start of a race. It is the responsibility of the teams and competitors to provide whatever security they deem necessary whilst the machine is held in the Assembly Area prior to the start of qualifying and racing.

VERIFICATION OF MACHINES

- The Organisers reserve the right to examine and require dismantling of any motorcycle that has started in any qualifying session or race, and for this purpose, to impound it and retain it in official custody for as long as may be required. Fuel samples may be taken and fuel tanks measured.
- Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Inspection Officer. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling and measurement after the event.
- The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either qualifying or races. Helmets and clothing must also be presented for re-inspection subsequent to any incident.
- All costs relating to the verification of machines are to be met by the team or competitor.
- Engines may be measured and sealed before the event but must be carried out by an ACU accredited measurer using ACU approved engine seals. Competitors from other Federations can use that Federation's approved measurer. Competitors with engines measured and sealed prior to the event must supply documentary evidence of the sealing and the measurer's details.

CHANGE OF MACHINE

- An entrant wishing to change the make or type of motorcycle, after entries have closed must apply to the Organisers prior to the meeting for approval by the Clerk of the Course. The competitor must complete two laps to qualify on the make, type and capacity of the machine to be raced.

NUMBER PLATES

Classic TT Races

- Senior Classic TT	<i>Yellow plates with black numbers</i>
- Junior Classic TT	<i>Blue plates with white numbers</i>
- Lightweight Classic TT	<i>Green Plates with white numbers</i>
- Superbike Classic TT	<i>White plates with black numbers</i>

Manx Grand Prix

- Newcomers (A/B/C) MGP	<i>Red plates with white numbers</i>
- Junior MGP	<i>Black plates with white numbers</i>
- Lightweight MGP	<i>Orange plates with black numbers</i>
- Ultra Lightweight MGP	<i>Orange plates with white numbers</i>
- Senior MGP practice only	<i>Yellow plates with a black number 100 greater than the race number (see below)</i>
- Senior MGP race	<i>Yellow plates with black numbers</i>

- For a machine entered only in the Senior MGP, eg number 30 in the programme will qualify as number 130. For the race the number will revert to 30. For machines entered in two races, the qualifying plate colour will be the same as that used for the first race for that motorcycle, i.e. a 600cc machine entered in both Newcomers MGP and Junior MGP will qualify on red plates until the completion of the first race.

The following colours must be used following the RAL colour table:

Black 9005	Blue 5010	Yellow 1003	Red 3020	White 9010	Green 6002	Orange 2007
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- Each machine must display one front and two side number plates so that both front and side numbers are clearly visible to the public and marshals on both sides of the road and must comply with the following regulations: Front numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides on the front. The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight. The minimum dimensions of numbers are as follows:

The minimum dimensions of side numbers are:

- Background	260mm by 220mm
- Height of figure	120mm
- Width of figure	70mm
- Width of stroke	25mm
- Space between two figures	15mm

The minimum dimensions of front numbers are:

- Background	285mm by 235mm
- Height of figure	140mm
- Width of figure	80mm
- Width of stroke	25mm
- Space between two figures	15mm

- In the case of any dispute concerning the legibility of numbers the decision of the Chief Technical Officer will be final. In case of difficulty in the identification of a machine the Organisers also reserve the right to require any competitor to use officially supplied numbers.

FUEL

- The following fuels may be used and should comply with the general specifications listed below.

Property	MAX RON	MAX MON	Oxygen% m/m	Benzene% v/v
Unleaded petrol	102	90	2.7	1.0
Avgas 100 LL	-	100	2.7	5.0

- Note: For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump petrol.
- For the Classic TT races and two stroke machines in the Manx Grand Prix, fuels up to a maximum RON of 110 and maximum MON of 96 may be used, provided all other specific parameters comply with standing regulations. Avgas may also be used as specified (MON100).
- Values in this table are taken from the ACU regulations and are applied to the fuel types as indicated.
- Where a competitor is using other than Isle of Man sourced pump fuel they must provide a specification sheet for that fuel when requested by the Chief Technical Officer.
- These regulations strictly prohibit the use of 'Bluegas', power boosters, octane boosters and the like. No additions are allowed to the fuel with the exception of water or standard lubricants sold to the public.
- It is the competitor's responsibility to provide fuel for qualifying and races.
- It is also the competitor's responsibility to ensure that his/her allocated pit lane filler, which will be provided, operates correctly. Any fuel left in fillers will be drained and removed, however it is the competitor's responsibility to check that his filler has been drained prior to adding his own fuel. The use of other quick-filling equipment is not permitted.
- The Steam Packet Company has stated that fuel may only be carried in the tanks of machines; cans / barrels will not be allowed. Spot checks will be carried out and anyone found in contravention of this ruling will not be permitted passage.
- Competitors who are found to be using non-compliant fuel during qualifying or racing may be disqualified.
- The aim for the 2020 CTT & MGP is that the fuel store will be available from 07:00hrs to 22:00hrs, manned by the on-site First Response team. If the fuel store is not manned between these times, then a contact telephone number will be displayed to request access to the fuel store.
- Anyone wishing to import fuel into the Isle of Man must contact:

Trading Standards Division

Trading Standards, Isle of Man Office of Fair Trading, Thie Slieau Whallian, Foxdale Road, St John's, Isle of Man, IM4 3AS
Tel: +44 (0)1624 686520 | Email: iomfairtrading@gov.im

- The Organisers reserve the right at any time to take samples of fuels used.

Note: Further details regarding fuel are contained in the Paddock Information document

FUEL TANKS /CAPACITIES

- In the interest of safety, the use of ready-fuelled replacement tanks in the pit will not be permitted. Replacement tanks are permitted but must be empty and may only be filled when securely attached to the machine. Refuelling during the progress of any race must be carried out at the competitors designated pit. It is forbidden to open tank filler caps until the machine is stationary at its allotted pit and the engine is switched off. Time penalties may be imposed for a breach. The use of temporary filling material to reduce the capacity of the tank is forbidden, and any material placed in fuel tanks will not be taken into account when tanks are measured.
- **Manx Grand Prix All Classes:** Each machine must have only one fuel tank with a capacity not exceeding 24 litres.
- **Lightweight, Junior and Senior Classic TT Classes:** Each machine must have only one fuel tank with a capacity not exceeding 24 litres.
- **Superbike Classic TT:** Each machine must have only one fuel tank and may use a fuel tank with a capacity not exceeding 29 litres. Exceptions may be considered if the specification, make and model of machine was originally manufactured and raced with a larger tank, but please contact the Eligibility Officer for confirmation of acceptance.
- NOTE: There will be zero tolerance on maximum fuel tank capacity.

FUEL TANK CAPS AND BREATHERS

- All fuel tanks must have leakproof caps. Monza caps with standard vent holes are not acceptable. Monza caps may be used if vents are sealed and a separate breather fitted as below. All Monza fixed caps must be fitted with an "R" clip or other device, to prevent unintentional opening of the cap.
- Caps which incorporate a one-way valve are acceptable. The effectiveness of these will be checked during Inspection.
- All other tanks should have a separate breather pipe and sealed cap. The pipe must terminate in a catch bottle of minimum 250ml capacity. This bottle should be located in a visible position and enable the contents to be seen.
- The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification

OIL CONTAINMENT

- In the interest of safety ACU Standing Regulations will be enforced.
- Oil Containment is compulsory for all 4 stroke machines (i.e. faired and un-faired). The oil containment must be of rigid construction fastened securely to the machine and have a capacity of at least half of the total oil (and coolant) capacity in the event of an engine failure.
- The oil containment for un-faired machines must be at least 50mm deep and at the front must extend upwards to at least 50mm below the base of the cylinder except in the case of horizontal cylinder machines (e.g. Aermacchi) which will be subject to the agreement of the Chief Technical Officer whose decision is final.
- Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the qualifying results).

SAFETY LIGHTS

- A functioning red light must be fixed at the rear of all machines. It must be switched on at all times when the machine is on the course. Lights must comply with the following:
 - Lighting direction must be parallel to the machine centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
 - Mounted on the seat approximately on the machine centre line within 100mm of the rearmost bodywork in a position approved by the Chief Technical Officer.
 - In case of a dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
 - Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - Able to be switched on and off when the competitor is seated on the machine.
- Safety light power supply may be separated from the motorcycle main wiring and battery.

OIL FILTERS

- All spin-off oil filters must be jubilee clipped and wire locked.

WHEELS

- Composite wheels (Carbon fibre) are not permitted in any class at this event.

WHEEL NUTS AND SPINDLES

- All wheel nuts and spindles must be wire locked or have split-pins. Where this is impractical, fork leg retaining/pinch bolts should be wired. Where forks have removable or pivoting wheel spindle retaining caps, the nuts or bolts holding these must be wire locked or otherwise positively retained.

VALVES

- Metal valve caps (not extractor type) or moulded racing valve caps which incorporate a pressure seal must be fitted.
- 90 degree angle valve adaptors are prohibited.
- Valves must be straight short stub stem type, straight metal valves are acceptable.

BRAKES

- For machines fitted with two front disc brakes, the split of the front brake lines for both front calipers must be made at or above the lower fork bridge.

PREPARATION

- Machines must be prepared in accordance with the ACU Standing Regulations and these Supplementary Regulations. The Organisers reserve the right to refuse any entry or to forbid the use of any particular machine which the Organisers considers inappropriate for racing on the TT course or otherwise not to be in the spirit of this event. All machines must be prepared to a high standard of cosmetic appearance. Untidy machines will not be permitted to start in any event.

COOLANTS

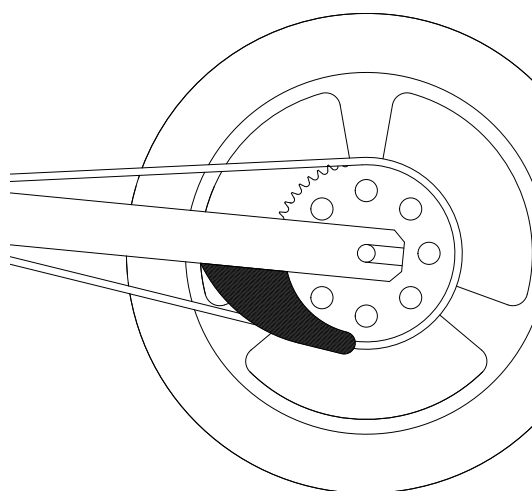
- No liquid engine coolants, other than lubricating oil or water should be used. Oil based substances can be dangerous if spilt on the road.
- Coolant vents must terminate in a catch bottle of minimum 250ml, unless the machine is fitted with a machine manufacturers original overflow system. Any bottle fitted must allow the contents to be seen.

NOISE LEVEL

- There is no maximum noise level for the Isle of Man Classic TT or Manx Grand Prix.

CHAIN GUARDS

- A chain guard must be fitted in such a way as to cover the point where the chain runs onto the rear sprocket and irrespective of wherever the rear wheel is positioned to maintain correct chain tension.
- The guard must be made of substantial material and must be securely mounted to the swinging arm so that it cannot rotate and come into contact with the chain or sprocket.
- The guard must be positioned parallel to and not more than 40mm from the face of the drive chain.



ENGINE AND FRAME NUMBERS

- In accordance with standing ACU regulations, all solo road race machines are required to have engine and frame numbers that have obviously not been tampered with or deleted. The penalty is disqualification. New unstamped components are permissible.

PERSONAL EQUIPMENT

Helmets

- Helmets must be no older than 5 years from date of manufacture. Any helmets with the date stamp or date code removed cannot be used.
- Helmets should be of full face design and be ACU approved, and certified to UN ECE 22.05 with the certification label present.
- The helmets visor should be fitted and be free of scratches or defects that could impair the riders vision. A race visor capable of taking tear-offs must be used.
- Any damage to the helmet above what could be considered cosmetic only will render the helmet unusable; furthermore any damage to the helmet which has exposed the shell layer will render the helmet unusable or any visible damage to the EPS inner shell will render the helmet unusable.

Leathers

- All motorcycle leathers that are used should have the CE mark and comply with Regulation 2016/425 (testing method to prEN 17092). plies with relevant EU legislation.
- One piece racing leathers must only be used, either in cowhide leather (min 1.2mm thick) or kangaroo leather (min 0.9mm thick), with double layer leather in the seat. Stretch material reinforced with aramid fibres or similar can be used but must not be at main impact areas of seat, hip, back, knees, elbows and shoulders.
- Leathers must be in a good physical condition with no major damage visible.
- Leathers are recommended to be no older than 5 years old.
- CE armour must be present to the shoulder, elbows and knees, either fitted to the suit or worn underneath.
- Any damage must have been professionally repaired with leather of the same thickness covering all tears/holes and must be double stitched in place.

Gloves

- Gloves must be of leather construction with full length cuff.
- Double cuff closure must be present and prevent the glove pulling off the riders hand when fastened.
- Knuckle protection must be present for all solo competitors.
- Gloves should be free of any visible damage.
- No metal studs should be present on the palm.

Boots

- Boots must conform to European Standard EN13634.
- Full length boots must be worn and should be 100mm higher than the rider's ankle, either fixing underneath the riders leathers or over leaving no skin exposed.
- Boots must be in good condition with no cracks or holes. If boots are damaged, they should be replaced and not repaired by using other materials.

Back Protector

- A back protector must be used conforming to European Standard EN 1621-2:2014.
- This is compulsory for all competitors.

Chest Protector

- A chest protector must be used, conforming to European Standard EN 1621-3:2018 Level 2.
- This is compulsory for all competitors.

Other

- While qualifying and racing, competitors are required to wear an identification disc attached around the neck by a material approved by a Technical Official or an identity label attached on the inside of the leathers adjacent to the zip. The disc or identity label must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.
- The use of Kevlar suits is prohibited.
- The Race Organisers also reserves the right for all or certain aspects of any competitors personal equipment to be checked at any time during the event should they deem it necessary to do so.
- The use of titanium knee sliders and toe sliders as part of a competitor's personal equipment is permitted.
- Any unacceptable clothing or equipment presented at Technical inspection may be impounded for the duration of the event.

ON-BOARD CAMERAS AND GLOBAL POSITIONING SYSTEMS

- Onboard cameras or GPS must be fitted before attending technical inspections and must be approved by the Chief Technical Officer.
- Helmet mounted cameras will not be permitted.
- See Appendix C for additional information for Classic TT competitors.

MACHINE TESTING

- The availability of machine testing will be confirmed nearer to the event.

Section 7

Qualifying and Race Procedure

THE COURSE

- The event will be held on the Isle of Man TT Mountain Circuit, which is 60.70km (37.73 miles) in length, on highways, which are closed to the public during Qualifying and race periods. The ACU Course Licence Number is TT001.



QUALIFYING SESSIONS

- Qualifying Sessions will commence as per the Qualifying & Race Schedule with competitors in the first session starting in pairs from the Start Line. Instructions to competitors and teams to move onto the Start Line or any delays to the start of qualifying will be announced by the Clerk of the Course.
- The testing of pit lane speed limiters will be allowed throughout Qualifying week from Monday 24 August on instruction from the Clerk of the Course.
- When starting another lap, competitors should be mindful of other competitors who may be on a flying lap and as such, keep to the left when starting. Competitors on a flying lap should be aware of other competitors joining the course and as such keep to the right as they pass through the start/finish line.
- Competitors re-joining the Course to commence a lap will do so via the South ramp in the Assembly Area.
- When leaving the Course at the end of a lap before the session has concluded, competitors will return to the Assembly Area via the Return Road. Competitors are to ride slowly down the Return Road and not exceed 40kph, as pedestrians will be in and around this area.
- **All team members handling fuel in the Assembly Area must wear the following Personal Protective Equipment (PPE):**
 - Any persons directly responsible for refuelling the machine must wear a suit that meets the higher standard of SFI 3.2A/5 or FIA 88562000. The overalls must have collars, ankle and wrist cuffs and be zip up not pop stud. The attendant responsible for refuelling must wear a fireproof balaclava and fireproof gloves while refuelling.
 - Balaclava: Must be a double layer FIA approved balaclava
 - Gloves: Must be FIA approved to standard SFI 3.2A/5 or FIA 8856-2000
 - Suitable footwear must be worn at all times in the Assembly Area. Footwear must not have any studs, steel tips etc.

SHORT LAPPING OF QUALIFYING SESSIONS

- During any Qualifying, the Clerk of the Course may decide to flag off competitors between Governor's Bridge and the Finish Line. In this case the foreshortened lap and the time recorded at the flagging off point will be counted towards qualification for the races.
- There will be no time gained by proceeding at excessive speeds from the point at which the chequered flag is displayed at Governor's Bridge and the Finish Line. Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Assembly Area.
- If there is more than one qualifying session during a scheduled session, short lapping will occur at the end of the first Qualifying Session. Where a newcomer specific session is the second session of the schedule session, the Newcomers will be filtered onto the course whilst riders in the first session complete a flying lap.
- Hard wired Transponders must be left switched on until well inside the Assembly Area to get accurate readings.

RACE START PRELIMINARIES

First Signal - 45 minutes before start

- Tyre Warmers must be fitted to all machines (with the exception of those machines in the Classic Senior/Junior Races and the MGP Lightweight/Ultra Lightweight machines of 400cc and below) and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers will not be allowed to start the race for which he/she has entered.
- On instruction from the Clerk of the Course, pit crews may enter Pit Lane to fill up their respective fuel fillers.

Second Signal - 30 minutes before start

Third Signal - 15 minutes before start

- Competitors marshalled to the starting grid and lined up in order. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the course conditions. All adjustments and changes of tyres/wheels must be completed by the fourth signal. When using tyre warmers on the grid, these must be powered by a generator. Only one generator per machine may be used.
- The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.
- No batteries or other electrical supplies are permitted on the grid except a self-contained starting device.

Fourth Signal - 5 minutes before start

- Clear grid on the instructions of officials.
- Engines must be running. Exit gate from assembly area to start line will close.

START PROCEDURE

- All races will be clutch start. Competitors will be started singly at 10 second intervals.
- Competitors will not start until the starting flag is dropped. Any competitor who starts before the starting flag is dropped, or who fails to start immediately the starting flag is dropped, may be penalised.
- A competitor, who is not in position to start within 10 seconds of the scheduled starting time, may start at the next available slot or 10 seconds after the last competitor is scheduled to start. Their starting time may at the discretion of the Clerk of the Course be adjusted to coincide with the new starting position (normal interval times will be observed).
- Only during the start procedure is a competitor permitted to stop on the course adjacent to his pit. At all other times a competitor must use the pit lane and stop in front of his designated pit.
- If a competitor has taken the start flag, but has left the course, ie taken the pit return lane, they may not restart the event.
- In exceptional circumstances, the start of any race may be delayed, reduced in number of laps and if necessary, postponed until the following day or another designated day as instructed by the Clerk of the Course.

PIT LANE, PIT STOPS AND REFUELLING

- Pit Boxes will be allocated in order of qualifying and will be treated as a matter of fact. Teams and Competitors can find their pit allocation in the Race Office prior to their race.
- During qualifying week all team personnel set to operate in pit lane during races must attend a pit lane briefing. This is a mandatory briefing. Details of pit lane briefings will be announced at the Competitor and Technical Briefings.
- The machine must come to a complete stop and engine to be switched off before the fuel cap is removed. Once the fuel stop is complete the fuel cap must be replaced before the competitor sets off down pit lane to re-join the race. Monza filler caps must have the 'R' clip replaced after any pit stop. Any competitor found to be removing the cap before the motorcycle has come to a complete stop, is switched off or is replacing the cap once he has left his pit area may incur a 30 second penalty.
- The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification

Compulsory Pit Stops

- If deemed appropriate, the Clerk of the Course may impose a compulsory pit stop. This stop maybe prescribed to a competitor's specific lap.
- Senior Classic TT and Lightweight Classic TT competitors please refer to Appendix B in regards to compulsory pit stops.

Conditions

- The Pit Lane is a Licenced Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:
 - a. There must be no smoking or naked lights. Engines must be stopped whilst the machine is being refuelled. Any electrical equipment used or taken within 14ft of refuelling equipment must be either intrinsically safe or flame proofed. This includes power tools, two-way radios, transistor radios, cameras etc. Spare batteries must be protected.
 - b. Petrol cans used for filling and draining the refuelling equipment must be metal or BSI approved.
 - c. Filling or refuelling of tanks must not commence until an announcement is made from Race Control. It must be completed no later than thirty minutes before the start time. The specified Personal Protective Equipment must be worn when filling or refuelling tanks.
 - d. When refuelling tanks are being filled or drained, only those persons immediately involved and race officials are permitted in the pit area.
 - e. Refuelling tanks must be drained when the pit lane is closed towards the end of the race. The specified Personal Protective Equipment must be worn when draining tanks.
 - f. Important Note: The refuelling tanks in pit lane must not be filled once the race has started.
 - g. When a competitor vacates his pit he must not carry unused fuel or empty drums that have contained fuel beneath the Grandstand.
 - h. The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification.
 - i. All fuel for race refuelling must enter Pit Lane via the assembly area and pit lane access ramp.

Attendants

- a. Each competitor is permitted up to three attendants. Bona Fide Team Managers who are representatives of licensed entrants will, on application to the Clerk of the Course, be given an additional pass.
- b. Team Managers and Attendants must wear the following Personal Protective Equipment (PPE) at all times whilst in the pit area:
 - i. The attendant responsible for refuelling must wear a suit that meets and is labelled to SFI 3.2A/5 or FIA 8856-2000. The overalls must have manufacturer's original fitment collars, ankle and wrist cuffs and be zip up not pop stud. The attendant responsible for refuelling must wear a fireproof balaclava and fireproof gloves while refuelling.
 - ii. Other members of the Pit Crew must wear a suit that meets one of the above standards or is equivalent to the standard of EN11612 or SFI/3.2A/1. The overalls must have manufacturer's original fitment collars, ankle and wrist cuffs and be zip up not pop stud. They must also wear a fireproof balaclava.
 - iii. Balaclava: Must be a double layer balaclava approved and labelled to standard FIA 8856-2000.
 - iv. Gloves: Must be FIA approved to standard SFI 3.3A/5 or FIA 8856-2000.
 - v. Suitable footwear must be worn at all times in the pit lane. Footwear must not have any studs, steel tips etc.
- c. Competitors who are not intending to stop and refuel need not provide an FIA spec fullers' suit, gloves or balaclavas. The pit crew must wear overalls to EN11612 or SFI/3.2A/1. However these arrangements require there must be no fuel in the pit box or fuel filler. Overalls are still required to be presented at signing on/clothing check.
- d. All Team Managers and Attendants must remain in the pit allotted to them, except when their competitor is at the pit, when Attendants may assist or carry out replacements and repairs, only using the spares previously deposited in the pit. Wheels fitted with tyres may be brought into the pit during a race.
- e. The PPE outlined above must be worn fully by the Team Manager and Pit Attendants at all times in the pit area.
- f. Self-contained remote starters will be permitted. Remote starters must NOT be started until all refuelling and servicing is completed.
- g. The use of purpose made front wheel paddock stands or ramps designed to elevate the front of the motorcycle is forbidden.
- h. Smoking is strictly forbidden in the Technical Inspection Bay, Assembly Area, Pit Lane, Pits and Start line areas.
- i. Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane.
- j. Only items that are intrinsically safe are allowed to be used in pit lane. This is a requirement of the Fuel Licence for the event. Pit Crews need to be mindful that the use of mobile phones, tablets or any other piece of equipment deemed as not being intrinsically safe cannot be used in Pit Lane. Teams using such equipment may be liable to a fine being imposed on them by the Clerk of the Course.

Pit stops during races

- Pit Lane – Speed Limit – 60kph
- At the entrance to the Pit Lane is a Single White Line with a board at each side indicating a speed limit of 60kph. From this point until the Pit Lane Exit, (which is indicated by a white line with a board at each side with the 60kph crossed out) the speed limit is 60kph.
- This speed limit will be policed by transponder loops in the Pit Lane.
- Sanctions will be imposed on any competitor breaking the speed limit of 60kph as follows:
 - Over 60kph but not over 80kph - a time penalty of 30 seconds.
 - Over 80kph but not over 100kph - a time penalty of 60 seconds
 - Over 100kph - disqualification from the race.
- In the event of more than one infringement during a single pit stop the highest penalty will be awarded.
- These penalties will be a matter of fact with no right of protest or appeal.
- At the entrance to the Pit Lane a display board will indicate the speed of competitors approaching. This is only an indication to assist competitors.
- Machines whose red light is not working upon arrival at a pit stop may be detained until the light is suitably repaired. The fitting of a replacement rear light is acceptable.

MEANS OF PROPULSION

- During a race a motorcycle can only be propelled by its own power, the muscular effort of its competitor and by the natural forces of gravity.

FINISH OF A RACE

- Competitors who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level.
- Competitors who cross the finish line without completing the designated number of laps but after the leading competitor on the road has been shown the chequered flag will be permitted to proceed on a further lap. However, after a race has been won and where in the opinion of the Clerk of the Course it is no longer possible to complete the race distance, the Clerk of the Course will order all competitors to stop as each crosses the finishing line, irrespective of the number of laps completed. Riders not permitted to commence the final lap will be included in the results and classed as a finisher.
- Red lights will be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.

STOPPING A RACE

- A race will not be stopped prematurely unless the Clerk of the Course deems it necessary, but if so stopped before the leading competitor has completed half of the total race distance, the race will be declared abandoned. The finishing positions in an abandoned race will be ignored for the purpose of classification of the race result.
- A race stopped after the leading competitor has completed half of the scheduled race distance will be deemed to have been completed. The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.
- The Clerk of the Course may, notwithstanding the previous paragraphs, declare a result of any race based on such assessment as he thinks appropriate and, in doing so, may apply Sections 10 and 12 of the ACU Standing Regulations for Road Racing to such extent (if any) as he thinks appropriate in the circumstances.
- In the event of the Clerk of the Course stopping a race prematurely due to 'force majeure' circumstances, waved red flags will be displayed at various points on the course on the instructions of the Clerk of the Course or his Deputy.
- Stationary yellow flags will be displayed at intermediate marshals' posts. In addition a suitable warning board will be displayed at Governors' Bridge indicating that all competitors will be stopped at the start/finish line by means of Red Flag and Red Lights. In the event of the Clerk of the Course shortening (as opposed to stopping) a race, this decision may be given to all competitors at various points on the course. In these circumstances the chequered flag will be displayed at the start/finish line.

END OF RACE PROCEDURE

- At the conclusion of all races the finishers will be required to return their machines to Parc Ferme. This will be located in the Assembly Area. They will be held for as long as required.

INCIDENTS

- Unfortunately, incidents do occur on the TT Mountain Course.
- A Red Flag instruction authorised by the Clerk of the Course will apply to the entire TT Mountain Course irrespective of where that incident has occurred. There will be no movement on the TT Mountain Course by any rider until the incident has been cleared, regardless of how long that incident may take to clear
- The riders will only be permitted to move in Course direction on the authorisation of the Clerk of the Course and under the control of Travelling Marshals at the front and rear.
- There will be no movement of riders in the wrong Course direction.

RETIREMENTS

- There may be occasions in which competitors need to retire from a qualifying session or a race. Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.
- Competitors must also ensure that the Marshals inform Race Control that they have stopped so that their team are informed of the situation. A retired competitor should inform the Marshals whether they will arrange for their team to recover the machine or if they wish for the Official Recovery Service to retrieve the machine. Machines retrieved by the Official Recovery Service will be returned to the paddock and stored in the Technical Inspection Bay.
- Any competing motorcycle or equipment left unattended, on or adjacent to the circuit, after taking part in a qualifying session or race, may be taken charge of by the Organisers. The Organisers accept no responsibility for any such motorcycle or equipment
- Team personnel requiring information about a competitor who may have retired or been involved in an incident should report to the Competitors Retirement Office situated at the foot of the Control Tower adjacent to the Media Centre.

TOURING

- Touring is not permitted at any time. Competitors, who have an issue with their machine, must pull off the Course as soon as possible.

COMPETITORS WHO HAVE STOPPED ON THE TT COURSE

- Competitors who have had to stop on the TT Course to make adjustments or are required to stop following a red flag situation may only re-join the circuit, or enter the Course under the instruction Marshals. Competitors must follow the instructions given by Marshals.
- During a scheduled Qualifying or Race Session, Course Cars may be permitted to enter the Course once authorisation has been given by the Clerk of the Course or his Deputy. This may be following a red flag situation, between Qualifying sessions or races or at the end of a session.
- Competitors must be aware that there is a possibility that Course Cars or Travelling Marshals may circulate either between and/or at the end of a qualifying or race session.
- Until the Roads Open Car passes your location the TT Course remains closed and any competitor who has stopped on the course must not proceed onto the road either on foot or on their machine.
- Once the Roads Open Car passes your location the TT Course then returns to be a public highway and you must comply with the Highway Code, abiding by the speed limits and expect traffic to be travelling in both directions

LAST TRAVELLING MARSHAL

- At the end of each evening Qualifying session and race day schedule, a Travelling Marshal wearing a red bib will leave the Grandstand travelling in Course direction. This signifies that he is the last motorcycle on the road and very shortly the Roads Open Car will depart the Grandstand to reopen the road for public use. Competitors who have stopped for any reason on the course must not restart once the Last Travelling Marshal has passed their location as the Roads Open procedure will have commenced.

COURSE CARS

- Only the Clerk of the Course or his Deputy may authorise a Course Car to enter the TT Course.
- Any Course Car utilised on the TT Mountain Course will be equipped with orange flashing lights attached to the roof.
- The Course Inspection Car will be liveried appropriately to identify its purpose; ie. Course Inspection Car.
- The Roads Open Car will be equipped with red flashing lights attached to the roof to allow differentiation from other Course Cars.

PROTESTS

- Protests must be in accordance with the ACU National Sporting Code Chapter 10 and accompanied by a fee of £150. In addition, if the dismantling of an engine is involved, a deposit of £500 for 4 stroke machines and £250 for 2 stroke machines must be submitted with the Protest Fee. In the event of the protest being upheld the deposit will be returned. If the protest is unsuccessful the deposit will be awarded to the winning party and will be the only cost claimable. The time limit for making a protest will be 30 minutes after the display of the provisional results in the Race Office. The deposit for a fuel test will be £1000.

DRUG AND ALCOHOL TESTING

- Procedures will be as prescribed in the current ACU National Sporting Code.

WINNERS ENCLOSURE

- At the conclusion of each race the first three finishers will be directed into the Winners Enclosure with their machines to conduct interviews with the host television and radio broadcasters. No other television or radio journalists will be permitted to operate in this area.

GARLANDING CEREMONY

- Competitors finishing first, second and third in each race will be required to take part in a short ceremony to be held in front of the Grandstand to acclaim and garland the winners.

MOBILE PHONES

- The use of a mobile phone in the Technical Inspection Bay and Pit Lane is forbidden unless the device is intrinsically safe.

VEHICLE RECOVERY SERVICE

- A recovery service will operate at the end of each qualifying session and race day. Any machines collected will be returned to the Technical Inspection Bay, where it is the responsibility of the competitor to collect them as soon as possible.
- The Organisers do not accept any responsibility for any damage to any machine.

MACHINES ON THE PUBLIC HIGHWAY

- The law on the Isle of Man provides that no racing machines should be ridden on a public highway except during the period commencing three hours before, during and two hours after a scheduled road closure period from where the machine is kept, directly to the start of the course, from a point on the course directly to the place it is kept or vice versa, or between points on the course.
- Once a competitor has completed the Signing On process he/she is automatically covered for this under a policy put in place by the ACU and there is no additional cost to the competitor.
- During this same period the machine does not have to comply with the Maintenance and Use Regulations and Lighting Regulations.
- The competitor must however, have a current valid driving licence for that particular class of machine.
- Any competitor reported as having ridden their machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

FLAG SIGNALS

The following flag signals will be used during Practice and Races and must be immediately obeyed by competitors:

	Manx National Flag	Start
	Black and white chequered flag	Finish of race or practice session
	Yellow and red striped flag	Oil, water or other substance is affecting adhesion on this section of the Course
	White flag with red diagonal cross	Wet or damp patches is affecting adhesion on this section of the Course
	White flag with "SUN" or "S"	Sun dazzle warning
	White flag with "V"	Bad visibility warning
	Yellow flag (stationary)	Danger, slow down, overtaking forbidden
	Yellow flag (waved)	Danger, slow down, prepare to stop, overtaking forbidden
	Green flag	Course Clear
	Red flag	The practice or race is being interrupted. The red flag will be waved at nominated marshal's posts. Competitors will stop and be directed by the marshals.
	Black flag with orange disc	The competitor to stop immediately
	(displayed along with competitor's number)	

FLAG SIGNALS - IMPORTANT INFORMATION

- In addition to red flags being displayed a red light may be displayed immediately after the finish line.
- Only authorised officials are permitted to use these flags and no other flag or light signals of any kind are permitted.
- Only the Clerk of the Course or in his absence the Deputy Clerk of the Course can authorise a race to be stopped.

DISCIPLINARY AND JUDICIAL

- All disciplinary and judicial matters will be dealt with in accordance with the ACU National Sporting Code, Chapter 10. In accordance with ACU NSC 10.03.3.2, the Clerk of the Course has the authority to penalise any voluntary or involuntary action or deed made by any person or ACU Licence Holder(s) during a meeting contrary to the current Standing Regulations, Supplementary Regulations, Final Instructions or instructions given by an Official of the meeting or event security or stewarding personnel.
- The Clerk of the Course will also penalise any corrupt or fraudulent act, or any action prejudicial to the interests of the meeting or of the sport, carried out by a person or ACU Licence Holder(s) during the meeting.
- The Clerk of the Course is empowered to adjudicate upon any protest lodged during a meeting and as such he may impose the following penalties:
 - A warning
 - A time penalty
 - A place penalty
 - A Black Flag
 - A Fine up to the maximum of £500.00
 - Withdrawal of any appearance fees
 - Disqualification from the event, a qualifying session or disqualification from the results of a race
- Furthermore, the Clerk of the Course can refer the case to the ACU Judicial Panel in order to impose a higher penalty than he is empowered to do.

BEHAVIOUR DURING THE EVENT

- Competitors must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in the pit-lane.
- Competitors must at all times adhere to the provisions of the regulations.
- Competitors should use only the track and the pit-lane. However, if a competitor accidentally leaves the track then he may re-join it at the place indicated by the marshals or at a place which does not provide an advantage. The marshals may assist the competitor to the extent of helping them to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the competitor, working alone, with absolutely no outside assistance. The marshal may then assist them to re-start the machine.
- If the competitor intends to retire then they must park their motorcycle in a safe area as indicated by the marshals.
- If the competitor encounters a problem with the machine, which will result in their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

- Competitors must not transport another person on their machine.
- Competitors must not ride or push their motorcycles in the opposite direction of the Course, either on the track or in the pit lane, unless doing so under the direction of an Official.
- No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or competitor, save for the signal from the time keeping transponder, from on-board cameras, or messages on a pit board or body movements by the competitor.
- Stopping on the track during a qualifying session or races is forbidden.
- A competitor involved in an incident will not be allowed to continue practising or racing until they have been passed medically fit by one of the event Medical Officers and had his personal riding equipment inspected by a Technical Official.
- The Clerk of the Course is empowered to impose penalties of a reprimand and/or fine or disqualification, for breach of these regulations where no other penalty is specified. Any rider not complying with instructions of an official of the meeting (including security personnel employed by the promoter) may be penalised.
- Any rider found to be suffering from concussion or suspected concussion as a result of an injury incurred following an incident during qualifying or racing will not be permitted to compete any further in the event.

ACCEPTANCE OF RECORDS

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

APPEALS

- A meeting of the Stewards will take place prior to the commencement of qualifying. The Stewards will meet as necessary. Appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Race Secretary.

Section 8

Qualification and allocation of riding numbers

QUALIFICATION

- To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a speed controlled lap during the first qualifying session and a minimum of six laps in total during qualifying.
- Newcomers in any class must have signed on, attended a Newcomers Briefing commenced qualifying and must have completed three laps on or before Wednesday 26 August or they may be disqualified.
- Riders who have qualified to start in any previous race on the Mountain Circuit (TT or MGP) shall be required to have signed on and commenced qualifying on or before Wednesday 21 August and must complete a minimum of five laps.
- A minimum of two laps (three laps in the case of newcomers) must be completed on each machine entered, one of which must be within the qualifying time.
- In every case all qualifying laps must be completed on the motorcycle to be ridden in the race or on a machine of the class.
- Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.

QUALIFICATION CRITERIA FOR CLASSIC TT RACES

Senior Classic TT	25m 30s	88.78mph
Lightweight Classic TT	23m 30s	96.33mph
Junior Classic TT	27m 30s	82.32mph
Superbike Classic TT	21m 30s	105.29mph

QUALIFICATION CRITERIA FOR MANX GRAND PRIX

Senior	21m 30s	105.29 mph
Junior	21m 30s	105.29 mph
Lightweight	23m 30s	96.33 mph
Ultra Lightweight	24m 00s	94.33 mph
Newcomer A	23m 00s	98.43 mph
Newcomer B	24m 30s	92.40 mph
Newcomer C	25m 00s	90.55 mph

QUALIFICATION CRITERIA - ADDITIONAL INFORMATION

- A list of non-qualifiers will be posted in the Race Office no later than 21:30 hrs on Friday 28 August for racing on Saturday 29 August.
- Riding numbers and grid positions for all MGP Races will be declared in the Race Office on completion of the final qualifying session for that race.
- Non qualifiers for all other classes will be posted in the Race Office on completion of the final qualifying session for that class.
- All qualifying, including that on race days will be officially timed and count towards qualification.
- Qualifying must be at the sole discretion of the Clerk of the Course and there will be no right of Protest or Appeal.

RIDING NUMBERS AND GRID POSITIONS

- No applications for a change of number will be accepted. All competitors will be issued a riding number which will be listed in the official race guide and displayed on machines as prescribed in Section 6. Numbers in each class will be allocated by the organisers.
- Riders in all Manx Grand Prix Races, except the Newcomers Race, will start at 10 second intervals with the first 20 competitors in numerical order and then all other competitors based on qualification order
- The Newcomers Race will start at 10sec intervals in qualification order.
- The Clerk of the Course may decide to start any race purely by qualification order if in his opinion circumstances dictate that this would be preferable.
- Classic TT Races will start the first 20 competitors in the traditional way in numerical order at 10 second intervals and then all other competitors based on qualification order at 10 second intervals.
- Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. The decal must be displayed on the front number plate of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.
- The Clerk of the Course reserves the right to make a change of number when circumstances dictate that it is desirable to do so.

Section 9

Publicity and Merchandising

PUBLICITY

- Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout and pre-race parade, should this be requested by the Promoter.
- Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
- By entering the 2020 Isle of Man TT Races each competitor and team agree that the Promoter and the event sponsors may make use of their activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
- All competitors may be required to carry an event and/or sponsors logo.

MERCHANDISING

- The competitors and teams will authorise the Promoter to use and reuse and licence the use of images and representations of the competitor and team motorcycles competing in the event (including the manufacturer's name and logo), and the name, images and representations of the competitor and team and team paraphernalia including (in so far as the same appears on the clothing worn by the competitor or on team paraphernalia or on the motorcycles participating in the event) the logo and decals of all sponsors of the competitor and/or team for the purpose of producing merchandise exploiting the reputation of the event.
- The competitor and team will acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the event and games including individual elements of the event.
- The competitor and team will authorise the Promoter to use and licence others to use all event images and other material relating to the event in marketing and packaging material and commercial advertisements exploiting the event or merchandise of the event or any individual elements of the event.
- The competitor and team shall assist the Promoter and those authorised by it with the promotion of the event and production and promotion of merchandise associated with the event.

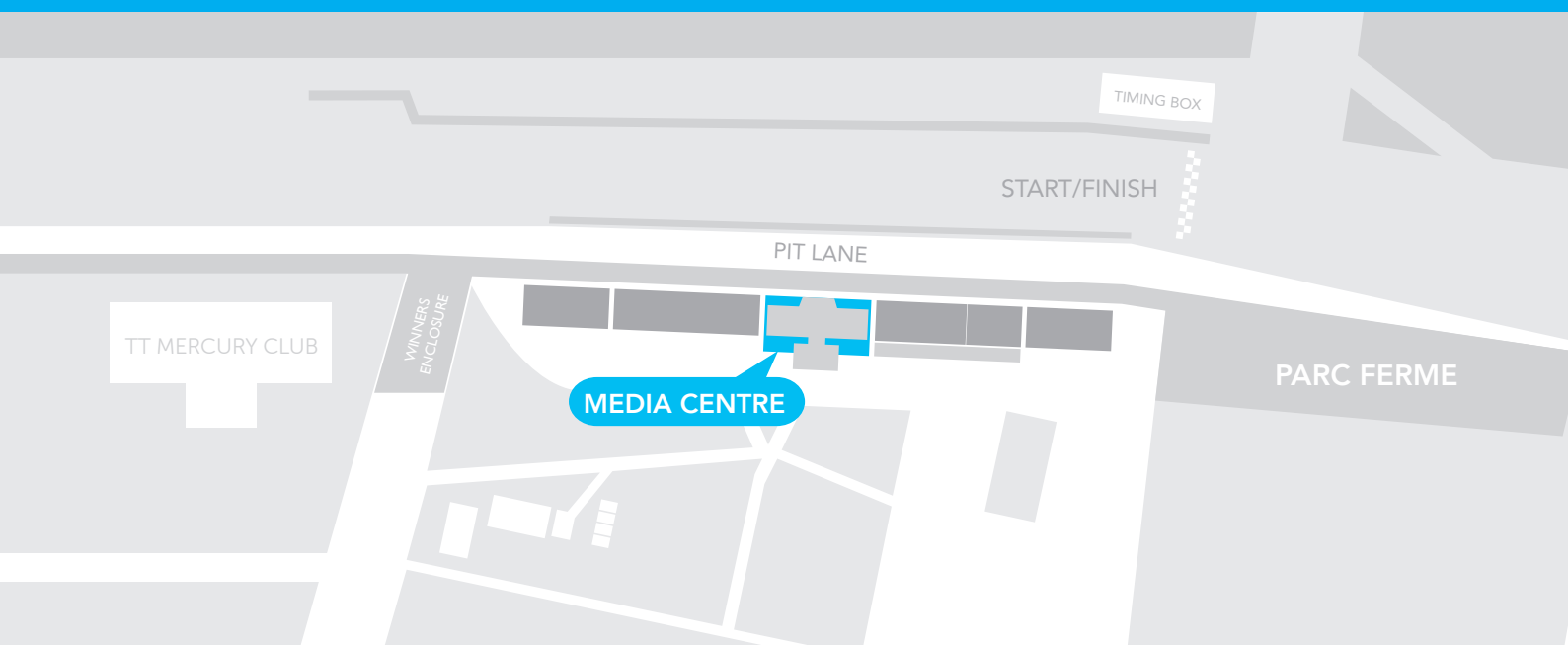
MISCELLANEOUS

- Competitors, sponsors, manufacturers, teams, team personnel and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting the official TT logo and/or any trademark and/or any copyright and/or image used or associated with the event without the prior written permission of the Promoter to do so.
- All images, photographs, recordings or representations of the participation in the event or association with the event of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Promoter (such consent not to be unreasonably withheld). No consent is required for normal media reporting of the event.
- All the broadcast, recording, terrestrial, cable, satellite, digital, video and rights in all other media (including but not limited to WAP or similar mobile communications platforms and/or devices, Internet, Interactive and/or other competitor accessed sources) are the property of the Promoter.
- Any recording, broadcast, rebroadcast or reproduction without express permission of the Promoter is strictly prohibited. Competitors, entrants, teams, sponsors or manufacturers currently registered in the event may, subject to the prior written permission of the Promoter and subject to any conditions that they may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge except any that may be levied for technical and/or research purposes. Rights requested by sponsors, advertisers, or any other commercial use must be made in writing to the Promoter and will be subject to Licence, which may include a fee or charge.
- The competitor and team will acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the event and games including individual elements of the event, which may include images, representations, video recordings and audio recordings of competitors, teams and motorcycles participating in the event. The competitors and teams expressly authorise and licence the Promoter and those authorised by it to use such images, representations and recordings as the Promoter or those authorised by it may in their absolute discretion deem appropriate for the production of interactive games.
- The Promoter shall submit to the competitor and teams for approval the images and representations of competitors, teams and motorcycles participating in the event for the production of interactive games. The teams and competitors shall revert to the Promoter as soon as reasonably practicable and in any event within seven (7) working days. In the event that the Competitor and team does not revert to the Promoter by 5pm on the seventh working day after receipt the images and representations shall be deemed approved by the Promoter for the purposes of the production of interactive game

MEDIA CENTRE OPENING HOURS

Saturday 22 August	15:00 – 18:00	
Sunday 23 August	11:30 – 18:00	
Monday 24 August	16:00 – 21:00	
Tuesday 25 August	16:00 – 21:00	
Wednesday 26 August	16:00 – 21:00	
Thursday 27 August	16:00 – 21:00	
Friday 28 August	11:00 – 21:00	
Saturday 29 August	09:00 – 20:00	
Sunday 30 August	10:00 – 18:00	
Monday 31 August	09:00 – 18:00	
*Tuesday 1 September	Closed	*Unless Race Day
Wednesday 2 September	09:00 – 18:00	
*Thursday 3 September	Closed	*Unless Race Day
Friday 4 September	09:00 – 15:00	

How to find us



Section 10

Paddock, passes, grandstand tickets and welfare

ORGANISATION

- Nige Crennell is the TT Production Manager (TTPM) with responsibility for the Paddock and Grandstand area including Noble's Park. Nige can be contacted at nige.crennell@gov.im.

SITE SAFETY

- The organiser's priority is to ensure the safety of all persons on site, be they members of the public, officials, team members or competitors.
- All persons on site have a responsibility to act in a responsible manner and supervise persons under the age of 18 in their care, such that children or young people do not jeopardise their own safety or the safety of others.
- All teams and competitors are to be aware that their behaviour on site is under scrutiny from the event organisers and the IOM Health and Safety Inspectorate (HSWI) and sanctions may be issued where due regard is not paid to the health and safety of all persons on site.



LOCATION, DIRECTIONS & ACCESS

- The most direct route from the ferry port is shown below with the 2 main access points also marked. Teams are to ensure they arrive at the appropriate access point for each of their vehicles – Access One or Two. Access One is for the Paddocks, Access Two is for the RV Park or the main car park (for arrivals only). A third entry point, accessed via St Ninian's Church, will be signposted from St Ninian's Road and made available for access purely into the car parks once the event starts. An overall clockwise flow of traffic can be expected into and out of the site using this third entrance.



ARRIVALS

- From Saturday 8th August to Saturday 15th August 2020 Paddocks are considered to be in the build and preparation phase and will be closed to teams and competitors. Teams should be aware that final preparations will still be made on site right up to the day of first practice and that there will be areas for the site still undergoing build and set-up. These areas will be clearly marked.
- The Paddock areas will be open to teams from 06:00hrs on Sunday 16 August 2020. Space on the site is limited and prior to arrival each team should have submitted information on the entry system that will be used to organise the site that will include numbers and dimensions of vehicles and awnings.
- Competitors and teams will be expected to have a Competitors Vehicle Pass for each vehicle requiring access to the paddocks and these passes will only be issued to cover those vehicles that have been declared on the entry system.
- Teams and competitors that arrive with additional vehicles to that declared on the entry system cannot assume space will be available. The paddock position and pitch size allocated will be decided by the Motorsport Team and the decision will be final.
- The Site speed limit is 10MPH

ACCESS ONE – PADDOCKS A/B/C/D/E

- Access for vehicles for the Paddocks (A/B/C/D/E) will be via St Ninian's Cross roads at the top of Bray Hill, following the TT Course in a reverse direction up to TT pit lane, where vehicles will be marshalled and held until cleared into the TT Paddock Site.
- The RV Park cannot be accessed from Access One – vehicles will be refused entry and expected to go to Access Two.
- After initial arrival and set-up in the Paddocks (A/B/C/D/E) Teams/Competitors with vans they expect to use on a daily basis should be parked on the football field adjacent to the Douglas Police Station (known as 'St Georges') via Dukes Avenue. Entry to this area will require a Team Support pass. These passes will be issued on initial arrival. Cars are to be removed to the main car park. The pass will require a registration number and contact details of the driver to be added to them.

ACCESS TWO – RV PARK & MAIN CAR PARK

- Access to the RV Park will be from Access Two via St Ninian's Road and only with a valid RV Park pass.
- Stewards will be in place 24/7 to prevent unauthorised access.
- Once parked in the RV Park, campers/caravans will be expected to remain within the RV Park for the duration of their stay at the event. Where teams/competitors living in the RV Park wish to use a vehicle to commute to/from the site then that vehicle is to be parked in the main car park.
- Once a caravan is parked in the RV Park, towing vehicles that are to be used to commute to/from the site for the duration of the event will be expected to be removed to the main car parks. However, if the towing vehicle is able to remain stationary in the RV Park for the duration of its stay it may remain in the RV Park.

MOTORCYCLES

- Initial access for motorcycles may be via either access point. After initial arrival access to the Paddocks/RV Park will subsequently require a motorcycle pass (See section on Vehicle Passes below).

VEHICLE ACCESS DURING EVENT

- After the initial arrivals process has been completed, access to the Paddocks (A/B/C/D/E) will only be permitted to competitors and teams who have a Competitors Vehicle Pass and these passes will only be issued to cover those vehicles that have been declared on the entry system.
- Vehicles without a Competitors Pass being used for a drop-off of equipment, will require a drop-off pass and are to be removed from site once the task is complete. If this system is abused, vehicles involved can expect to be excluded from the site for the duration of the event.
- Motorcycles can be used for paddock access by teams and competitors ensuring the motorcycle pass is displayed on the bike..

PADDOCKS & LIVING AREAS

Paddock A

- Paddock A is a tarmac surfaced paddock where the Motorsport Team will have positioned and allocated a single row of 3x3m box style tents to be used by Classic TT Teams and competitors as a working space. These tents will be pre-allocated by the Motorsport Team.
- Due to limited space available, each team will only be permitted working vehicles (vans, not motorhomes) to take up space behind their allocated work tent. Each vehicle must clearly display a Competitor Pass at all times and the vehicle must not extend into the planned fire lane.
- No additional working accommodation (i.e. extra tented space brought by the team/competitor) will be permitted behind the allocated work tent and no living accommodation (without exception) will be permitted in the area behind the allocated tents. This includes motorhomes and caravans. Teams/Competitors will be expected to locate motorhomes and campervans into the RV Park.
- As the main showcase area for Classic TT motorcycle race teams, the inside of the tents must be kept clean and tidy and observe the rules with regard to fuel storage.
- Classic TT Teams/Competitors not allocated a Classic TT working tent will be allocated a defined pitch space elsewhere in the Paddocks. These pitches will be planned as such that they take account of the vehicles declared on the entry system once entries have been confirmed. All vehicles in the Paddocks must display a competitor pass. These pitches will be separated by fire lines, which must be kept clear at all times for access by fire fighting vehicles.
- Electrical power will be provided to Teams/competitors via generators. Electrical connections made in the paddock will be checked by the on-site electrician and unsafe distribution/connections will be disconnected by the on-site electrician and remain disconnected until suitable and safe connections can be made.
- Teams/competitors in Paddock A are expected to manage their waste water appropriately. At the rear of the TT Grandstand shower blocks there is a chemical waste point for camping waste water/toilet water.

Paddock B/C/D/E

- Paddock B/C/D/E features a mix of hard standing and grassed surfaces. These areas have been broken down into separate pitches of varying sizes in order to assist with planning.
- Competitors will be expected to take the pitch they are allocated and arrange their working and living vehicles/awnings accordingly. Paddock E is the area situated below the Parc Ferme/Assembly Area. This paddock will be used for teams with larger vehicles and awnings.
- When setting up, teams/competitors are to ensure that best efforts are made to separate the hazards within the working space from persons living on their pitch or around their pitch. More safety advice is given in the Health and Safety section of this document.
- Electrical power across Paddock B/C/D/E will be via the electrical posts across the paddock or generators with appropriate distribution. Teams are responsible for providing their own distribution leads from these electrical points. Electrical connections made in the paddock will be checked by the on-site electrician. Any unsafe distribution/connections will be disconnected by the on-site electrician and remain disconnected until suitable and safe connections can be made.

- The top half of Paddock E has fixed power points and mains water available. Lower pitches will be serviced with power from a generator and distribution points.
- Electric or other cables or hoses that are set up by teams/competitors must not cross roadways unless they are covered by a cable/hose. This will be the responsibility of the team/competitor.
- Wastewater from vehicles or a camping site must be discharged into a waste tank, to a drain, or discharged into the waste point behind the shower block chemical waste point.

PADDOCKS & LIVING AREAS

RV PARK

- Electrical connections will be made available for each pitch. Water will be available via the Pavilion shower block/toilet. Waste water from vehicles/camping site must be discharged into a waste tank provided close to the Pavilion building or at the TT shower block chemical waste point.

STATIC COINTAINERS

- Teams are not permitted to locate containers on site for working or living accommodation.

TRADING

- Teams and competitors are not permitted to retail any goods or services from the paddock area during the event period including merchandise. If any trading is observed by any member of the Promoter's team, this activity will be expected to cease immediately.
- The IOM Office of Fair Trading will carry out unadvertised inspections of the paddock area during the event and have the power to confiscate goods for sale by companies or individuals without an IOM Non-Resident Trader Licence.

THE TT PADDOCK AS A CAMPSITE

- The TT Grandstand and Paddock complex is not a registered campsite, however it is accepted that teams and competitors who do not have a separate vehicle parked on the RV park may need to camp on site.

RECOMMENDED SPACING

- The CFPA-E states ground should be arranged in such a manner that the free distance between each camping unit is a minimum of 3 metres; preferably 4 metres. Minimum distance between a caravan and a neighbouring vehicle or awning should be 1.8 metres.

WELFARE

POINTS OF CONTACT

- The TT PM (07624 430506) or Deputy PM (07624 344039) will be contactable via mobile in emergency circumstances
- The TT PM and/or Deputy will be centrally located behind the grandstand in the TT PM porta-cabin located behind the TT Grandstand adjacent to Paddock A and B.

WI-FI

- Free WiFi is available on site and teams and competitors can obtain a username and password from the DfE Motorsport Team on arrival for access to the Manx Telecom service. A free public WiFi service will be available from SURE.

MEDICAL ASSISTANCE - PADDOCK

- Paddock First Aid (1): The 24/7 on-call fire service is first aid trained and if necessary the fire alarms at the fire points can be used to raise the alarm for serious cases requiring first aid. In serious cases call 999 from a mobile or landline. If necessary contact the TT PM, his deputy or any event steward.
- Paddock First Aid (2): During race days and when roads are closed, the IOM St Johns Ambulance provides a first aid service on site. The first aid point is located close to the end of the Grandstand building between the Grandstand and Nobles Park. In serious cases call 999 from a mobile or landline. If necessary contact the TT PM, his deputy or any event steward.
- All instances where medical first aid has been required on-site are to be reported to the TT PM or his Deputy at the earliest opportunity.

EMERGENCY MEDICAL ASSISTANCE – NOBLES HOSPITAL

- Noble's hospital is the main IOM hospital and there is a dedicated 24-hour Emergency Department service for people who live or are visiting the Isle of Man.
 - Address: Noble's Hospital, Strang, Braddan, Isle of Man, IM4 4RJ
 - Telephone: +44 1624 650040
- Useful telephone numbers for Nobles Hospital can be found here:

<https://www.gov.im/categories/health-and-wellbeing/hospitals-and-emergency-treatment/nobles-hospital/>

- Accident and Emergency details can be found on this link:

<https://www.gov.im/categories/health-and-wellbeing/accident-and-emergency-at-nobles-hospital/>

MEDICAL - UK RESIDENTS TRAVELLING TO THE ISLE OF MAN

- The Reciprocal Healthcare Agreement ensures that Isle of Man residents visiting the UK will receive free emergency healthcare, should the need arise, and vice versa, for UK residents visiting the Isle of Man. More information on the Reciprocal Health Agreement can be found here:

<https://www.gov.im/about-the-government/departments/health-and-social-care/reciprocal-healthcare-agreement/>

- The Reciprocal Health Agreement does not cover repatriation costs for visitors to the Isle of Man. Repatriation costs would need to be paid by the patient or the patient would need to have suitable insurance cover. Therefore, it is important for all competitors, team and family members to have the appropriate levels of insurance. Competitors will be covered by ACU Events Limited insurance in the event of a racing incident on the TT Course, however they will not be covered outside of Qualifying or Racing periods.

MEDICAL - TRAVELLING FROM OUTSIDE THE UK

- The Isle of Man only has a reciprocal health agreement with the UK and no other countries. This means that if you're travelling to the Island from outside of the UK, you will need to make arrangements for full healthcare cover for the duration of your stay in the Isle of Man. It is therefore extremely important that you take out adequate insurance for all trips to the Isle of Man to cover both medical treatment and, if required, for repatriation.
- If you require medical treatment or repatriation and are uninsured, the Isle of Man Government is not able to help and you can expect to have to pay the full cost of treatment and travel home from your own money which can run into tens of thousands of pounds depending on where you live.
- Competitors will only be covered for medical treatment during Qualifying and Race Sessions and repatriation costs will only be covered to the levels set out in this document.

DENTAL CARE

- A charge is normally payable for NHS dental services (except for groups who may be exempt listed below) and a dental practice may ask you to pay before treatment has taken place. Emergency dental treatment is provided under the National Health Service by all dentists.

<https://www.gov.im/categories/health-and-wellbeing/dentists/>

- IOM Government guidance on emergency dental care is provided here:

<https://www.gov.im/media/77431/ds03-emergency-dental-treatment.pdf>

WASHING FACILITIES – SHOWERS/SINKS

- Two sets of showers are provided for Teams and Competitors. One set is located within the Pavilion building at the base of the Noble's Park field and located adjacent to the Talk of the Town. The second set of showers is located at the TT shower blocks adjacent to Paddock A. Each set of showers includes toilets.
- Laundry/Washing machines and dryers are located within the TT shower blocks adjacent to Paddock A. These facilities are free to use.
- Showers and toilets will be cleaned daily throughout the event. If these facilities are not of an acceptable standard you should notify the TT Production Manager, his deputy, as soon as possible.

MAINS WATER

- Mains water is available across the site at the shower blocks and at the permanent (non-mobile) toilets.

ELECTRICAL POWER

- Electrical power is available across the site and organised by the TT PM in coordination with the electrical contractors.

WASTE WATER

- Waste water from those living on site is to be captured from team vehicles/camping vehicles using catch tanks and disposed of at either the chemical waste point at the rear of TT shower block next to Paddock A, or at the mobile tanks located close to the Pavilion building.

GENERAL WASTE - BINS & COLLECTION POINTS

- All competitors and teams are responsible for the removal of rubbish from paddock and camping areas. The site will have 1100Litre bins and household style wheelie bins dispersed across the site for general waste.
- Waste bins will be collected daily at 0700Hrs and 1400Hrs; prior to these times event stewards will move the waste bins to a set of waste collection points across the paddock.

RECYCLING

- Recycling bins of the same size will also be provided and these will be coloured green and labelled for cans/plastic, paper, cardboard and glass. All teams and competitors will be expected to recycle whenever possible. The recycling collections will occur daily between 0600Hrs and 0700Hrs.

WASTE TYRES AND OIL/PETROL CONTAINERS

- Two skips located below Paddock A will be available for the disposal of waste tyres and metals. There will also be a tank for waste oil. Please keep the use of the skips separate. Empty oil and petrol containers are to be placed back in the fuel store to be locked away and allowed to vent before they are disposed of.

GENERATORS

- Generators must be placed in a safe working area. All cables used from generators or the electrical supply, must be covered by proprietary cable protector at all times. The use of generators should be kept to a minimum during night time hours.

ELECTRICAL SUPPLY

- Under no circumstances should anyone interfere with the electric supply from the power masters in the paddock. If an electric supply fails, please contact the TT PM or his deputy. Teams and competitors should have all electrical equipment PAT tested prior to use. Where equipment is not PAT tested and it is causing electrical failures on site, owners will be asked to refrain from using this equipment or it may be confiscated for the duration of the event.

VANDALISM

- Vandalism is defined as an action involving deliberate destruction of or damage to public or private property. There will be a zero-tolerance approach by the TT PM to any acts of vandalism. Where an act of vandalism is reported or found to have been committed, the TT PM will take all possible action to ascertain who was responsible. If the person(s) responsible are living on site, in the first instance they will be removed from the site, including any vehicles or camping equipment they are responsible for. If considered necessary by the TT PM, then the IOM Police will be called to deal with the situation.

PASSES AND PERMITS

INTRODUCTION

- Some minor updates have been made since CTT and MGP 2019 and all competitors and their teams should ensure they understand the pass system ahead the 2020 event.

GENERAL RULES

- Teams and competitors are responsible for the integrity of the pass system within their team. Sanctions will be imposed on any team whose members abuse the pass system in any way including, but not limited to:
 - Selling passes
 - Production, sale or distribution of forged passes
 - Obtaining passes for individuals outside of team personnel and sponsors
 - Lending passes

WARNING: Where a forged pass is identified, then the Isle of Man Police will be called and the person who holds the pass will be expected to wait on site until the situation is recorded and resolved to the satisfaction of the Isle of Man Police.

- Teams and competitors are also responsible for the behaviour of their guests. Guests should be advised that they are expected to respect the instructions of officials and that their attire should reflect, at minimum, normal standards of casual or motorcycle clothing.
- By accepting the issue of passes for the 2020 Classic TT and MGP Races, the team and/or competitor are deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions.
- Personal passes may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass will be removed from the venue immediately and have any passes held by them withdrawn.
- Personal passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times.
- The Organisers at all times reserve the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate pass.
- Teams and competitors must keep accurate records of the numbers of passes that they issue to any guests; this information must be available for audit if requested by the Organisers at the event.
- The Organisers reserve the right to request further proof of identity in addition to a pass. Classic TT and MGP passes at all times remain the property of the Organisers and may be issued, altered or withdrawn at any time at the absolute discretion of the Organisers.
- Teams and competitors wishing to request additional passes may do so in writing stating the reason for the request and the number of passes required. Any such request can be made at the Race Office and these requests will be considered by Race Organisers.
- There will be a permanent Passes and Permit Desk, situated in the Race Office which will be the single point of contact for all pass and permit related issues.

PERSONAL PASSES - TYPES

- There are different types of personal passes depending on the activity of the pass holder providing access to various areas around the CTT & MGP Paddock site. The individual personal passes, the descriptions of their intended usage and details of the access they provide is detailed below and on the reverse of the pass.



2020 ARTWORK TO FOLLOW



ACCESS ALL AREAS

- The Access All Areas pass is issued to senior personnel from the Race Organisers and Promoters and allow for access to all areas of the TT Grandstand and Paddock Site. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The Access All Areas pass does not entitle the holder to a seat in the Grandstand or VIP Hospitality catering.

OFFICIAL

- The Official pass is issued to race officials working on behalf of the Race Organisers. These passes are issued by the Manx Motorcycle Club only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. Holders of an Official pass are required to attend a pre event briefing by the Clerk of the Course and sign on the Officials Signing On Form in the Race Office before the pass is issued.

RACE TEAM

- The Race Team pass is issued to teams and competitors and is to be used by those carrying out a bona fide operational role within a team only. These passes are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The Race Team Pass does not provide access to the Pit Return Lane or Winners Enclosure unless used in conjunction with a Winners Enclosure pass.

PIT ATTENDANT

- The Pit Attendant pass is issued to teams and competitors providing access for no more than 3 persons per rider into the pit lane for refuelling during the races. The Pit Attendant pass must be worn in conjunction with a Race Team Pass. Individuals attempting to access the pit lane without both passes being worn will be refused entry. Teams may apply for a fourth Pit Attendant pass to be used for Team Managers. Team Managers are not allowed to form part of the team attending to the race machine during a pit stop.

WINNERS ENCLOSURE

- The Winners Enclosure pass is issued to the teams of competitors finishing in one of the first 3 positions in each race. The Winners Enclosure pass must be worn in conjunction with a Race Team Pass. Individuals attempting to access the Winners Enclosure without both passes being worn will be refused entry. These passes are issued by the Department for Enterprise Motorsport Team only.

STARTLINE

- The Startline pass is issued to guests of teams, the organisers and promoters, and provides access to the start line only. This access can only be used in the period preceding a qualifying session or race and holders of such a pass will be required to vacate the restricted areas once all the machines have left the start line or as instructed to do so by an Official. Startline passes are issued on an individual day basis.

GUEST

- The Guest pass is issued to guests of the promoters and are issued by the Department for Enterprise Motorsport Team only. Guest passes are issued on an individual day basis.

TT MERCURY CLUB HOSPITALITY

- TT Mercury Club Hospitality passes are issued as part of the purchase of an official TT Mercury Club hospitality experience. This pass provides access to the TT Mercury Club only.

TT LEGENDS HOSPITALITY

- TT Legends Hospitality passes are issued as part of the purchase of an official TT Legends hospitality experience. This pass provides access to a number of restricted areas under the supervision of the Promoter or a representative.

HOST MEDIA

- Host Media passes are issued to personnel representing media organisations employed by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The pass must be worn in conjunction with a Host Media tabard issued by the Promoter.

PHOTO

- The Photo pass is issued to photographers accredited by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The Photo pass allows access to restricted areas on the course and the Start Line. The Photo pass does not provide access to the Grid, Parc Ferme, Winners Enclosure or Pit Return lane. The pass must be worn in conjunction to a Photo tabard issued by the Promoter.

JOURNALIST

- The Journalist pass is issued to journalists accredited by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The pass must be worn in conjunction to a Photo tabard issued by the Promoter.

MEDIA PLUS

- The Media Plus pass may be issued to accredited media personnel providing additional access to the Grid, Parc Ferme and Winners Enclosure. The Media Plus pass must be worn in conjunction with a Photo or Journalist Pass. Individuals attempting to access the areas detailed above without both passes being worn will be refused entry. These passes are issued by the Department for Enterprise Motorsport Team only.

OVERVIEW:

	ACCESS ALL AREAS	OFFICIAL	RACE TEAM	PIT ATTENDANT	WINNERS ENCLOSURE	STARTLINE	GUEST	TT MERCURY CLUB HOSPITALITY	TT LEGENDS HOSPITALITY	HOST MEDIA	PHOTO	JOURNALIST	MEDIA PLUS
GRID	✓	✓	✓	X	X	X	✓	X	✓	✓	X	X	✓
STARTLINE	✓	✓	✓	X	X	✓	✓	X	✓	✓	✓	✓	✓
PARC FERME	✓	✓	✓	X	X	X	✓	X	✓	✓	X	X	✓
PIT RETURN LANE	✓	✓	X	X	✓	X	X	X	✓	✓	X	✓	✓
PIT LANE	✓	✓	X	✓	X	X	X	X	X	✓	X	X	X
WINNERS ENCLOSURE	✓	✓	X	X	✓	X	X	X	✓	✓	X	X	✓
CONTROL TOWER	✓	✓	X	X	X	X	X	X	✓	✓	X	X	X
TT MERCURY CLUB	✓	X	X	X	X	X	X	✓	✓	✓	X	X	X
ON COURSE RESTRICTED AREAS	✓	X	X	X	X	X	X	X	X	✓	✓	X	X

VEHICLE PASSES

- There are different types of vehicle passes depending on the activity of the pass holder providing access to vehicles to various areas around the TT Paddock site. Any vehicle pass issued must be clearly visible from the outside of the vehicle with vehicle registration and mobile contact detail of the driver. The individual vehicle passes, the descriptions of their intended usage and details of the access they provide are detailed below:



2020 ARTWORK TO FOLLOW

COMPETITORS (NEW)

- The Competitors Vehicle pass grants access to the Paddocks (A/B/C/D) for competitors and teams vehicles (except cars). These passes will only be issued to cover those vehicles that have been declared on the entry system. Where this pass has not been received prior to initial access, a pass will be issued on arrival if the vehicle has been declared on the entry system. No cars will be permitted in the Paddocks. Cars are to be parked in the main car park.

BUILD

- The Build pass grants access to the TT Paddock for vehicles with a bona fide reason during the build period. The Build pass is valid between Monday 5th August and expires at midnight on Friday 16th August. These passes are issued by the Department for Enterprise Motorsport Team only.

TEAM SUPPORT

- The Team Support pass is issued to teams for use in support vehicles (vans only) which may need to be kept close to the main paddock areas. The area to be used is the football field adjacent to the Douglas Police Station (known as 'St Georges') with access via Dukes Avenue. Space within the area will be operated on a first come first served basis. Any vehicles in the paddock displaying the Team Support pass will be required to be moved to this area or the main car park.

RV PARK

- The RV pass is issued to teams and competitors to grant access to the RV Park. No vehicles will be allowed access to the RV Park without an RV pass. Where this pass has not been received prior to initial access, a pass will be issued on arrival if the vehicle has been declared on the entry system.

HOSPITALITY

- Hospitality passes are issued as part of the purchase of an official hospitality experience. The Hospitality pass provides access to the Hospitality parking area only.

HOST MEDIA

- Host Media passes are issued to personnel representing media organisations employed by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only and grant access to the Host TV Compound and the paddock.

TRADE SITE

- The Trade Site pass allows vehicles to make deliveries to the Trade Sites via the North Gate between 10PM and 8AM in Qualifying Week and 9PM and 8AM in Race Week. Deliveries being made outside of these times will need to be made via the Nobles Park Entrance via the Trade Site Drop Off Area next to the disabled parking and carried in. These passes are issued by the Department for Enterprise Motorsport Team only.

MOTORCYCLE

- The Motorcycle pass allows a licensed taxed/insured motorcycle access to the paddocks (A/C/C/D/E) and the RV Park. Teams/Competitors should ensure they have included the fact they intend to use motorcycles on their information submitted to the Motorsport team. After initial arrival, motorcycle passes will be available from the Motorsport team to those teams who have submitted information, and the passes should be clearly visible on the front of the motorcycle at all times.

OVERVIEW:	Paddock A/B/C/D/E	TEAM SUPPORT PARKING	RV PARK	HOSPITALITY PARKING	TRADE SITES	TRADE SITE DROP OFF AREA	HOST TV COMPOUND
COMPETITOR	✓	X	X	X	X	X	X
BUILD	✓	✓	X	X	✓	✓	✓
TEAM SUPPORT	X	✓	X	X	X	X	X
RV	X	X	✓	X	X	X	X
TT MERCURY CLUB	X	X	X	✓	X	X	X
HOST MEDIA	✓	X	X	X	X	X	✓
TRADE SITE	X	X	X	X	✓	✓	X
MOTORCYCLE	✓	X	✓	X	X	X	X

HEALTH & SAFETY

ARRIVAL SAFETY - FIRE

- All persons should make themselves familiar with their nearest fire point, all of which have fire alarms fitted, on arrival at the TT Grandstand.

Paddock and Public Areas – First Response and Monitoring

- A 24/7 first response and monitoring service will be provided across the site. This service will be provided by an external contractor who is to be treated as part of the Motorsport Team. The on-site fire team are trained in the use of fire extinguishers and are first aid trained.
- The on-site fire team does not replace the Isle of Man Fire Service, and the number to call in event of a fire, or any emergency, remains 999. The on-site fire team will have a fire safety vehicle on site in addition to the standard fire points with fire extinguishers.
- If the on-site fire team observe any unsafe practices these will be reported to the TT PM.
- The on-site fire team will patrol the paddocks and Noble's Park area and be on hand to act as the first response to a fire incident before handing over to the IOM Fire and Rescue Service (IOMFRS) if required.

Paddock Fuel Store

- The aim for CTT/MGP 2020 will be to have the fuel store available from 07:00Hrs to 22:00hrs, manned by the on-site First Response team. If the fuel store is not manned between these times, then a mobile number will be published on site to request the store is opened.

FIRE - ACTIONS

- 1) EVACUATE THE AREA
(In the first instance of fire, if possible the priority is to remove persons from the hazardous area).
- 2) CALL 999 AND INFORM THE OPERATOR OF "FIRE AT THE TT GRANDSTAND"
(use the GRID location maps at the fire points for detailed location)
- 3) RAISE THE ALARM (fire points have push button alarms)
- 4) ONLY FIGHT THE FIRE IF IT IS SAFE TO DO SO
- 5) AWAIT THE ARRIVAL OF THE FIRST RESPONSE TEAM OR THE IOM FIRE AND RESCUE SERVICE

FIRE RESPONSE - ACCESS

- The fire access lanes through the paddocks must be kept clear at all times including overnight. Any vehicles and equipment that are causing an obstruction will be expected to be moved. Where site staff encounter resistance or difficulty with teams and competitors the matter will be reported to the TT PM and/or Clerk of the Course and vehicles may be expected to be permanently removed from site.

Paddock Fire Safety – Specific Restrictions

- Open camp fires are prohibited.
- The use of disposable barbecues must be in accordance with the safety advice on the barbecue. If used, position away from tents, combustible material and fuel.
- Disposable barbecues must not be disposed of in a general waste container.
- If fuel is being dispensed within the paddock there are to be no naked flames or cooking apparatus in use within a 5 metre radius.
- Overloading of electrical connections will be monitored by the site electrician who may request alternative arrangements to ensure electrical equipment is operated in a safe manner.
- More advice can be found at

www.gov.uk/government/uploads/system/uploads/attachment_data/file/475175/Fire-Safety-Outdoors.pdf

<https://www.gov.im/media/284015/fire-prevention-note-7-2014.pdf>

Fire Extinguishers

- All competitors / race support / trade personnel using the paddock will need to supply a 2kg (minimum) dry powder fire extinguisher. The extinguisher must be visible at all times and have an in date certificate attached. Checks will be made during the event. All team members must be aware of its location and have knowledge in how it is operated.

Fuel Transportation and Storage - IOM Office of Fair Trading Advice

- Strict controls are applied in relation to the storage of petrol to minimise the risk of fire, explosion, death and serious personal injury. The IOM Office of Fair Trading (OFT) is responsible for the enforcement of legislation relating to the storage of petrol at filling stations, in commercial and private can-stores and during motorsport events. The IOM OFT has published advice at the following link:

<https://www.gov.im/categories/business-and-industries/oft-licensing-and-registration/oft-licensing-and-registration/petrol-licence/>

- There will be a dedicated high-octane fuel storage facility within the paddock at the bottom of Paddock A.
- Any off-site fuel storage facility of more than 10 litres will need to be licensed by the IOM OFT. If necessary, teams and competitors are to inform the IOM OFT what fuel is being stored and where. Teams/persons transporting large amounts of fuel may face prosecution if not appropriately licensed.
- Prior to travelling on the ferry the Isle of Man Steam Packet Company should be consulted over regulations on carriage of fuel and fuel petrol tanks.
- Teams and competitors using pump fuel are strongly advised to obtain fuel on the day it is to be used.
- Teams observed storing more than 10 litres of fuel in the paddock areas (other than the official fuel storage area) will, in the first instance be reported to the TT PM for appropriate action.
- It is the responsibility of all teams and competitors to remove all empty metal fuel containers to the skips provided in the paddock.

FUEL AND GOOD PRACTICE

- In shared working/living areas of the paddock, teams and competitors must ensure fuel is kept away from living areas and any items that could be a source of ignition.
- Store and carry petrol in specifically designed plastic containers or in metal containers, for example jerry cans, which are capable of being securely closed, free from leakage of liquid or vapour and conspicuously labelled PETROLEUM SPIRIT – HIGHLY FLAMMABLE
- Fuel cans not being stored in the fuel store MUST be clearly labelled as to their contents as follows:
- Fuel cans that are empty must be labelled as EMPTY and have been rinsed to ensure no residual fuel remains.
- Fuel cans that are filled with water must be labelled as WATER.

WARNING: Where a fuel can labelled as WATER is found to have petrol in it, the TT PM and IOM HSWI will be immediately informed. The TT PM and IOM HSWI will expect a clear explanation as to the reason why this situation has occurred. Where it is decided a deliberate attempt to deceive has occurred, the Clerk of the Course will be informed and appropriate action will be taken.

- Welding and other similar works involving possible hot ignition sources are prohibited within the Paddock site, unless a designated area or contractor is made available..
- Keep all sources of ignition away from where petrol is being stored or handled including:
 - Open flames / Hot surfaces / Sparks from electrical, welding or cutting equipment
 - Static electricity / Electronic devices (including mobile phones, chargers and tuning devices) / Sparks from footwear
- Take precautions to prevent the escape of petrol or petrol vapour from where petrol is being stored or handled – avoid spillages by using containers that close securely and funnels
- Use petrol as a fuel only – do not use petrol to clean components and do not attempt hot work on fuel tanks unless you are a specialist
- Do not handle petrol, such as by draining or filling fuel tanks over drains or inspection pits, and only drain fuel tanks into an appropriate container (a jerry can) on a flat surface in a well-ventilated area (the open air)
- Wear adequate personal protective clothing, including footwear and headwear. If your clothing is contaminated with petrol, change as soon as possible and keep the clothing away from ignition sources
- Be alert to what is going on around you (for example someone having a barbecue adjacent to where petrol is being handled) and devise a basic (fire safety) plan including any designated escape routes

UNSAFE PRACTICES

- Where unsafe practices and heightened fire risks are identified by any member of the event organisation staff, competitors and teams will be requested to rectify such defects and actions. If such conditions and behaviour are repeated or persist, the teams will be reported to the TT Clerk of the Course who is able to issue sanctions.
- Welding and other similar works involving possible hot ignition sources are prohibited within the Paddock site, unless a designated area or contractor is made available.

- Smoking is prohibited in all working areas of the Paddock site.
- Unsafe/Overloading of electrical connections – these will be monitored across the site and competitors will be expected to react to the instruction of the site electrician, TT Production Manager or his Deputy.

MAJOR INCIDENT EMERGENCY PROCEDURES -VISITING PERSONNEL ACTIONS

- The event organisers have emergency plans in place that have been coordinated with the IOM emergency services.
- In the first instance if an emergency takes place that is classed as a major incident, then all personnel on-site are to follow the instructions of any member of the event organisational team. In almost every case of major emergency, the site will be evacuated.
- If required to evacuate the site then persons will be directed to an area of the site away from the hazardous area.

NORTH: St Georges Field next to the IOM Police Station

SOUTH: Nobles Park Car Park

EAST: The fields at the bottom of the site

WEST: Cemetery middle road

NOTE: When a major incident is declared when the TT Course is closed, Assembly Area West will only be used after roads are declared safe to cross by the Clerk of the Course.

Appendix A

ADDITIONAL MANX GRAND PRIX ONLY REGULATIONS

Appendix A

ADDITIONAL MANX GRAND PRIX ONLY REGULATIONS

MACHINE ELIGIBILITY

NEWCOMERS RACE - CLASS A

- 550cc – 750cc 4 stroke 4 cylinder
- 651cc – 1000cc 4 stroke 2 cylinder
- 601cc – 1000cc 4 stroke 3 cylinder
- 501cc – 1000cc rotary equivalent

NEWCOMERS RACE - CLASS B

- 201cc – 450cc 2 stroke 2 cylinder
- 501cc - 650cc 4 stroke 2 cylinder

NEWCOMERS RACE - CLASS C

- Up to 125cc 2 stroke single cylinder, 6 gears maximum
- Up to 250cc 4 stroke, single cylinder (Moto3 machines)
- 251cc – 400cc 4 stroke 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
- 501cc - 750cc 4 stroke single cylinder
- Supersport 300 Any machine on the FIM SS300 2018 approval list (not subject to compliance with FIM technical compliance) Honda CBR500R, Kawasaki Ninja 300 (EX300A/D/F), Kawasaki Ninja 400 (EX400G/H/J), KTM RC390, KTM RC390R, Yamaha YZF-R3, Yamaha YZF-R3A

JUNIOR MANX GRAND PRIX RACE

- 550cc – 600cc 4 stroke 4 cylinder
- 601cc – 750cc 4 stroke 3 cylinder
- 700cc – 800cc 4 stroke 2 cylinder

LIGHTWEIGHT MANX GRAND PRIX RACE

- 201cc – 450cc 2 stroke 2 cylinder
- 501cc – 650cc 4 stroke 2 cylinder

ULTRA-LIGHTWEIGHT MANX GRAND PRIX RACE

- Up to 125cc 2 stroke single cylinder, 6 gears maximum
 - Up to 250cc 4 stroke, single cylinder (Moto3 machines)
 - 251cc – 400cc 4 stroke 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
 - 501cc - 750cc 4 stroke single cylinder
 - Supersport 300 Any machine on the FIM SS300 2018 approval list (not subject to compliance with FIM technical compliance) Honda CBR500R, Kawasaki Ninja 300 (EX300A/D/F), Kawasaki Ninja 400 (EX400G/H/J), KTM RC390, KTM RC390R, Yamaha YZF-R3, Yamaha YZF-R3A
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SENIOR MANX GRAND PRIX RACE

- 550cc – 750cc 4 stroke 4 cylinder
 - 750cc – 1000cc 4 stroke 2 cylinder
 - 601cc – 1000cc 4 stroke 3 cylinder
 - 501cc – 1000cc rotary equivalent
-

- Please note – Classic machines will not usually be accepted for the Manx Grand Prix races.
 - A minimum of 15 entries must be accepted for any class or the Club may at its discretion amalgamate that class with any other class, and/or offer eligible entrants the opportunity to transfer to another class and change their machines to one eligible for the other class.
-

TYRES

- 125cc and 250cc machines ridden in Manx Grand Prix Races may use slick tyres. Slicks may be cut but only by a tyre manufacturer approved agent. Any slicks which have been cut must be appropriately marked and specifically identify the agent involved.
 - Other classes may only use tyres having a moulded tread pattern. No additional cutting of moulded tyres will be permitted. No slicks, cut or uncut, will be allowed.
 - Metal valve caps (not extractor type) or moulded racing valve caps which incorporate a pressure seal must be fitted.
 - Valves must be of the short stub stem type.
-

ENTRY PROCEDURE & INSURANCE CONTRIBUTION

- MGP entries may only be made online via the Manx Motor Cycle Club website www.manxgrandprix.org by midnight on **Monday 13 April** with the appropriate insurance contribution as below.
- Payment must be made online by **Monday 18 May** as entries will not be valid without receipt of the insurance contribution. Late payment will not be accepted.
 - ACU/SACU: £525 per race
 - Non ACU/SACU: £355 per race
- The insurance contribution for non ACU/SACU riders will be £355 as the cost of their personal accident insurance will not be paid by the Club.
- The Organisers reserve the right to refuse any entry and abandon, cancel or postpone the meeting or alter the programme of events and awards.
- Competitors may apply for entries in more than one race providing they do not use the same machine on any one day. However, Newcomers may not apply to enter two races run on the same day.

TROPHIES, AWARDS AND PRIZE PRESENTATIONS

- THE MANX GRAND PRIX TROPHY

Donated by A B Crookall to the winner of the Senior race.

- THE JUNIOR MANX GRAND PRIX TROPHY

Donated in memory of Douglas Pirie to the winner of the Junior race.

- THE LIGHTWEIGHT MANX GRAND PRIX TROPHY

Donated by Motor Cycle to the winner of the Lightweight race 1 & race 2.

- THE ALBERT MOULE TROPHY

Donated in memory of Albert Moule to the winner of Ultra Lightweight race 1 & race 2.

- THE AITCHESON TROPHY

To the winner of Class A of the Newcomers race.

- THE BRADDAN BRIDGE TROPHY

To the winner of Class B of the Newcomers race.

- THE TT MARSHALS MEMORIAL TROPHY

To the winner of Class C of the Newcomers race.

- THE LORD WAKEFIELD CUP

To the rider making the best overall performance in the Junior and Senior races who is not a winner of either race.

- THE LADY HILL ROSE BOWL

To the rider who is a local resident making the best performance during the Senior race.

- THE YORK TROPHY

To the rider who is a local resident making the best performance during the Junior race.

- THE RAY COWLES TROPHY

To the rider in any Manx Grand Prix race (but excluding the Newcomers Race) who makes the best performance on a 4 stroke machine of British manufacture

- THE WALLACE CUP

To the rider who is a local resident making the best performance during the Newcomers race.

- THE LESLEY ANNE TROPHY

To the female rider making the best performance during the Manx Grand Prix races

- THE CROMIE McCANDLESS TROPHY

To the rider who is an Irish resident making the best during the Manx Grand Prix races.

- THE NORRIE WHYTE TROPHY

To the rider who is a Scottish resident making the best performance during the Manx Grand Prix races.

- THE SEYMOUR TROPHY

To the rider who is a National of a European country outside the British Isles making the best performance during the Manx Grand Prix races.

- THE MARTIN SMITH TROPHY

To the rider who is a newcomer making the best performance during the Senior race.

- **THE ALAN HAMPTON TROPHY**

To the rider who is a newcomer making the best performance during the Junior race.

- **THE DAVE CORLETT TROPHY**

To the rider who is a newcomer making the best performance during Ultra Lightweight race 2.

- **THE PHILIP HAYHURST TROPHY**

To the rider who is a newcomer making the best performance on a machine during either Lightweight Race 1 or Lightweight race 2.

- **THE HOGG TROPHY**

To the rider who is a local resident making the fastest lap during the Manx Grand Prix.

- **MEDALS**

Medals will be presented to the rider of the highest placed 125 cc machine and 250cc 2 cylinder machine in Lightweight races 1 & 2 and Ultra Lightweight races 1 & 2.

- **THE GJA BROWN CLUB TEAM TROPHY**

To the Club having the winning team in the Senior race.

- **THE JW DAVIE CLUB TEAM TROPHY**

To the Club having the winning team in the Junior race.

- **THE BILLS/HARDING CLUB TEAM TROPHY**

To the Club having the winning team in Lightweight race 1 & Lightweight race 2.

- **THE CASTLE HILL CUP**

To the Club having the winning team in Ultra Lightweight race 1 & Ultra Lightweight race 2.

- **THE PADGETT TROPHY**

To the Club having the winning team in the Newcomers race.

- **THE DICKIE DALE TROPHY**

To the rider making the fastest lap in the Senior race.

- **THE G D HANSON TROPHY**

To the rider making the fastest lap in the Junior race.

- **THE FREDDIE FRITH TROPHY**

To the Club having the winning team in Ultra Lightweight race 1 & Ultra Lightweight race 2.

- **THE PAM CANNELL TROPHY**

To the Club having the winning team in Ultra Lightweight race 1 & Ultra Lightweight race 2.

- **THE DUNCAN MUIR AND VAL CONATY TROPHY**

To the rider making the fastest lap in Class A of the Newcomers Race

- **THE JEFFERIES TROPHY**

To the rider making the fastest lap in Class B of the Newcomers race.

- **THE MYLCHREESTS CUP**

To the rider making the fastest lap in Class C of the Newcomers Race.

PLEASE NOTE - The above MGP awards (except any medals awarded) will remain in the custody of the Club after the presentation. Medals will be presented to the winners of fastest lap trophies and other special awards.

REPLICAS

- Replicas will be awarded to the 1st, 2nd & 3rd in all classes.
- In the Newcomers, Lightweight/Ultra Lightweight, Junior and Senior races riders who finish within 11/10ths of the time taken by the respective winners will receive a replica.
- Finishers' medals will be awarded to riders who complete any race in compliance with the regulations but fail to qualify for any of the premier awards or replicas.

CLUB TEAMS

- Club teams in each case shall consist of 3 riders being fully paid up members of one or more Clubs affiliated to the ACU, SACU, MCUI or another national federation nominated by or on behalf of such Club or Recognised Association, on the form obtainable from the Race Office. The completed form should be lodged at the Race Office no later than 12 noon on the day preceding the race day with an Insurance Contribution of £30.00. Any application for changes must be lodged with the Race Office no later than 12 noon on the day preceding the race. In the case of a postponement of a race to another day, one or more riders may be substituted not later than 17:00 hrs on the day preceding the day to which the race is postponed. The winning club team will be decided on an aggregate time basis. A club may enter more than one team, but no rider shall be nominated for more than one team in any race.
- Each member of the winning team and the rider putting up the fastest lap in each of the races will receive an award.

PRIZE PRESENTATIONS

- It is a condition of receiving any award that the winner/s of the award shall attend to receive the award at the relevant prize presentation evenings unless excused by the Club for a good reason.
- The Classic TT Presentation will take place in the TT Fan Park on Monday 31 August.
- The Prize Presentation for all Manx Grand Prix Races will take place on Friday 4 September at the Villa Marina, Douglas. Doors open at 7.30pm for an 8pm start.

Appendix B

ADDITIONAL CLASSIC TT ONLY TECHNICAL REGULATIONS

Appendix B

ADDITIONAL CLASSIC TT TECHNICAL REGULATIONS

MACHINE ELIGIBILITY

- The Organisers may accept a machine not complying with these Supplementary regulations if:
 - i. in the opinion of the Promoters it would enhance the spectacle of the racing, and
 - ii. in the opinion of the Organiser that any dispensation given would not give a competitor an unfair performance advantage.
 - Notwithstanding the generality of the foregoing, no dispensation shall be granted in respect of fuel tank sizes or engine capacities, as defined within these Supplementary Regulations.
 - Such requests for a dispensation must be made to the Organiser in writing and be received by 1700 hours on Friday 27 March. Requests will be accepted or rejected on a case by case basis and be valid for this event only. The details of any dispensation shall be published by the Organiser in a timely manner accessible by other competitors.
 - Please note – Classic machines will not normally be accepted for the Manx Grand Prix races.
-

SENIOR CLASSIC TT RACE

- 325cc–500cc Machines
-

JUNIOR CLASSIC TT RACE

- 175cc - 350cc Machines
 - The 500cc and 350cc Classic TT Races cater primarily for thoroughbred Grand Prix racing motorcycles constructed during the following periods:
 - i. The period 01/01/1945 to 31/12/1972 inclusive, for all 4 strokes and rotary engine machines up to 500cc.
 - ii. The period 01/01/1945 to 31/12/1967 inclusive, for all 2 strokes (with the addition of Greeves Oulton and Bultaco TSS built before 31/12/1968) for the specific purpose of participation in competition during that era.
-

SUPERBIKE CLASSIC TT RACE

- Up to 1300cc, liquid or air-cooled 4-stroke Machines 01/01/1973 to 31/12/1986
- 700cc - 750cc 4-stroke, 4 cylinder Machines 01/01/1987 to 31/12/1992
- Up to 1000cc 4-stroke, 2 and 3 cylinder Machines and Norton rotary-engine machines 01/01/1987 to 31/12/1992
- 351cc - 750cc 2 stroke Machines 01/01/1968 to 31/12/1992

LIGHTWEIGHT CLASSIC TT RACE

- Up to 250cc, twin cylinder 2 Stroke race machines manufactured 01/01/1973 – 31/12/2004
- Up to 750cc 4 stroke, 2 cylinder Machines 01/01/1973 - 31/12/1986
- Up to 600cc 4 stroke, 4 cylinder Machines 01/01/1973 - 31/12/1986
- 126cc -350cc 2 Stroke Machines 01/01/1968 - 31/12/1993

GENERAL CONSIDERATIONS

- In formulating these Classic Regulations, the organisers have endeavoured to produce races for machines built using components available in the eligibility periods. When administering entries, consideration will be given to the period appearance of the machine (including the major components, fairings, bodywork and seat) as well as adherence to these regulations.
- Machines may also incorporate components of a type manufactured before the 31st December cut-off date or manufactured after that date without substantial alteration. Competitors are expected to present machines with visible components generally similar to a type available in the period. The machine must look as it did in the relevant race period.
- All components fitted must be of a type available and fitted to machines of the relevant classes within the relevant classic periods, as defined in these regulations. This includes all major components such as frame, forks, wheels etc. No modifications (other than those specifically authorised in these regulations) will be permitted unless used during the period. Where components are of later manufacture, they must resemble the original period components.
- The onus is on the rider or entrant to prove eligibility if required. Riders who are in any doubt about eligible components or modifications are invited to contact the Chief Eligibility Officer for a ruling.

FUEL

- For the Classic TT, fuels up to a maximum RON of 110 and maximum MON of 96 may be used, provided all other specific parameters comply with standing regulations. Avgas may also be used as specified (MON 100).

COMPULSORY PIT STOPS

- For the Senior Classic TT race only, a refuelling pit stop at the end of lap two must be taken for all machines requiring to refuel.
- For the Lightweight Classic TT race only, a refuelling pit stop at the end of lap one must be taken for all machines requiring to refuel.
- Competitors in the Classic Superbike TT race and Junior Classic TT race are permitted to refuel on any lap of their choice.

SEAT, TANK AND FAIRING

- Motorcycles must be presented in period condition. Seats, tanks and fairings (if fitted) must be of a style and type manufactured and used in the appropriate period. Modern styles may not be acceptable unless it can be shown that a similar style was used in the period. Additional ducting, encasement or shrouding to influence induction or cooling will not be acceptable unless evidence of period use on a similar machine is provided.
 - Each motorcycle must have only one fuel tank which must have a capacity of not holding more than 24 litres apart from Superbike Classic TT machines may use fuel tanks with a capacity of holding not more than 29 litres. Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank, but please contact the Eligibility Officer for confirmation of acceptance.
 - The use of temporary filling material to reduce the capacity of the tank is forbidden.
-

THE FOLLOWING RULES APPLY TO:

MACHINES RACING IN THE SENIOR CLASSIC TT AND JUNIOR CLASSIC TT RACES ONLY

WHEELS

- Wheels must be of a wire-spoked construction and of 18" or 19" diameter. A maximum rim width of WM3 applies. Cast wheels will not be permitted, except for the Arter Matchless.

TYRES

- For the Junior Classic and Senior Classic classes only tyres having a moulded tread pattern will be permitted. No additional cutting of moulded tyres will be permitted. Metal valve caps (not extractor type) must be fitted. Valves must be of the short stub stem type.
- Maximum tyre width, as stated on the manufacturer's specification sheet, shall be 4.50" (114mm) for Classic machines (i.e. a tyre described as a 110). Tyres must be fitted with inner tubes.

BRAKES

4 Strokes

- Front fitment: May be fitted with a drum brake or disc brake. Discs must be solid (but the "Norvill" disc brake is acceptable) and may be drilled only parallel to the wheel spindles. Floating discs and/or 4 piston callipers will not be permitted.
- All disc brake components must be pre-31/12/1972 with this exception: An unmodified out-of-period AP front brake master cylinder, part no CP3179-2 (plastic reservoir) is eligible, as is the AP Racing variable ratio front brake master cylinder parts no CP 3125-2 or CP 3125-4. The Grimeca front master cylinder as used on the Ducati 750 in 1972 is also acceptable.
- Rear fitment: Must be a drum brake. Rear disc brakes are not acceptable (except some Seeley machines. Please contact the Chief Eligibility Officer for more information).

2 Strokes

- Must have drum brakes front and rear.
- Where a rider has a genuine reason for not being able to operate a conventional brake lever, a thumb operated brake lever will be permitted. Due to space constraints, this may mean that an out of period master cylinder will be required. The use of such a device must be stated on the eligibility form and will be subject to prior approval by the Chief Eligibility Officer.

SWINGING ARM, SUSPENSION AND FRONT FORKS

- Must be of a pattern, type and material manufactured and used in the period.

CARBURETTORS

- Free choice of carburettor, with the exception of the following that are not permitted:
 - i. Power jet carburettors
 - ii. Flat-slide carburettors (except Gardner carburettors)
 - iii. Fuel injection

ENGINE AND GEARBOX

- May be modified internally and/or fitted with components of modern manufacture. All engine and gearbox casings must be unmodified externally, except modifications carried out in the period, to permit the fitment of belt primary drives, or to permit the repositioning of controls. All primary drives (belt and chain) must be totally concealed from view. Multi-valve heads are not permitted, unless available and used in the era. Non-period components, e.g. engine castings, oil filter castings, cylinder barrels and expansion chambers will not be permitted. External oil pumps are not permitted. Engines may be rebored up to the machine manufacturer's recommended maximum oversize but no more than 1.5mm+ (0.060") if the actual capacity would then exceed the capacity class size.
- Quick shifters are not allowed.

CLUTCH

- Any clutch can be used but slipper clutches are not permitted.

FRAMES AND REPLICA FRAMES

- The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis. For chassis without known pedigree, entries must be supported by documentary evidence proving eligibility.

EXHAUSTS

- The ACU has granted a sound level permitted under Standing Regulations.

IGNITION SYSTEM

- There is no restriction on the type of ignition system used. If non-standard electronic units are used, components should be concealed where possible.

THE FOLLOWING RULES APPLY TO:

SUPERBIKE CLASSIC TT AND LIGHTWEIGHT CLASSIC TT MACHINES ONLY

WHEELS

- Free choice – as many machines of this era will have used magnesium alloy wheels which are subject to metal fatigue over time, in the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may be used.

TYRES

- Slick tyres may be used. Tyres having a moulded tread pattern will be permitted. No additional cutting of moulded tyres will be permitted. Metal valve caps (not extractor type) must be fitted. Valves must be of the short stub stem type.
- Free choice of size with no maximum tyre size requirement.

BRAKES

- Free choice except carbon fibre brakes which are not allowed.

SWINGING ARM, SUSPENSION AND FRONT FORKS

- Suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period. Modifications can be made to allow a different size tyre to be used.

CARBURETTORS AND AIRBOX

- Free of restriction, but only if used within the period (i.e. if a machine was not manufactured with an airbox in the period, it cannot use an airbox). If a different make of carburettor was available in the period, it can be used.

ENGINE AND GEARBOX

- All engine and gearbox casings must be unmodified externally*, except modifications carried out in the period. May be modified internally and fitted with components of modern manufacture.
- Engines may be rebored but no more than 2mm+ (0.080") if the actual capacity would then exceed the capacity class size.
- Engines must be complete and as originally produced by the manufacturer.

CLUTCH

- Free of restriction. Quick shifters are allowed.
-

FRAMES AND REPLICA FRAMES

- The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis.
 - For chassis without known pedigree, entries must be supported by documentary evidence of racing in period proving eligibility.
-

IGNITION SYSTEM

- Free of restriction. There is no restriction on the type of ignition system to be used.
-

Appendix C

CLASSIC TT ONLY SPECIFIC RULES AND REGULATIONS

Appendix C

CLASSIC TT ONLY SPECIFIC RULES AND REGULATIONS

ON-BOARD CAMERAS

- The host TV broadcast rights holder will nominate competitors to carry cameras on their machines. The installation of the camera and associated equipment is further subject to the approval of the Chief Technical Officer. No other competitors or machines may carry on-board cameras.
- A machine carrying a starting number between 1 and 15 must carry an on-board camera if requested to do so by the host TV broadcast rights holder. Cameras categorised as consumer specification camera, consisting of a single unit comprising camera and recorder.

CAMERA POSITIONING

- Cameras may be fitted to offer face shots of the competitors and, where safe and practicable, effects shots from other locations around the bike.

CAMERA MOUNTINGS

- Cameras will be mounted during the event in consultation with competitors and teams, without any prior requirement for brackets, using a combination of heavy duty tack and cable ties (for example, position C on the diagram below for a face shot).

RECORDER MOUNTINGS

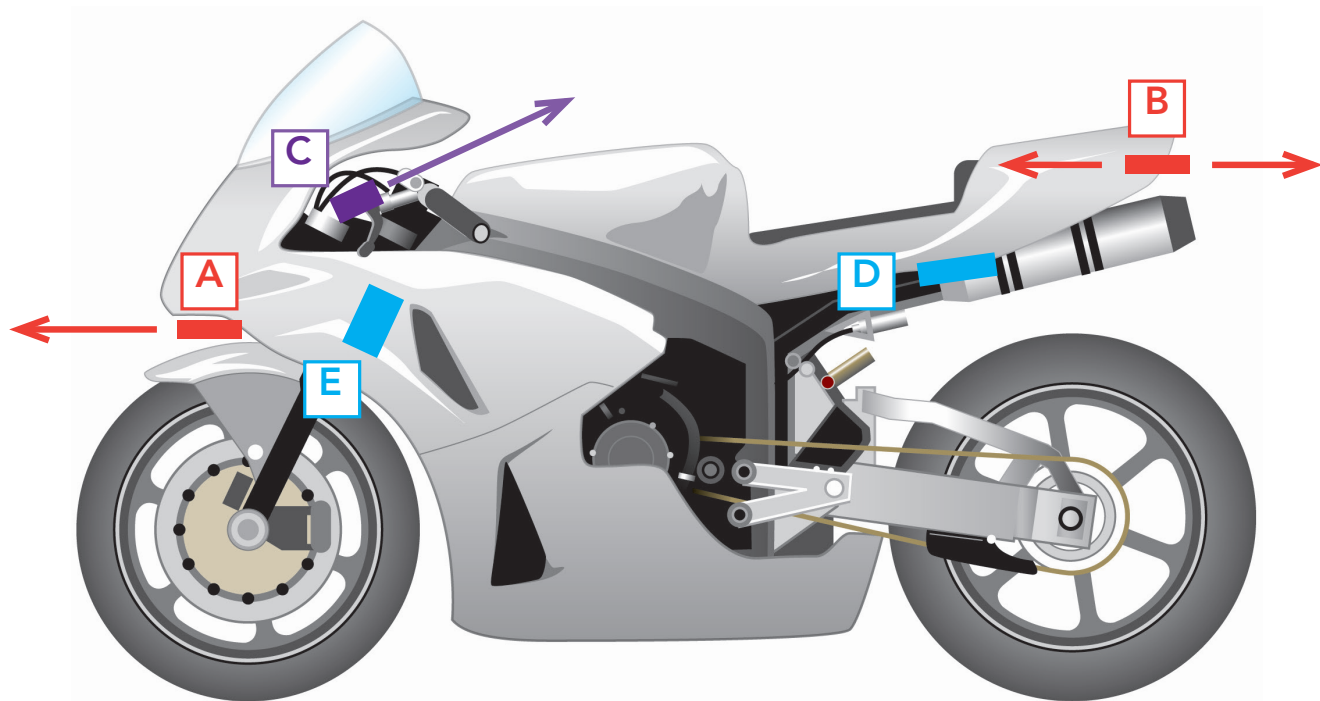
- The primary cameras (POV and rear blister) have separate recorder units. These need to be fitted in an easily accessible location on each machine where the ambient temperature does not exceed 50 degrees centigrade.
- Recorders will generally be fitted by the host TV broadcast rights holder, on the day of a qualifying session or race.
- It is the responsibility of each competitor and team to identify an adequately ventilated location for the recorders, ensuring that the ambient temperature does not exceed 50 degrees centigrade, with up to 10 watts of heat being dissipated by the equipment. Locations are typically under the seat or towards the front section of the frame (positions D and E respectively on the diagram below).
- The host TV broadcast rights holder will liaise with competitors and teams to establish the required mounting for the recorder units, subject to the location identified.
- The host TV broadcast rights holder will then supply a specification for the recorder mounting and a plastic moulded dummy unit to check the alignment of any required mounts. The specification and dummy components will be available from the host TV broadcast rights holder.

CABLING

- All required cabling between camera and recorder units will be cut to specific lengths to suit each machine and the required routing of cables. This will happen during qualifying and is the responsibility of the host TV broadcast rights holder to provide the required labour and materials.

DATA RECORDERS

- Competitors are required to assist the host TV broadcast rights holder in the development and use of data recording systems in order to provide performance information (including speed, braking, gear selection and engine revs) for inclusion in television coverage and other media platforms.



A	Primary Camera (POV)	(Bracket Required)
B	Tail - Mounted Camera	(Bracket Required)
C	Secondary Camera	(No Bracket Required)
D	Recorder	(Typical under-seat location for recorder)
E	Recorder	(Typical forward location for recorder)

ENTRY FEES

- The Promoters will cover the cost of all entry fees necessary to enter the 2020 Isle of Man Classic TT Races.

PUBLICITY

- Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout and pre-race parade, should this be requested by the Promoter.
- Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
- By entering the 2020 Isle of Man Classic TT Races each competitor and team agree that the Promoter and the event sponsors may make use of their activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
- All competitors may be required to carry an event and/or sponsors logo.

PODIUM FINISHERS

- Competitors finishing first second and third in each race will be required to take part in a short ceremony to be held in front of the Grandstand to acclaim and garland the winners. These competitors will then also be required to take part in a post-race press conference and a short appearance at the official VIP Hospitality facility as instructed by the Promoters.

PRIZE PRESENTATIONS

- The Classic TT Prize Presentation will be held on Monday 31st August in the TT Fan Park situated in Nobles Park.

AWARDS

The Senior Classic TT Trophy

- Presented to the winner of the Senior Classic TT Race

The Lightweight Classic TT Trophy

- Presented to the winner of the Lightweight/Ultra Lightweight Classic TT Race

The Junior Classic TT Trophy

- Presented to the winner of the Junior Classic TT Race

The Superbike Classic TT Trophy

- Presented to the winner of the Superbike Classic TT Race

The Mike Hailwood Trophy

- Presented to the highest place finisher riding a single cylinder machine in the Senior Classic TT Race

The Geoff Duke Trophy

- Presented to the highest place finisher riding a single cylinder machine in the Junior Classic TT Race

The Phil Read Trophy

- Presented to the highest place finisher riding a 250cc machine in the Junior Classic TT Race

The Joey Dunlop Trophy

- Presented to the highest place finisher riding a 750cc derived machine in the Superbike Classic TT Race

The Peter Williams Trophy

- Presented to the highest place finisher riding a Matchless or AJS machine in the Senior and Junior Classic TT Races

The Honda 6 Trophy

- Presented to the highest place finisher riding a Honda machine in the Senior and Junior Classic TT Races

The Giacomo Agostini Trophy

- Awarded to the fastest lap in the Junior Classic TT

The Renzo Pasolini Trophy

- Presented to the top placing ORIGINAL Italian motorcycle in the Classic TT

The Tony Rutter Trophy

- Presented to the highest place finisher riding a pre-1992 machine in the Lightweight Classic TT Race

The Des Collins Trophy

- Presented to the highest place finisher non domiciled in the UK and Ireland in the Superbike Classic TT Race

The Spirit of the Classic TT Trophy

- Presented for the best performance by a rider who does not compete in the TT as chosen by the Race Management Team

The Classic TT Newcomer Award

- Presented for the best performance by a newcomer as chosen by the Race Management Team

The Classic TT Concours Award

- Presented to the owner of the machine deemed by the Race Management Committee to have been the 'best in event' based on a combination of its technical significance, preparation and presentation and sporting success.

PODIUM FINISHERS

- For each Classic TT Race (Senior Classic, Junior Classic Lightweight Classic and TT Superbike Classic) replicas will be awarded as follows:
 - Silver Replicas to competitors finishing within 107% of the winner's time.
 - Bronze Replicas to competitors finishing within 112% of the winner's time but not qualifying for a silver replica.
- Finisher Awards will be awarded to those competitors not qualifying for either a silver or bronze replica.

APPEARANCE FEES

- Any team or competitor wishing to apply for additional appearance fees should do so in writing to the Promoter, providing information and justification to support the application.
- Requests must be made no later than the 29th March 2020 and should be made in writing, via email, to:

iomttraces@gov.im

- Applications received after this date will not be considered.
- Payments to competitors and teams will be negotiated directly between the Promoter and authorised representatives of the individual competitors and teams.
- The following items will provide the basis for the payment criteria:
 - Potential media coverage value (team and / or competitor) achievable before, during and after event
 - Demonstrable ability to promote the Classic TT and Isle of Man positively (team and / or competitor)
 - Social media reach
 - Previous performance at the Classic TT (team and / or competitor)
 - Previous recent performance at other high profile motorcycle international and domestic racing events (e.g. World/ British Superbike Championship, World Endurance Championship etc)
 - Size and scale of team (infrastructure etc) and presentation

Note: The above list is neither exhaustive nor absolutely definitive and should only be used as a guide.

- Competitors receiving additional appearance support will not be paid without the submission of an invoice which can be submitted on or after the 31st August 2020 and all payments will be subject to the normal Isle of Man Government payment terms.
- Provided that the services are deemed by the Promoter in its absolute discretion to have been fully or substantially performed payment shall be made within 30 days of receipt of the said invoice.
- Full or substantial performance shall require not less than the team and / or competitor(s) having made a definite and legitimate effort to perform the services.

Appendix D

FITTING OF TRANSPONDERS

Appendix D

FITTING OF TRANSPONDERS

General Rules:

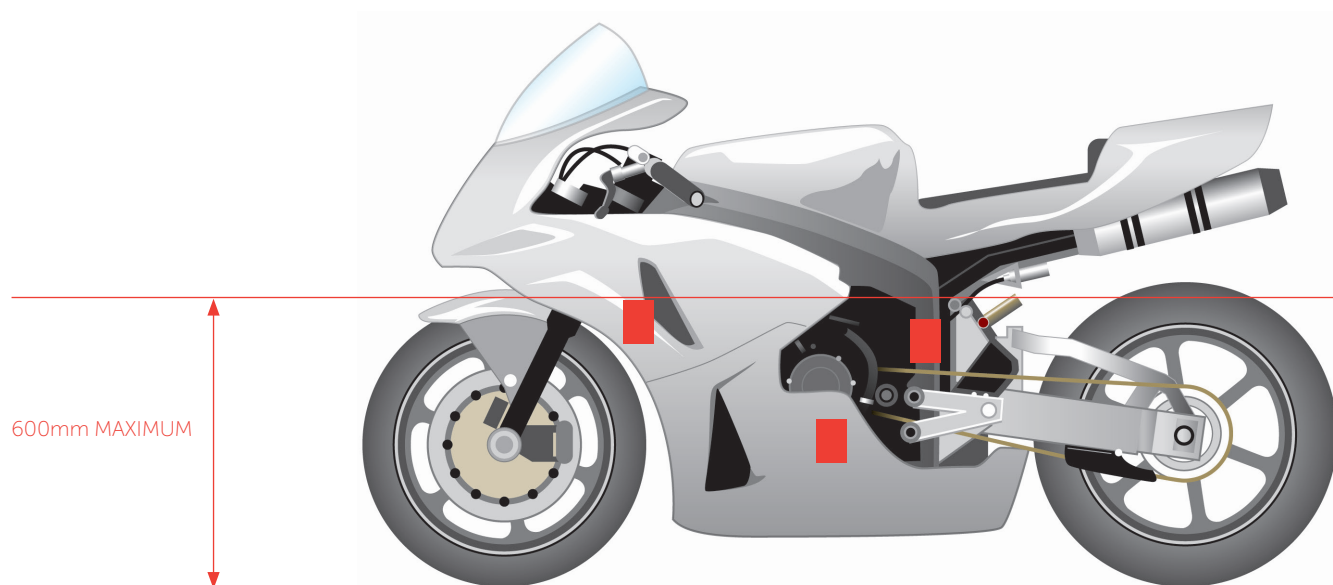
- An AMB TranX 260 or a MYLAPS X2 Transponder Bike or compatible transponder must be used.
- Ensure that the transponder holder is fitted securely, preferably using bolts and Nylock nuts. (if tie-wraps are used at least two sufficiently strong tie-wraps are needed to secure the holder).
- The transponder must be mounted vertically and not horizontally.
- The securing pin must be at the top.
- Fit the transponder holder in a safe and secure position.
- Mount the transponder so that it is preferably no more than 2 ft (60 cm) from the ground.
- Mount the transponder so that it is away from heat generating bodies such as the exhaust.
- Mount the transponder so that it has a clear view of the ground as possible. Note - the transponder signal will not pass through metal or carbon fibre based plastics.
- Push the 'R' clip right through as far as possible in order to prevent it being accidentally pushed out.
- The transponder must be fitted whenever your machine is taken into the assembly area and whenever it is on the course, including timed and untimed Qualifying sessions.
- The transponder must be charged and 'flashing' green and fitted to the machine when presented for Technical Inspection.
- Disregarding any of the above guidelines may result in your time(s) not being recorded.
- No time will be recorded at all if the transponder is not fitted or has not been charged.
- If attached to the fork leg the transponder must not interfere with the steering lock.
- The transponder must not be fitted between the top and bottom yokes on the fork legs.

Note:

- All Hard wired Transponders rely on the ignition so must be left switched on until in the Assembly Area to provide accurate readings

Preferred mounting positions:

- See over.

Preferred mounting positions:

Appendix E

REQUIREMENTS FOR MACHINE PREPARATION FOR THE CLASSIC TT AND MANX GRAND PRIX

Appendix E

REQUIREMENTS FOR MACHINE PREPARATION FOR THE CLASSIC TT AND MANX GRAND PRIX

I would like to take this opportunity to help all riders and mechanics to get through Technical Inspection efficiently by letting everyone know what we require in terms of machine preparation at the Manx Grand Prix/Classic TT.

Some of the requirements may appear to be idiosyncratic but every regulation has a reason based on many years' experience of checking racing machines used on the Mountain Course. I know that many of our requirements are not necessary on short circuits but anyone who races on the Mountain Course regularly will tell you that the long, high speed sections can give rise to problems that will not show up in a full season of short circuit racing.

1. It is an FIM and ACU requirement to have the separation of the front brake lines at or above the lower fork clamp. However, we still occasionally get a machine with hoses tied together above the mudguard or a brake line looping over the mudguard. This is not acceptable.
2. It is recommended that calliper attachment bolts are lock wired. They have been known to come loose.
3. Tyres must be correctly fitted according to the rotation arrows.
4. Short valve stems are a must. Angled tyre valves (metal or otherwise) are prohibited. The long rubber stems that are used on car wheels will deflect quite appreciably and must be changed. Long metal stems fittings are acceptable.
5. Metal valve caps, or the latest moulded plastic racing caps which include a pressure seal, must be fitted. The valve core can lift off its seat on long, fast stretches and the rubber seal in the cap provides additional sealing against pressure loss. Do not use the extractor type with the slot in the top as, should this come off, it could puncture a tyre.
6. Wheel spindle nuts and wheel spindles must be pinned or lock wired. Where the spindle is flush with the fork legs, lock wiring both pinch bolts on both fork legs is acceptable. Where spindles are retained by bolted or pivoting caps e.g. 350 Honda classic or RC30 the retaining nut must be securely wired or the stud end drilled for wire/split pin. Rear wheel spindles that are captive at one end do not need additional retention, but the nut does. Spindles using a castellated nut and an R-clip must have lock wire or a cable tie on the open end of the R-clip to secure it.
7. Oil containment is required on ALL four stroke machines so please keep a very close eye on the belly pan which should be solid WITHOUT any drain holes or bungs. Any holes must be properly repaired with fibreglass before the machine is allowed into the holding area. Duct tape or silicone is not an acceptable repair. Unfaired machines must be fitted with a reservoir beneath the engine and the front lip must extend upwards to within 50 mm of the base of the cylinder barrel to guide any oil down into the reservoir in the event of engine failure.
8. The lower rear chain guard (or shark fin) MUST cover the point at which the chain runs on to rear sprocket when viewed from the side. Moving the rear wheel back as far as possible to lengthen the wheelbase and the smaller sprocket used for TT course gearing means that a guard that was OK on short circuits could be a long way from a position where it is effective. The guard must not be more than 40mm laterally from the face of the chain.

9. Numbers will be supplied by the organisers and must be used. Backgrounds are not supplied and can be purchased from the Race Office. Painted backgrounds are acceptable providing that a matt finish is used. Putting the background inside the screen and the numbers on the outside is not acceptable. Shiny backgrounds and a low sun make a bike coming down Glencrutchery Road look like it has a headlamp on. If it is not possible to put the number in the centre of the fairing then it should be on the right hand side when sitting on the machine. Side numbers must be visible from the side. These should be on the fairing or belly pan. Any numbers or backgrounds that are not acceptable will have to be replaced. Please read the regulations and ensure you present your machine with the correct colour plates and numbers fitted.
 10. Random checks will be carried out to ensure that identity discs are being worn and the correct helmet sticker is in place.
 11. Red rear lights are compulsory for all machines. In addition to the requirements of the ACU Handbook the rear light needs to be within 100mm of the rear of the seat unit. This will be checked at Technical Inspection. Many of the lights fitted in previous years have not been robust. Please ensure that not only is the light correct, but fitted such that it will survive the rigours of the mountain course!
 12. Fuel tanks must have a vent pipe which terminates in a plastic catch bottle of at least 250ml. Standard Monza caps with open vents are therefore not acceptable. These must be sealed and a separate vent pipe provided. Bottles should be positioned where the contents are easily visible. Similarly coolant overflows must have a catch bottle of at least 250ml. Only water is permitted for coolant.
 13. Competitors should note that the requirement for drilled and lock-wired drain plugs is extended to include all external oil drains and lower gearbox detent covers, and MUST include ALL oil pressure sensors or their replacement threaded blanking plugs. Canister oil filters must be fixed with a jubilee type clip, which is to be restrained with locking wire or retained against the engine casting.
 - 14) Back Protectors & Chest Protectors. These are compulsory for all competitors.
 - a) Back protectors must conform to European Standard EN 1621-2:2014
 - b) Chest protectors must conform to European Standard EN 621-3:2018 Level 2
 - 15) Please bring Pit lane/fuellers clothing when you sign on.
 - 16) Transponders must Not be fitted on the fork leg between the yokes. They must point downwards (horizontally mounted transponders are not permitted).
 - 17) Podium finishers will have their engines measured. This can be after the competitors last race of the week. Engines will be sealed after earlier races. If you are having your engine built in advance of the Manx Grand Prix / Classic TT, you can get it measured by an ACU licenced measurer. Bring his/her signed results with you.
 - 18) Random breath tests will be carried out throughout Qualifying and race weeks. The permitted level of alcohol is 0.1g/L.
- These are the most common problems that we have encountered over the years and if you are fortunate enough to have someone else wielding the spanners, please make them aware of the requirements. If you have any comments or questions, I can be contacted through the Race Office.

Alex Aitchison

Chief Technical Official

Manx Grand Prix / Classic TT

Appendix F

**CTT & MGP TEAM AND COMPETITORS
FERRY BOOKING FORM 2020**

Appendix F

CTT & MGP TEAM AND COMPETITORS FERRY BOOKING FORM 2020

The Isle of Man Steam Packet are once again offering Competitors a 10% discount on Standard Fare ferry bookings for this popular event which takes place from 22nd August until 4th September 2020.

FOR COMPETITORS AND SUPPORT VEHICLES ONLY (NOT MOTORCYCLES)

COMPETITORS NAME: _____

CLASSES ENTERED: _____

OUTWARD (please tick one)

FROM: Belfast	TO: Douglas	DATE: Wednesday 19th August*	TIME: 10:45	<input type="checkbox"/>	
FROM: Heysham	TO: Douglas	DATE: Wednesday 19th August	TIME: 14:15	<input type="checkbox"/>	
FROM: Heysham	TO: Douglas	DATE: Thursday 20th August	TIME: 02:15	<input type="checkbox"/>	and 14:15 <input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Friday 21st August	TIME: 02:15	<input type="checkbox"/>	and 14:15 <input type="checkbox"/>

RETURN (please tick one)

FROM: Douglas	TO: Heysham	DATE: Tuesday 1st September	TIME: 19:45	<input type="checkbox"/>	
FROM: Douglas	TO: Heysham	DATE: Wednesday 2nd September	TIME: 19:45	<input type="checkbox"/>	
FROM: Douglas	TO: Heysham	DATE: Saturday 5th September	TIME: 19:45	<input type="checkbox"/>	
FROM: Douglas	TO: Heysham	DATE: Sunday 6th September	TIME: 08:45	<input type="checkbox"/>	and 20:00 <input type="checkbox"/>
FROM: Douglas	TO: Belfast	DATE: Sunday 6th September*	TIME: 07:00	<input type="checkbox"/>	

* Restricted to vehicles no heavier than 4 tonnes in weight (laden)

If you wish to travel on dates/times including Irish routes, other than those above please complete this section:

OUTWARD: FROM: _____ TO: Douglas DATE: ____ / ____ / ____ TIME: ____ :

RETURN: FROM: Douglas TO: _____ DATE: ____ / ____ / ____ TIME: ____ :

NUMBER OF PASSENGERS: ADULTS: CHILDREN (AGE 4 - 15): INFANTS:

VEHICLE DETAILS (please provide vehicle dimensions in metres) * Please indicate if Trailer or Caravan

	VEHICLE				*TRAILER / CARAVAN (TOWED)		
	Make, Model and Reg Number	Length	Height	Width	Length	Height	Width
Car							
Van							
Motorhome							
Lorry							
Truck / Artic							
Other							

PLEASE NOTE: It is extremely important that the vehicle measurements declared are accurate. Shipment will not be guaranteed if any vehicle is in excess of the dimensions stated above. Please advise us of any change in vehicle dimensions. Laden vehicle weight on Manannan Belfast sailings is restricted to a maximum of 4 tonnes.

Appendix F

CTT & MGP TEAM AND COMPETITORS FERRY BOOKING FORM 2020

LEAD PASSENGER DETAILS

TEAM NAME: _____

LEAD PASSENGERS SURNAME: _____ TITLE: _____ INITIALS: _____

ADDRESS: _____

TELEPHONE: (Home) _____ (Mobile) _____

E-MAIL: _____

ADDITIONAL PASSENGERS DETAILS

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

IMPORTATION OF CARAVANS TO THE ISLE OF MAN

In order to import a caravan onto the Isle of Man you will need to obtain a letter of permission from the Department of Infrastructure. To do this you will need to contact them at the address below, giving the dates of travel to and from the Island, and the site where the caravan is to be located for the duration of the stay.

Administrative Officer, Caravan Permits, Department of Infrastructure, Sea Terminal Building, Douglas, Isle of Man IM1 2RF

Telephone +44 1624 686911 | Fax +44 1624 686443 | E-mail caravan@gov.im

IMPORTANT INFORMATION

These bookings will be made in the order that they are received. In the event that we cannot accommodate your requirements on any of the sailings requested, we will endeavour to offer the nearest alternative. Your sailings are not confirmed until you receive our booking reference with your sailing details. Any changes must be made directly with the Steam Packet Company quoting your booking reference. You are advised to ensure that your vehicles are available for loading no later than 2 hours prior to departure.

RETURNING YOUR FORM

Please return your completed form to Isle of Man Steam Packet Company, Imperial Buildings, Douglas, Isle of Man IM1 2BY

Or by email to: mgp@classicctt.competitors@steam-packet.com

PAYMENT

Payment for all Competitors MGP/Classic TT bookings is required no later than Friday 17th July 2020. If payment has not been received by this date it will be assumed that your booking is no longer required and will be cancelled. There may be cheaper fares available than the discounted concession on certain sailings. We will always quote the cheapest available fare.

Appendix G

2020 MOUNTAIN COURSE LICENCE APPLICATION

2020 Mountain Course Licence Application

This licence is a requirement for ALL competitors taking part in any event held on the TT Mountain Course. The fee is £25.00 (in addition to any other licence fee). All applicants must complete Section 3 Medical Report, on the reverse of this form. All applicants must hold a current Road Race competition licence issued by their own Federation. ACU and SACU licence holders must have held a National licence for Road Racing for a minimum of 12 months prior to the first day of practising (i.e. 22nd August 2020).

Documentary evidence of the following additional requirements must be supplied with this application:

ALL APPLICANTS: must have competed satisfactorily in at least six Road Race Days in the 13 months expiring 28th June 2020. A minimum of 2 of the 6 required race days must be in the 2020 season.

FOR ALL NEWCOMERS: 3 of the 6 required race days must show the rider as having finished the race and have an average race speed equal to or greater than 92.5% of their respective CLASS winner. (ACU National licence upgrade qualifying criteria). For 2021 onwards, this requirement will be applicable to ALL Mountain Course licence applicants.

ALL APPLICANTS: One result will be permitted from each racing day of a short circuit Road Race meeting to a maximum of 2 days per meeting. One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2 days per meeting. Qualifying for the 2019 TT or Manx GP/Classic TT races will count as one race day and finishing in a 2019 TT or Manx GP/Classic TT race will count as a second race day. A competitor who competes in both the TT and Manx GP/Classic TT may count a maximum of three results towards the six required results. In exceptional cases Test Days may be taken into consideration. For a Test Day to be considered as one day, participants must complete a minimum of 50 laps during the Test Day.

CLOSING DATES FOR RECEIPT OF APPLICATION FORMS: 8th July 2020. Completed forms should be sent together with the 6 race result sheets and fee to ACU Road Race Department, ACU House, Wood Street, Rugby Warwickshire, CV21 2YX.

NOTE: The issuing of a TT Mountain Course Licence does not guarantee an accepted entry for competition.

SECTION 1 – YOUR DETAILS (PLEASE COMPLETE IN BLOCK CAPITALS)

First Names _____ Mr/Mrs/Ms/Miss _____ Surname _____

Address _____

Postcode / Zip _____ Date of birth _____

E-mail Address _____

Daytime Telephone Number _____ Evening _____

Do you hold a National Licence for Road Racing? _____ State Yes or No _____

If you answered 'YES' please state the licence number: _____ Number _____

If you answered 'YES' which federation issued that licence? _____ Federation _____

Please state the expiry date of your licence: _____ Expiry Date _____

Please tick the event you intend to enter: Classic TT ☐ MGP ☐

Newcomer applicants: You must submit your completed Record of Mountain Course Training Form with this application form. (Please note training must be completed by the 6th July 2020).

YOUR SIGNATURE _____ **DATE** _____

SECTION 2 – PAYMENT (TOTAL PAYMENT £25.00)

I am paying by: Cheque/Postal Order made payable to 'ACU Ltd' ☐ Credit or Debit card, give card details below ☐

Card Number

Expiry Date Issue No. Start Date Last 3 Digits on Signature Panel

Cardholder's Name _____ Cardholder's Signature _____

SECTION 3 – MEDICAL REPORT

TO BE COMPLETED BY ALL APPLICANTS EXCEPT HOLDERS OF AN FIM INTERNATIONAL LICENCE. YOU MUST PAY ANY FEE CHARGED FOR THE MEDICAL EXAMINATION AND FOR THE COMPLETION OF THIS FORM.

TO YOUR DOCTOR: Please read these guidance notes before filling in this section for the applicant whose name is on the front of this form. The person to be examined is applying for a licence to compete in motorcycle sport events. Particular care should be taken to ensure that the applicant does not suffer from any condition which might result in sudden loss of control of his/her motorcycle thus endangering other riders, officials and spectators. The controls of a motorcycle normally require the use of all four limbs. The applicant must be able to control his/her motorcycle under fierce acceleration and braking forces. Competition places both physical and mental demands on the rider.

- **LIMBS:** The applicant should have sufficient power, co-ordination and sensation in his/her limbs to maintain full control of his/her machine. An applicant with an organic or functional loss of a limb or part of a limb may be referred to an ACU Medical Panel and be subject to "on track" assessment.
- **DEAFNESS:** A licence can be issued to an applicant with impaired hearing, but not to an applicant with a disturbance of balance.
- **DIABETES:** A well-controlled diabetic may be passed as fit to compete. They require evidence from their Consultant Diabetologist, or their own General Practitioner/regular medical attendant if they are not under consultant care, that the diabetes is normally well controlled, that they are not subject to hypoglycaemic or hyperglycaemic attacks (no significant episodes in preceding year), that they have no neurological or ophthalmic complication associated with diabetes and that they understand their diabetes, its monitoring and management.
- **CARDIOVASCULAR SYSTEM:** In general, a heart attack or serious cardio-vascular disease would normally exclude a rider from speed events. Special attention should be paid to blood pressure and cardiac rhythm disorders. In such cases a certificate from a cardiologist including the results of any test the cardiologist considers necessary, must be submitted with this Medical Report form.
- **NEUROLOGICAL AND PSYCHIATRIC DISORDERS:** In general applicants with a serious neurological or psychiatric disorder will not be granted a licence.
- **FITS OR UNEXPLAINED LOSS OF CONSCIOUSNESS:** A licence will not be issued if the applicant is an epileptic, has suffered a single epileptic fit or has suffered an unexplained loss of consciousness.

- | | | |
|---|-----|----|
| 1. Are you the applicant's regular medical attendant? | YES | NO |
| 2. Does the applicant have epilepsy, diabetes or any condition which may cause loss of consciousness? | YES | NO |
| 3. Does the applicant have any condition which may cause sudden loss of balance or co-ordination? | YES | NO |
| 4. Is there evidence of any progressive neurological disorder? | YES | NO |
| 5. Are there any signs of neoplasm which may be liable to metastasise? | YES | NO |
| 6. Is there any evidence of any disease or condition affecting the eyes or ears? | YES | NO |
| 7. Is there any abnormality of power, sensation, co-ordination or movement in any limb? | YES | NO |
| 8. Are any limbs or parts of limbs missing? | YES | NO |
| 9. Is there any abnormality of the heart? | YES | NO |
| 10. Does the applicant have hypertension? | YES | NO |
| If 'yes', do they meet DVLA LGV/PCV Group 2 entitlement requirements? | YES | NO |
| <i>(Answer no if resting systolic BP consistently greater or equal to 180mmHg and/or diastolic greater or equal to 100mmHg.)</i> | | |
| <i>(Answer no if treatment has side effects which may interfere with controlling a motorcycle)</i> | | |
| 11. If the applicant has insulin dependent diabetes are there any signs of neuropathy, retinopathy or other complications? | YES | NO |
| 12. If the applicant has insulin dependent diabetes are they subject to episodes of hypoglycaemia or hyperglycaemia? | YES | NO |
| 13. Is the applicant suffering from any psychiatric illness? | YES | NO |
| 14. Is the applicant dependent on alcohol, drugs or other substances? | YES | NO |
| 15. Is the applicant taking medication? | YES | NO |
| <i>(If 'yes' please give full details and confirm that the medication is not within the WADA prohibited classes of substances and prohibited methods)</i> | | |
| 16. Is the applicant medically fit to hold a competition licence and to participate in motorcycle sport? | YES | NO |
| 17. I am unsure of the applicant's fitness and wish to refer him / her to the ACU Medical Panel (tick box): | | |
| <i>(Please give details of the reason(s) that you are unsure of the applicant's fitness.)</i> | | |

Further details:

Name and Address of Doctor, including
Qualifications and GMC number.
Please use official stamp

Applicant's name _____ Date of Birth ____ / ____ / ____

Signature of doctor _____ Date _____

GMC number:

PLEASE DO NOT WRITE IN THIS SPACE

Appendix H

USEFUL CONTACTS

Appendix H

USEFUL CONTACTS

Organisers (Manx Motor Cycle Club)

Ann Kinvig	Race Secretary	01624 644649	ann@mgp.co.im
Heather Fox	Assistant Race Secretary	01624 644647	heather@mgp.co.im
Alex Aitchison	Chief Technical Officer	07624 433594 / 07587 280118	

Promotors (Department for Enterprise)

Bruce Baker	Classic TT Development Officer	01624 686877	bruce.baker@gov.im
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Media Enquiries

Simon Crellin	Chief Press Officer	07624 246222	simon.crellin2@gov.im
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Travel Enquiries

Phil Kelly	Passenger Services Officer	01624 645693	philip.kelly@steam-packet.com
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Paddock Enquiries

Nigel Crennell	TT Production Manager	07624 430506	nige.crennell@gov.im
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