



# 2019 REGULATIONS

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INTERNATIONAL ISLE OF MAN TOURIST TROPHY RACES

ISLE OF MAN TT® RACES

# NOTICE

WELCOME TO THE 2019 ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY

## ALTERATIONS, UPDATES AND AMENDMENTS

Amendments made to the 2019 TT 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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# WELCOME

## WELCOME TO THE 2019 ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY

Dear TT Competitors and Teams

Welcome to the 2019 Isle of Man TT Races Fuelled by Monster Energy.

We are pleased to bring you these 'Supplementary Regulations', which are intended to be a one stop information manual for everyone taking part in our event.

As in previous years there are a significant number of changes for you to understand ahead of the 2019 event. I urge you all to read this document carefully to make sure your time both in preparing for and during the TT will be as hassle free as possible.

We will update this document several times between now and the event. So look out for the latest updates which we will send to you, and make sure you are always working from the latest version which will be available for download from [www.iomttraces.com](http://www.iomttraces.com)

As usual, our hard-working team is on hand to help you right from the initial entry process, all the way up to and during the event. We want you to enjoy your TT experience and we will do our utmost to help answer all questions, no matter how minor they may seem at the time.

That just leaves me to wish you the best of luck for your 2019 racing season and if I don't see you before then I look forward to seeing everyone on the Isle of Man in May.



**Gary Thompson MBE BEM**

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*Clerk of the Course*

ISLE OF MAN TT RACES

# SECTION 1

## ORGANISATION

### THE ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY

- The Department for Enterprise ("the Promoters"), an Isle of Man Government Department, whose Office is St George's Court, Upper Church Street, Douglas, Isle of Man, IM1 1EX, are the commercial rights owners of the Isle of Man TT Races and associated trademarks.
- ACU Events Limited ("the Organisers"), a Company incorporated in Great Britain (Number 05781002) whose Registered Office is at ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX, will organise the Isle of Man TT Races under contract and on behalf of the Promoters from the 25th May to 7th June 2019.

#### **ACU Permit Number: ACU 54878**

- The meeting will be held under the 2019 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 priced at £8.00 and obtainable from Auto Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX.

## CONTACT INFORMATION

### RACE ORGANISER

#### **ACU EVENTS LTD**

*Michelle Haynes*

Secretary of the Meeting  
ACU Events Ltd  
ACU House  
Wood Street  
Rugby  
Warwickshire  
CV21 2YX

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Telephone: 01788 566405

E-mail: [michelle.haynes@acu.org.uk](mailto:michelle.haynes@acu.org.uk)

### PROMOTER

#### **DEPARTMENT FOR ENTERPRISE**

*Bruce Baker*

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

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Telephone: 01624 686877

E-mail: [bruce.baker@gov.im](mailto:bruce.baker@gov.im)

## CORRESPONDENCE

### ADDRESS FOR ALL CORRESPONDENCE DURING THE EVENT:

- TT Race Office, TT Grandstand, Douglas, Isle of Man, IM2 6DA

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Telephone: 01624 644628

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E-mail: [michelle.haynes@acu.org.uk](mailto:michelle.haynes@acu.org.uk)

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- 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 choose 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

Friday 24th May	10:00 to 12:00 and 14:00 to 20:00
Saturday 25th May	10:00 to 12:00 and 14:00 to 22:00
Sunday 26th May	13:00 to 17:00
Monday 27th May	10:00 to 12:00 and 15:30 to 22:00
Tuesday 28th May	10:00 to 12:00 and 15:30 to 22:00
Wednesday 29th May	10:00 to 12:00 and 15:30 to 22:00
Thursday 30th May	10:00 to 12:00 and 15:30 to 22:00
Friday 31st May	10:00 to 12:00 and 15:30 to 22:00
Saturday 1st June	09:00 to 20:00
Sunday 2nd June	11:00 to 12:00
Monday 3rd June	08:00 to 17:30
Tuesday 4th June	10:00 to 12:00
Wednesday 5th June	08:00 to 17:30
Thursday 6th June	10:00 to 12:00
Friday 7th June	08:00 to 17:30
Saturday 8th June	10:30 to 12:00

# SENIOR OFFICIALS

## RACE MANAGEMENT TEAM

Clerk of the Course	Gary Thompson MBE BEM
Department for Enterprise	Paul Phillips
Team and Competitor Liaison Officer	John Barton
Team and Competitor Liaison Officer	Richard Quayle

## STEWARDS OF THE MEETING

Chief Steward	Edric Costain
Steward	Gordy Moore
Steward	John Quilleash

## SENIOR OFFICIALS

Deputy Clerk of the Course	Lizzie Kirvig
Assistant Clerk of the Course (Start Line Area/Pit Lane)	David Nash
Technical Director	Dave Hagen
Chief Medical Officer	Dr Gruff Evans / Dr Gareth Davies / Dr Sally Simmons
Chief Technical Officer	Keith Spencer
Chief Timekeeper	Kevin Brookes
Course Inspection Officer	Shaun Counsell
Safety Officer	To be announced
Chief Travelling Marshal	Tony Duncan
Chief Official Car Driver	David Mylchreest
TT Production Manager	Nige Crennell
Chief Press Officer	Simon Crellin
Secretary of the Meeting	Michelle Haynes

# SECTION 2

## QUALIFYING AND RACE SCHEDULE 2019

### SATURDAY 25TH MAY

18:20 – 18:45	Solo Newcomers' speed controlled lap
18:35 – 19:00	Sidecar Newcomers' speed controlled lap
18:45 – 20:50	Lightweight / Supersport / Newcomers (all solo classes)

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### MONDAY 27TH MAY

18:20 – 19:55	Superbike/Superstock/Supersport/Newcomers (except Lightweight)
20:00 – 20:50	Sidecars

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### TUESDAY 28TH MAY

18:20 – 19:25	Superbike/Superstock/Supersport/Newcomers (except Lightweight)
19:25 – 19:55	Supersport/Lightweight/Newcomers (all Solo classes)
20:00 – 20:50	Sidecars

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### WEDNESDAY 29TH MAY

18:20 – 19:45	Superbike/Superstock/Supersport/Newcomers (except Lightweight)
19:50 – 20:35	Sidecars
20:35 – 20:50	TT Zero

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### THURSDAY 30TH MAY

18:20 – 19:15	Superbike/Superstock/Supersport/Newcomers (except Lightweight)
19:20 – 19:50	Supersport/Lightweight/Newcomers (all solo classes)
19:55 – 20:35	Sidecars
20:35 – 20:50	TT Zero

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### FRIDAY 31ST MAY

18:20 – 19:40	Superbike/Superstock/Supersport/Newcomers (except Lightweight)
19:40 – 19:55	TT Zero
20:00 – 20:50	Sidecars

QUALIFYING AND RACE SCHEDULE CONTINUED >>



## RACE DAY 1

### SATURDAY 1ST JUNE

12:00	RST Superbike TT Race	6 laps
15:00	Sidecar TT Race 1	3 laps
16:35	Superstock/Supersport/Lightweight TT Qualifying	2 laps
17:10	TT Zero Qualifying	1 lap

## RACE DAY 2

### MONDAY 3RD JUNE

10:45	Monster Energy Supersport TT Race 1	4 laps
12:25	Sidecar TT Qualifying	2 laps
14:15	RL360 Superstock TT Race	4 laps
15:55	TT Lightweight Qualifying	1 lap
16:15	TT Zero Qualifying	1 lap

## RACE DAY 3

### WEDNESDAY 5TH JUNE

10:45	Monster Energy Supersport TT Race 2	4 laps
12:45	SES TT Zero Race	1 lap
14:10	Bennetts Lightweight TT Race	4 laps
15:55	Sidecar TT Qualifying	1 lap
16:10	Senior TT Qualifying	1 lap

## RACE DAY 4

### FRIDAY 7TH JUNE

10:30	Sidecar TT Race 2	3 laps
12:45	PokerStars Senior TT Race	6 laps

# SECTION 3

## ENTERING THE ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY 2019

### ENTRIES

- **Applications for TT Race entries must be made online via the competitor's section of the official website ([www.iomttraces.com](http://www.iomttraces.com)) no later than 12:00hrs on Friday 1st March 2019. 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, set in racing conditions, in either of the past two years and administered by the Race Management Team.
- Where a competitor has entered a class for the first time or the first time in more than two years, an estimated speed will be allocated using data from other previous performances.
- The maximum number of starters for the Superbike, Superstock and Senior TT Races will be 60. The maximum number of starters for all other classes will be 70. More entries than are allowed to start the races may be accepted for qualifying. The fastest qualifiers (60 or 70 as above) in each class will start the races, which may mean that a competitor will meet the qualification standards but not get to race.
- 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.
- The Promoters will cover the cost of all entry fees necessary to enter the 2019 Isle of Man TT Races.
- All TT Zero Teams applying for an entry must, in addition to the standard entry procedure provide in writing via [iomttraces@gov.im](mailto:iomttraces@gov.im) a Risk Assessment and Method Statement (RAMS) to include all identified hazards and identified mitigations for their motorcycle design. Please see Appendix F for more details.

#### USING THE ISLE OF MAN TT ENTRY SYSTEM

- All entries must be made via the online entry system found under the competitors section of [www.iomttraces.com](http://www.iomttraces.com) along with the Mountain Course Licence application form and Steam Packet sailing request application form.
- Firstly, if you have ever set up an account on the entry system, whether it be for the TT, MGP or the Classic TT Races, 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 obtain 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 TT Race Guide. Please note that sponsor information must be provided by 31st March 2019 for inclusion in the printed official TT Race Guide.

## AMENDMENTS & ADVICE (HELPDESK)

- Once you have submitted your entry you will have the opportunity to amend your entry up until 12:00hrs on 1st March 2019. After this date you may only make amendments, including sponsor information, by contacting the Helpdesk:

### **BRUCE BAKER**

*TT Development Officer*

Telephone: 01624 686877

E-mail: [bruce.baker@gov.im](mailto: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 TT 2019 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 TT should do so using the Team and Competitors ferry booking form which is located on page 151. For direct enquiries please contact:

### **PHIL KELLY**

*Passenger Services Officer*

Isle of Man Steam Packet Company Ltd

Douglas

Isle of Man

Telephone: 01624 645693

E-mail: [philip.kelly@steam-packet.com](mailto:philip.kelly@steam-packet.com)

[www.steam-packet.com](http://www.steam-packet.com)

# SECTION 4

## ELIGIBILITY AND INSURANCE

### COMPETITOR ELIGIBILITY

- All competitors must hold a current valid National Licence for Road Racing issued by an FMNR affiliated to the FIM. Competitors must have held this Licence for a minimum of twelve months prior to the closing date for entries. All Sidecar Passengers must hold a current valid National Passenger Licence for Road Racing.
  - All competitors must be over 18 years of age on the 24th May 2019.
  - To enter this event, all competitors must 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 on page 154.
  - Any competitor who wishes to be nominated as a sidecar passenger must hold a TT Mountain Course Licence as a passenger.
  - For competitors wishing to return to competing around the TT Mountain Course, some refresher training may be required dependent on the time lapsed since they last competed in the event.
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### NEWCOMER ELIGIBILITY

- For the purpose of these regulations a "Newcomer" is a person who has not previously taken part in a race on the TT Mountain Course or qualified to do so.
  - A previous TT solo competitor will be regarded as a newcomer sidecar driver or passenger. A previous TT sidecar driver will be regarded as a newcomer solo competitor or sidecar passenger. A previous TT sidecar passenger will be regarded as a newcomer sidecar driver or solo competitor.
  - There is a maximum age limit of 40 years of age for a Newcomer competitor applying for an Entry to the Isle of Man TT Races. However, competitors aged over 40 years of age may be accepted at the discretion of the Race Management Team.
  - All newcomer competitors are required to wear an orange jacket during Qualifying. These must be collected from the Race Office during signing on. This does not apply to sidecar passengers.
-

## INSURANCE

- The Organisers undertake to insure each rider, indemnifying him/her against any third party claims made arising out of the races or official qualifying, excluding claims by other riders, entrants, sponsors or mechanics.
- All competitors with a Licence issued by an FMN other than the ACU/SACU must produce a Start Permission specific to the TT and must provide insurance cover for the period of 25th May 2019 – 8th June 2019, both days inclusive.
- The Start Permission must confirm that Competitors are insured against the risk of Personal Accident in accordance with the FIM Sporting Code but with additional cover for Medical Treatment and Repatriation costs, as follows:
 

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  - EUR 25,000 Death

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  - EUR 50,000 Temporary Partial Disablement

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  - EUR 185,000 Medical Treatment

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  - EUR 75,000 Repatriation Costs

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- Should the Start Permission provide Insurance cover as per the FIM requirements, but does not provide the additional cover, competitors will be required to purchase the “top up” Insurance cover at signing on.
- The Race Secretary will contact the FMNs of Competitors holding licences issued by a Federation other than the ACU or SACU for copies of their Start Permissions. Competitors must also obtain a copy of their own Start Permission and be prepared to produce a copy during the Signing On process.
- Competitor’s resident outside the United Kingdom must ensure they have sufficient private medical insurance to assist them on their return to their place of domicile for any on-going medical expenses incurred from injuries sustained whilst competing in the TT Races.
- For ACU and SACU licence holders, the Organisers will arrange Personal Accident cover for the following benefits:
 

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  - £10,000 GBP Death or permanent total disablement

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  - £20,000 GBP Loss of or loss of the use of, one or more limbs or eye

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## 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 for solos and Group B2 for sidecars and with these TT Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.
- All Superbike, Superstock and Supersport machines must be on the 2019 FIM list of homologated motorcycles. Other machines may be admitted at the discretion of the Race Organisers.
- All spare machines (marked as "T Bikes") of the same make and model must be declared during the signing-on process and competitors must ensure the machine qualifies during qualifying according to the qualification criteria as laid down in these Regulations.
- 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.

### **SUPERBIKE AND SENIOR TT RACES**

- For machines complying with the Technical Regulations as outlined at Appendix A to these Regulations.
  - Over 750cc up to 1000cc 4 cylinder 4 stroke
  - Over 750cc up to 1000cc 3 cylinder 4 stroke
  - Over 850cc up to 1200cc 2 cylinder 4 stroke
  - Other machines admitted at the discretion of the Race Management Team

### **SIDECAR TT RACES**

- For machines complying with Regulations as specified in Appendix B of these Regulations.

### **SUPERSPORT TT RACES**

- For machines complying with Appendix C of these Regulations.
  - Over 400cc up to 600cc 4 cylinders 4 stroke
  - Over 600cc up to 675cc 3 cylinders 4 stroke
  - Over 600cc up to 750cc 2 cylinders 4 stroke

### **SUPERSTOCK TT RACE**

- For machines complying with Appendix D of these Regulations.
  - Over 600cc up to 1000cc 4 cylinders 4 stroke
  - Over 750cc up to 1000cc 3 cylinders 4 stroke
  - Over 850cc up to 1200cc 2 cylinders 4 stroke

### **LIGHTWEIGHT TT RACE**

- For machines complying with appendix E of these Regulations.

### **TT ZERO RACE**

- For machines complying with appendix F of these Regulations.

## NON-HOMOLOGATED MOTORCYCLES

- Non-homologated motorcycles may be accepted for the Superbike and Senior Races at the discretion of the Race Management Team. Machines will be considered if they provide a demonstrable and significant marketing opportunity for the event.
- Any team or competitor wishing to enter such a machine must do so by the closing date for entries on the 1st March 2019.
- All teams and competitors contesting the event will be notified of any non-homologated machines accepted for the event before the end of March 2019.
- Any team or competitor wishing to enter such a machine will be required to provide a full technical specification of the machine to the Technical Director by the end of March 2019. Upon reviewing the technical specification submitted, the Technical Director, under instruction from the Race Management Team will be authorised to issue sanctions to any team entering such a machine.
- No deviation from the specification provided will be permitted after this date without the written approval of the Technical Director.
- The technical specification will be shared with all members of the Isle of Man TT Teams Working Group prior to the start of the 2019 event.

# SECTION 5

## SIGNING-ON AND BRIEFINGS

### SIGNING-ON

- Signing-on will take place in the Media Centre on Friday 24th May and the Race Office on Saturday 25th May:

- Friday 24th May      12:00 – 17:00      (Media Centre)

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- Saturday 25th May      10:00 – 12:00      (Race Office)

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#### THE FOLLOWING MUST BE PRODUCED DURING THE SIGNING-ON PROCESS:

1. FMN Approval (Start Permission) for holders of National licences not issued by the ACU/SACU.
  2. 2019 Road Race Licences issued by any Federation affiliated to the FIM.
  3. 2019 TT Mountain Course Licence
  4. Transponders – one for each machine
  5. Next of Kin and mechanic/team contact details, both in the Isle of Man and at home.
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- **NOTE:** 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.
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### TECHNICAL INSPECTION OF CLOTHING

- Inspections will take place in the Technical Inspection Bays on Friday 24th and Saturday 25th May:

- Friday 24th May      12:00 – 17:00      (Technical Inspection Bay)

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- Saturday 25th May      10:00 – 12:00      (Technical Inspection Bay)

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#### THE FOLLOWING MUST BE PRODUCED DURING TECHNICAL INSPECTION OF CLOTHING:

1. All helmets
2. All leathers
3. All boots
4. All gloves
5. Identity tags
6. Back Protector (Compulsory for solo competitors. Optional for sidecar competitors.)



## COMPETITORS BRIEFINGS

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

### SOLOS ONLY

-	Friday 24th May	14:00 and 16:00
-	Saturday 25th May	11:15

### SOLO NEWCOMERS ONLY

-	Friday 24th May	17:00
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### SIDECARS ONLY

-	Friday 24th May	13:00 and 15:00
-	Saturday 25th May	12:15

### SIDECAR NEWCOMERS ONLY

-	Saturday 25th May	10:30
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### FRENCH SPEAKERS - SOLO & SIDECARS

-	Friday 24th May	18:00
-	Saturday 25th May	09:30

All newcomers (Solos, Sidecar drivers and passengers) must take part in their respective speed controlled lap on Saturday 25th May.

## TECHNICAL BRIEFINGS

- Technical briefings for team managers plus one mechanic per competitor will be held in the Conference Centre adjacent to the Race Office at the following times:
- |   |          |                  |       |
|---|----------|------------------|-------|
| - | Solos    | Sunday 26th May  | 09:00 |
| - | Sidecars | Sunday 26th May  | 10:30 |
| - | TT Zero  | Tuesday 28th May | 10:00 |

**NOTE: Each competitor must be represented at this briefing.**

# SECTION 6

## TECHNICAL INSPECTIONS

### NUMBER PLATES

- Superbike and Senior TT Races	White plates with black numbers
- Sidecar TT Races	Any
- Superstock TT Race	Red plates with white numbers
- Supersport TT Races	White plates with blue numbers
- Lightweight TT Race	Green plates with white numbers
- TT Zero Race	Blue plates with white numbers

THE FOLLOWING COLOURS MUST BE USED FOLLOWING THE RAL COLOUR TABLE:

- Black 9005
  - Blue 5010
  - Yellow 1003
  - Red 3020
  - White 9010
  - Green 6002
- 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:
    1. 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.
    2. The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight.

#### MINIMUM DIMENSIONS OF FRONT NUMBERS:

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

#### MINIMUM DIMENSIONS OF SIDE NUMBERS:

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

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

## PRE-PRACTICE AND 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.

### SATURDAY 25TH MAY

Newcomer Solos and Sidecars	16:00 – 16:45
Supersport TT & Lightweight TT	16:45 – 18:30

### MONDAY 27TH MAY

Solos	16:00 – 19:30
Nos 1 – 29	16:00 – 16:45
Nos 30 – 59	16:45 – 17:30
Nos 60 upwards	17:30 – 18:15
Sidecars	18:20 – 20:25

### TUESDAY 28TH MAY

Solos	16:00 – 19:30
Nos 1 – 29	16:00 – 16:45
Nos 30 – 59	16:45 – 17:30
Nos 60 upwards	17:30 – 18:15
Sidecars	18:20 – 20:25

### WEDNESDAY 29TH MAY

Solos	16:00 – 19:30
Nos 1 – 29	16:00 – 16:45
Nos 30 – 59	16:45 – 17:30
Nos 60 upwards	17:30 – 18:15
Sidecars	18:20 – 20:25
TT Zero	20:00 – 20:30

### THURSDAY 30TH MAY

Solos	16:00 – 19:30
Nos 1 – 29	16:00 – 16:45
Nos 30 – 59	16:45 – 17:30
Nos 60 upwards	17:30 – 18:15
Sidecars	18:20 – 20:25
TT Zero	20:00 – 20:30

### FRIDAY 31ST MAY

Solos	16:00 – 19:30
Nos 1 – 29	16:00 – 16:45
Nos 30 – 59	16:45 – 17:30
Nos 60 upwards	17:30 – 18:15
TT Zero	18:20 – 18:45
Sidecars	18:50 – 19:50

## RACE DAY 1

### SATURDAY 1ST JUNE

TT Superstock	15:00 – 16:15
TT Supersport	15:00 – 16:15
TT Lightweight	15:00 – 16:15
TT Zero	16:20 – 16:40

## RACE DAY 2

### MONDAY 3RD JUNE

Sidecars	10:00 – 11:30
TT Lightweight	14:30 – 15:45
TT Zero	15:45 – 16:10

## RACE DAY 3

### WEDNESDAY 5TH JUNE

Sidecars	13:45 – 14:45
Senior TT	14:50 – 16:10

## 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. 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 Technical Director. Competitors must ensure that their machines are presented at the times listed:

### SATURDAY 1ST JUNE

#### RST SUPERBIKE TT RACE

Nos 60 upwards	09:45 – 10:15
Nos 30 – 59	10:15 – 10:45
Nos 1 – 29	10:45 – 11:15

#### SIDECAR TT RACE 1

Nos 60 upwards	12:15 – 12:45
Nos 40 – 59	12:45 – 13:15
Nos 20 – 39	13:15 – 13:45
Nos 1 – 19	13:45 – 14:15

### MONDAY 3RD JUNE

#### MONSTER ENERGY SUPERSPORT TT RACE 1

Nos 60 upwards	08:30 – 09:00
Nos 30 – 59	09:00 – 09:30
Nos 1 – 29	09:30 – 10:00

#### RL360 SUPERSTOCK TT RACE

Nos 60 upwards	12:00 – 12:30
Nos 30 – 59	12:30 – 13:00
Nos 1 – 29	13:00 – 13:30

### WEDNESDAY 5TH JUNE

#### MONSTER ENERGY SUPERSPORT TT RACE 2

Nos 60 upwards	08:30 – 09:00
Nos 30 – 59	09:00 – 09:30
Nos 1 – 29	09:30 – 10:00

#### SES TT ZERO RACE

All machines	11:00 – 11:30
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#### BENNETTS LIGHTWEIGHT TT RACE

Nos 60 upwards	11:30 – 12:00
Nos 40 – 59	12:00 – 12:30
Nos 20 – 39	12:30 – 13:00
Nos 1 – 19	13:00 – 13:30

### FRIDAY 7TH JUNE

#### SIDECAR TT RACE 2

Nos 60 upwards	08:30 – 09:00
Nos 30 – 59	09:00 – 09:30
Nos 1 – 29	09:30 – 10:00

#### POKERSTARS SENIOR TT RACE

Nos 60 upwards	10:00 – 10:30
Nos 30 – 59	10:30 – 11:00
Nos 1 – 29	11:00 – 11:30

- Applications for time extensions from the allotted pre-race examination time must be addressed to the Chief Technical Officer, in writing via the Race Office, 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 then be fitted. 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, require dynamometer checking and 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, fuel tanks measured and weights checked.
- In the Superbike, Superstock, Supersport and Lightweight TT classes, a dynamometer will be used to check power output. Motorcycles must be submitted for these checks no later than noon on Wednesday 29th May.
- In all Classes, at least the first three machines plus up to three at random as selected by the Technical Director will be required to undergo a post-race dynamometer check and may be dismantled for technical examination. Similar checks and dismantling may be required for machines entered in other races. Fuel samples will be taken, fuel tanks measured and weights checked.
- 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 Officials. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.
- 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.

### 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 and during the meeting to the Race Office for approval by the Clerk of the Course. The competitor must qualify on the make, type and capacity of the machine to be raced.

## MACHINE TESTING

- Teams and Competitors will be able to use Jurby Motordrome for testing at the following designated times and dates. The cost is £60 per rider and all bookings must be made in advance. All riders must attend the circuit office to sign on before going on track, with last sign on 30 mins prior to session ending. All sessions will have paramedic / marshals.

### SESSIONS

Thursday 23 May	16:30 - 19:30	(Gates Open 15:30)
Sunday 26 May	13:00 - 16:00	(Gates Open 12:00)
Tuesday 28 May	10:00 - 13:00	(Gates Open 09:00)
Wednesday 29 May	10:00 - 13:00	(Gates Open 09:00)
Thursday 30 May	10:00 - 13:00	(Gates Open 09:00)
Friday 31 May	10:00 - 13:00	(Gates Open 09:00)

### CONTACTS & BOOKINGS

*Andreas Racing Association:*

Darryl	+44 (0)7624 489715
Jane	+44 (0)7624 233113
Shaun	+44 (0)7624 460134
Dean	+44 (0)7624 464192

## FUEL

- Fuel for all practices and races must comply with the ACU Specification as follows:
- Normal unleaded fuel, with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON number of 90 (The Control Fuel for the British Superbike Championship meets with these specifications).
- 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 practice 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 Isle of Man 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 to the Island.
- Anyone wishing to import fuel into the Isle of Man must contact the Isle of Man Office of Fair Trading at:
  - Address: Thie Slieau Whallian, Foxdale Road, St John's, Isle of Man, IM4 3AS
  - Telephone: +44 (0)1624 686520
  - Email: iomfairtrading@gov.im
- For solo machines one tank only is permitted. For sidecars two interconnected tanks are permitted.
- The Organisers reserve the right at any time to take samples of fuels used.

## TT PADDOCK FUEL STORE

- 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 mobile number will be published on site to request the store is opened.

## 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. Penalty may be disqualification. 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.

#### - **SUPERBIKE TT RACE AND SENIOR TT RACE**

It is permitted to modify the standard manufacturers tank or make a new tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres. See Appendix A.

#### - **SUPERSPORT TT RACES**

It is permitted to modify the standard manufacturers tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 22 litres. See Appendix C.

#### - **SUPERSTOCK TT RACE**

It is permitted to modify the standard manufacturers tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres. See Appendix D.

#### - **LIGHTWEIGHT TT RACE**

The petrol tank capacity must be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. The position of the tank mounting points on the frame must remain as standard. Fuel tank materials may be changed. See Appendix E.

- The refuelling equipment supplied by the Organisers must be used and must not be modified.
- All filler nozzles will be to unleaded specification.
- There will be zero tolerance on maximum capacity.

## **OIL CONTAINMENT**

- On all four stroke solo machines the lower fairing has to be constructed to hold, in the case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). [For sidecars see Appendix B]

## **OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS**

- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security devise. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent.
- External oil filters must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

## MACHINES ENTERED IN TWO RACES

- It is permitted to enter the Superbike, Senior and Superstock TT 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 and must then complete a separate declaration when signing on. Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the Superstock 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 directly compatible equivalent at their own expense. A separate transponder must be provided for each machine entered.
- The identification number(s) of the transponder must be the same as the identification number(s) submitted during the entry process for each machine and class. No additional transponder device is permitted on the machine during qualifying or races.
- Any application for a change of transponder identification number must be made to the Clerk of the Course at least two hours before the start of a qualifying session or race.
- See also Appendix G.

## SAFETY LIGHTS

- A functioning red light must be fitted at the rear of all machines. It must be switched on at all times when the machine is on 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 in a position approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of the Race Management Team will be final.
  - Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
  - Able to be switched on and off by the competitor when seated on the machine.
- Safety light power supply may be separated from the motorcycle main wiring and battery.
- See Appendix H, Fig. 2



# 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.
  - All Sidecar crews to wear matching helmets in terms of colour scheme. The helmet does not necessarily need to be the same make but matching colour scheme is mandatory. Dispensation may be granted at the discretion of the Race Organisers.
- 

## LEATHERS

- All Personal Protective Equipment requires a CE mark which is the manufacturer's statement the product complies 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.
  - All Sidecar crews to wear matching leathers in terms of colour scheme. Dispensation may be granted at the discretion of the Race Organisers.
- 

## BACK PROTECTOR

- A back protector must be used conforming to European Standard EN 1621-2:2003 LEVEL-2.
- This is compulsory for all solo competitors and discretionary for sidecar crews.

## 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.
- 

## 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.

## ON-BOARD CAMERAS AND CAMERA POSITIONING

- The 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 or cameras if requested to do so by the Broadcast Rights Holder in any position or positions stipulated.
- For the avoidance of doubt the Broadcast Rights Holder is permitted to:
  - Fit a forward facing 'point of view' (POV) shot through an aperture in the fairing
  - Fit a camera on a tail mounted position offering either a rear view from the back of the machine or a forward facing view behind the rider
  - Fit cameras to offer face shots of the rider/driver/passenger and, where safe and practical, effects shots from other locations around the machine.
- The Broadcast Rights holder can fit cameras in any permutation, i.e. a machine can be required to carry multiple cameras in different positions.

## CAMERA MOUNTINGS

- POV shots require a machined bracket to be mounted securely inside the fairing with a cut-out aperture to allow the camera lens to sit unobstructed at a 90 degree angle to the road surface (position A on the diagram below). Alternatively, the bracket can be mounted to the frame of the bike, aligned with an aperture in the fairing for the lens.
- The tail mounted camera will be contained within a moulded blister (position B on the diagram below) to protect the camera and to allow for smooth airflow over the unit. This blister requires a bracket mounted to the upper surface of the tail unit.
- Cameras will generally be fitted to the brackets by the Broadcast Rights Holder on the day of a practice session or race.
- It is the responsibility of each competitor to manufacture and fit the brackets prior to signing on.
- The Broadcast Rights Holder will make available to the teams a specification for the brackets.
- Certain cameras can also be mounted during Practice or Race weeks in consultation with competitors, 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).
- Machines that do not carry cameras as specified by the Broadcast Rights Holder will not be passed as fit to practice or race by the Chief Technical Officer.
- Machines that carry cameras without the express permission of the Broadcast Rights Holder will not be passed as fit to practice or race by the Chief Technical Officer.

## RECORDER MOUNTINGS

- Certain 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 Broadcast Rights Holder on the day of a practice session or race.
  - It is the responsibility of each competitor 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 Broadcast Rights Holder will liaise with competitors to establish the required mounting for the recorder units, subject to the location identified.
  - The 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.
- 

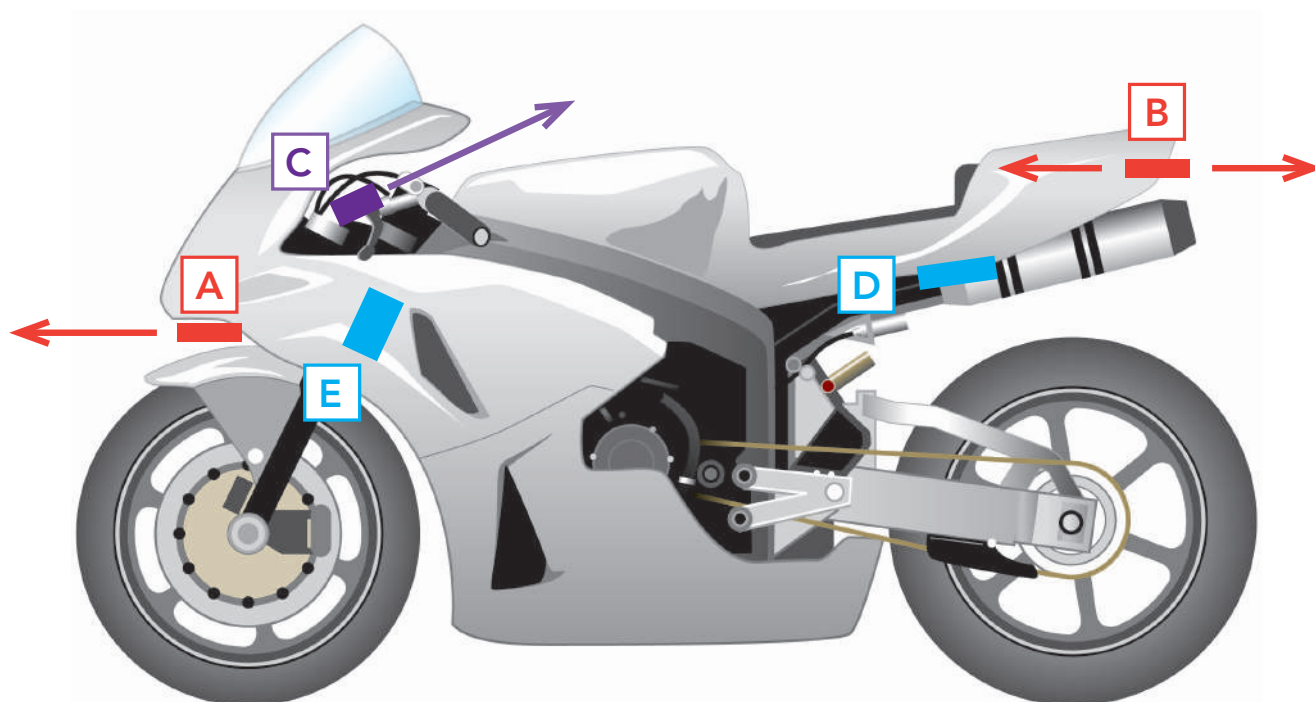
## CABLING

- 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 Practice week and is the responsibility of the Broadcast Rights Holder to provide the required labour and materials.
- 

## DATA RECORDERS

- Competitors are required to assist the 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.

## CAMERA AND RECORDER LOCATIONS



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)

# 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 practice and race periods. The ACU Course Licence Number is TT001.



## QUALIFYING SESSIONS

- Qualifying Sessions will normally start at 18:20 with competitors 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 for solo machines will be allowed at the end of the solo practice session each evening (Mon-Fri) once the last Sidecar has departed pit lane. Pit Lane speed testing will continue until the first Sidecar passes through Cronk ny Mona at which time the Clerk of the Course will announce the cessation of Pit Lane testing.
- 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 Parc Ferme.
- When leaving the Course at the end of a lap, competitors will return to the Parc Ferme 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/ 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 / 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 and the Finish Line.
- Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into Parc Ferme.

## RACE START PRELIMINARIES

### FIRST SIGNAL - 45 MINUTES BEFORE START

- Tyre Warmers must be fitted to all 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 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. For the Superbike and Senior TT Races only, in addition teams must bring in a five-litre jerry can, which they will use to top up the fuel fillers after the first pit stop.

### SECOND SIGNAL - 30 MINUTES BEFORE START

- For the Superbike and Senior TT Races only – all teams must vacate Pit Lane whilst a check is carried out by Pit Lane Officials to ensure the only fuel remaining in Pit Lane is a five-litre jerry can per team, all other fuel having been removed. Once the check is complete all teams will be allowed back into Pit Lane to continue with their pre-race preparations.

### 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. Tyre warmers must be used on the grid, 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.
- A competitor, who is not in position to start within 10 seconds of the scheduled starting time, may only start 10 seconds after the last competitor is scheduled to start or in consideration of safety, start at a position as decreed by the Clerk of the Course. 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).

## START PROCEDURE

- Competitors will be started singly at 10 second intervals. All races will be clutch start.
- 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 after the starting flag is dropped, may be penalised.
- 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 access road and stop in front of his designated pit.
- 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 Boxes will be allocated in order of qualifying and will be treated as a matter of fact. Competitors and Teams can find their pit allocation in the Race Office prior to their race.

## REFUELLING DURING PIT STOPS

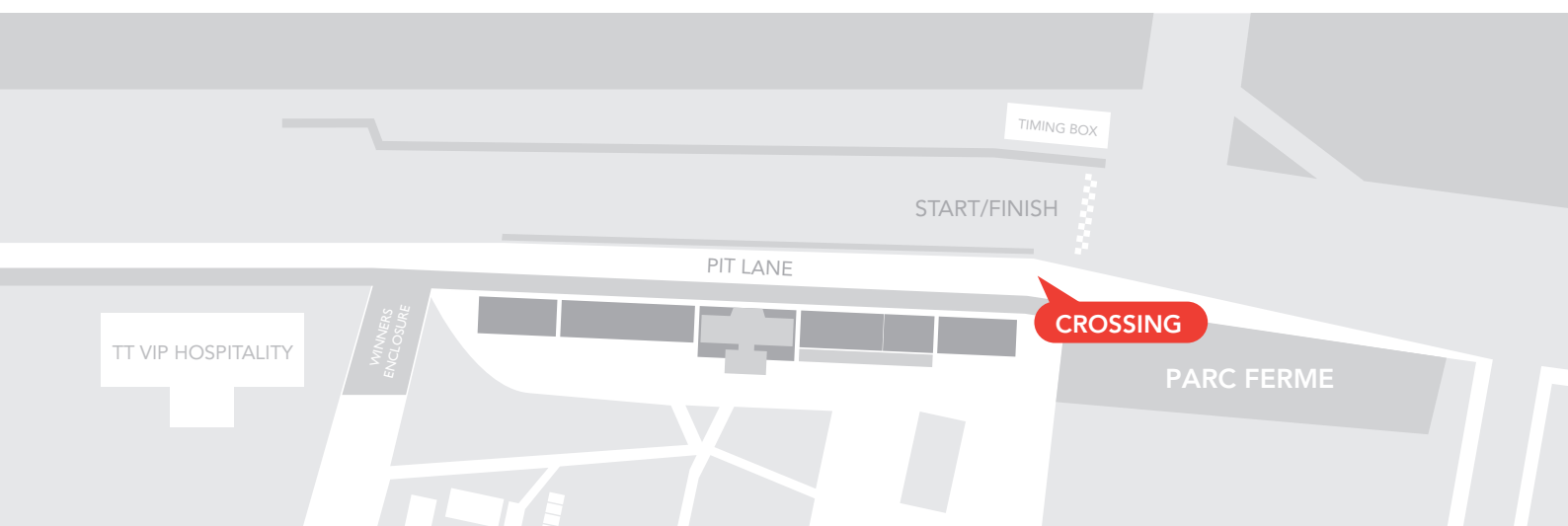
- During qualifying all team personnel set to operate in pit lane during races must attend a pit lane briefing. This is a mandatory briefing. Details of pit lane briefings will be announced at the Competitor and Technical Briefings.
- The machine must come to a complete stop and the engine must be switched 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. Any competitor found to be removing the cap before the motorcycle is stopped or replacing the cap once he has left his pit area may incur a 30 second penalty.
- For the Superbike and Senior TT Races only: Any team found trying to top up the fuel fillers with more than five litres of fuel, will result in their competitor being disqualified from the results of that race.

### CONDITIONS

- The TT 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 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 PPE 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 PPE must be worn when draining tanks.
  - f. Important Note: Refuelling of tanks must not take place once the race has started. Pit Crews need to ensure that tanks have enough fuel to complete two pit stops (Superbike and Senior TT Races).
  - 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 Race Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification.

## ATTENDANTS

- 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.
- **IMPORTANT: All team members working in Pit Lane must wear the following Personal Protective Equipment (PPE):**
  - a. The attendant responsible for refuelling must wear a suit that meets the higher standard of SFI 3.2A/5 / FIA 8856-2000. 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 goggles or full-face helmet and fireproof gloves while refuelling.
  - b. Other members of the Pit Crew must wear a suit that meets the standard or is equivalent to the standard of EN11612 or SFI/3.2A/1. The overalls must have collars, ankle and wrist cuffs and be zip up not pop stud. They must also wear a fireproof balaclava.
  - c. Balaclava: Must be a double layer FIA approved balaclava
  - d. Gloves: Must be FIA approved to standard SFI 3.2A/5 / FIA 8856-2000
  - e. Suitable footwear must be worn at all times in the pit lane. Footwear must not have any studs, steel tips etc.
- **The PPE outlined above must be worn fully by the Team Manager and Pit Attendants at all times in the pit area.**
- 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.
- Self-contained remote starters for the Superbike and Senior TT Races will be permitted, provided applications are made to the Clerk of the Course and approval given at least 24 hours before the scheduled start of the race. All such remote starters must be intrinsically safe and must be stored within the pit box. Remote starters must not be started until all refuelling and servicing is completed.
- k. The use of purpose made front wheel paddock stands designed to elevate the front of the motorcycle during refuelling is permitted. The use of ramps or other means for this purpose is forbidden.
- l. Smoking is strictly forbidden in the Technical Inspection Bay, Parc Ferme, Pit Lane, Pits and Start line areas.
- m. Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane as indicated below.



## PIT STOPS DURING RACES

- a. Pit Lane – Speed Limit – 60kph
  - b. 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.
  - c. This speed limit will be policed by transponder loops in the Pit Lane.
  - d. 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.
  - e. In the event of more than one infringement during a single pit stop the highest penalty will be awarded.
  - f. These penalties will be a matter of fact with no right of protest or appeal.
  - g. At the entrance to and exit of the Pit Lane a display board will indicate the speed of competitors approaching. This is only an indication to assist competitors.
- 

## 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 at the discretion of the Clerk of the Course, there may be a FLAG ALL situation which will mean all competitors are to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.
- To be counted as a finisher in the race and to be included in the race results a competitor must complete the full designated number of laps for the race and cross the finish line within a time decided by the Clerk of the Course. The competitor must be in contact with their machine.

## 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. Lap money may be paid on laps completed and any re-run race will be for the remaining lap prize money only. 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 50% of the scheduled race distance will be deemed to have been completed and the prize money re-allocated by the Promoter, as it considers appropriate. 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 qualifying sessions 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 Bays.
- 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.

## 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.

## 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 of a Marshal. Competitors must follow the instruction given by a Marshal.
- 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 practice/qualifying or race session.

## COURSE CARS

- Only the Clerk of the Course or his Deputy may authorise a Course Car to enter the TT Course.
- Any Course Car/Course Inspection 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; i.e. Course Inspection Car.
- The Roads Open Car will be equipped with flashing lights of a colour other than orange attached to the roof, to allow a differentiation from other Course Car(s)/Course Inspection Car(s).
- 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, if returning to the paddock on open roads, you must comply with the Highway Code, abiding by the speed limits and expect traffic to be travelling in both directions.

## 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
  - The Black Flag
  - A Fine up to the maximum of £500.00
  - Withdrawal of any prize monies
  - Withdrawal of any appearance fees and/or travel allowance
  - Disqualification from the event, a practice or disqualification from the results of a race
  - A ban from future events
- 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.

## 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 or £250 for 2 stroke 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 £1,000.
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## DRUG AND ALCOHOL TESTING

- Procedures will be as prescribed in the current ACU National Sporting Code.
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## 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.
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## 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 TT 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.
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## MOBILE PHONES

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

- A recovery service will operate throughout the qualifying sessions and races. Any machines collected will be returned to the Technical Inspection Bay. 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 qualifying 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
	Yellow flag (TT Zero)	TT Zero Challenge competitors must activate the horn on the motorcycle
	Green flag	Course Clear
	Red flag	The qualifying 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	(displayed along with competitor's number) The competitor to stop immediately



## FLAG SIGNALS - IMPORTANT INFORMATION

- 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.
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## 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 qualifying and races is forbidden.
  - A competitor involved in an incident will not be allowed to continue qualifying or racing until they have been passed medically fit by one of the event Medical Officers.
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## APPEALS

- A meeting of the Stewards will take place prior to the commencement of qualifying. The Stewards will then meet as necessary. Following a Protest to the Clerk of the Course and his subsequent decision, appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Race Secretary.

## ACCEPTANCE OF RECORDS

- Entrants and competitors must accept the official records of the Organisers 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.
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# SECTION 8

## COMPETITOR 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 minimum of six laps on a solo machine or four laps on a sidecar machine. This applies to sidecar passengers as well as drivers.
- Newcomers must commence qualifying including completion of a speed controlled lap on Saturday 25th May.
- All other competitors must have signed on and commenced qualifying by the end of Monday's session.
- Competitors who have qualified to start in any previous race on the TT Mountain Course (TT or Festival of Motorcycling) shall be required to complete a minimum of five laps for solos and three laps for sidecars, unless the Clerk of the Course grants permission otherwise.
- For all Isle of Man TT Race classes a minimum of two laps must be completed on each machine entered, one of which must be within the qualifying time. For TT Zero machines, one qualifying lap on the machine entered is required.
- Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.
- Sidecar drivers must qualify with the passenger with whom they intend to race. In the event of a change of passenger the driver must re-qualify with the new passenger.

### QUALIFICATION CRITERIA

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- **ALL SOLO CLASSES (EXCEPT TT ZERO):**

112.5% of the time set by the third fastest qualifier in the class

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- **SIDECAR TT RACES:**

115% of the time set by the third fastest qualifying team in the class

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- **TT ZERO:**

All competitors must complete a qualifying lap in a time of less than 30 minutes

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- The qualifying criteria will be based on the times set at the close of qualifying on Friday 31st May for the Superbike Race and Sidecar Race 1 taking place on Saturday 1st June. Qualifying times gained in subsequent qualifying sessions after Friday 31st May will be taken into consideration for the Superstock, Supersport, Senior, Lightweight and Sidecar 2 Races. The qualification regulations will only be waived at the absolute discretion of the Race Management Team whose decision will be final.

## RIDING NUMBERS AND GRID POSITIONS

- All competitors will be issued a 'riding number', which will be listed in the official event race guide and displayed on all machines in the usual manner. This seeded riding number will be issued based on previous best lap speeds achieved in race conditions only (not qualifying).
  - Riding numbers will not change for any competitor during the course of the event.
  - These riding numbers will be used for group seeding during qualifying (i.e. seeded group one No's 1-20, seeded group two 21-50 etc.).
  - The top 20 seeded competitors in all solo races and top 10 seeded competitors in all sidecar races will, subject to qualifying, start their races in the traditional way, in numerical order, at 10 second intervals.
  - Having qualified for the race, no other competitors will be moved into any of these seeded positions nor will any of the seeded competitors be moved out.
  - All other competitors will be issued with a grid position, which will be the position they start their races and will be based on qualification times. The list of grid positions will be issued on the evening before/morning of the race at the Race Office or via [www.iomttraces.com](http://www.iomttraces.com).
  - Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. This decal must be displayed on the front number board of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.
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# 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 2019 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.
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### MERCHANDISING

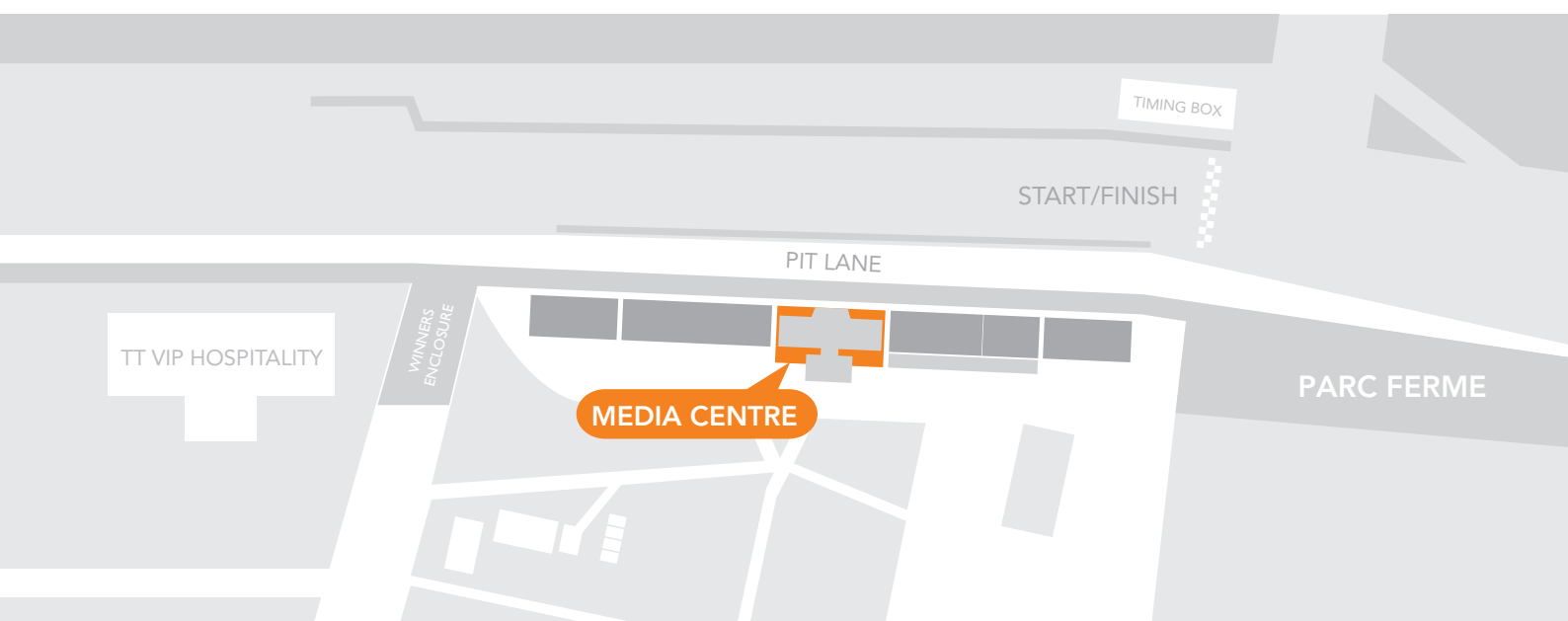
- The competitors and teams will authorise the Promoter to use and reuse and licence the use of images and representations of the competitor and team motorcycles competing in the event (including the manufacturer's name and logo), and the name, images and representations of the competitor and team and 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 games.

## MEDIA CENTRE OPENING HOURS

Friday 24th May	17:00 to 20:00
Saturday 25th May	12:00 to 22:00
Sunday 26th May	09:00 to 12:00
Monday 27th May	12:00 to 22:00
Tuesday 28th May	12:00 to 22:00
Wednesday 29th May	12:00 to 22:00
Thursday 30th May	10:00 to 22:00
Friday 31st May	10:00 to 22:00
Saturday 1st June	08:00 to 20:00
Sunday 2nd June	10:00 to 17:00
Monday 3rd June	08:00 to 20:00
Tuesday 4th June	09:00 to 17:00
Wednesday 5th June	08:00 to 20:00
Thursday 6th June	09:00 to 17:00
Friday 7th June	08:00 to 20:00
Saturday 8th June	09:00 to 12:00



# SECTION 10

## CHAMPIONSHIPS, TROPHIES, AWARDS AND PRIZE PRESENTATIONS

### THE TT SOLO CHAMPIONSHIP

- The TT Solo Championship decided using the accumulation of points from a World Championship points system for each solo race (excluding the Lightweight and TT Zero Races).

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1st £10,000 and the Joey Dunlop Trophy

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### THE SIDECAR TT CHAMPIONSHIP

- The TT Sidecar Championship decided using the accumulation of points from a World Championship points system for each Sidecar Race.

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1st £2,000 and the RAC Trophy (Driver) and Craig Trophy (Passenger)

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### THE TT PRIVATEERS CHAMPIONSHIP

- Privateers Championship allows solo teams and solo competitors of independent status to compete with recognition at the highest level in the world's premier closed public roads motorcycle race. Application for entry must be made to the Promoters in writing who will consider each application individually on its own merits using the following criteria:
  1. Declaration by the team of no direct manufacturer assistance
  2. The known ability of the competitor
  3. The motorcycle
  4. The team operation, resources and structure
  5. Other promotable elements e.g. media support
- The Promoter will be the final arbiter regarding competitor eligibility and acceptance. Points will be awarded to the first fifteen eligible finishers in the Superbike, Superstock, Supersport and Senior TT Races using a world championship points scoring system.

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1st £1,500 and the TT Privateers Championship Trophy

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2nd £500

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3rd £250

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## SOLO TEAM CHAMPIONSHIP AWARD

- To the overall leading team across all solo races (excluding the Lightweight and TT Zero Races) worked out on a World Championship points system.

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1st The Solo TT Team Trophy

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## MANUFACTURERS SOLO CHAMPIONSHIP AWARD

- To the overall leading manufacturer across all solo races (excluding the Lightweight and TT Zero Races) worked out on a World Championship points system.

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1st The Solo TT Manufacturers Trophy

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## MANUFACTURERS SIDECAR CHAMPIONSHIP AWARD

- To the overall leading chassis manufacturer across all Sidecar Races worked out on a World Championship points system.

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1st The Sidecar TT Manufacturers Trophy

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## RACE WINNERS TROPHIES

- All race winners' trophies will be retained by the Promoters. A smaller replica will be awarded as a permanent memento.

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Superbike TT Race	<i>TT Superbike Tourist Trophy</i>
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Sidecar TT Race 1	<i>Fred W Dixon Trophy</i>
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Supersport TT Race 1	<i>Junior Tourist Trophy</i>
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Superstock TT Race	<i>John Hartle Trophy</i>
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Supersport TT Race 2	<i>Classic TT Trophy</i>
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Sidecar TT Race 2	<i>Sidecar Tourist Trophy</i>
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TT Zero Race	<i>TT Zero Trophy</i>
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Lightweight TT Race	<i>Lightweight TT Trophy</i>
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Senior TT Race	<i>Senior Tourist Trophy</i>
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## FASTEST LAP TROPHIES

- All fastest lap trophies will be retained by the Promoters. A smaller replica will be awarded as a permanent memento.

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Superbike TT Race	<i>John Williams Trophy</i>
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Sidecar TT (overall)	<i>Jock Taylor Trophy</i>
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Superstock Race	<i>Don Ryder Trophy</i>
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Supersport TT (overall)	<i>TT Formula 2 Cup</i>
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Senior TT Race	<i>Norman Brown Trophy</i>
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Fastest lap of the meeting	<i>Jimmy Simpson Trophy</i>
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## SPECIAL AWARDS

### TT SUPPORTERS' CLUB TROPHY

To the competitor with the fastest aggregate time in the TT Supersport Race 1 and Race 2.

### FRED HANKS TROPHY

To the Chassis Manufacturer with the fastest aggregate time in the two sidecar races.

### BILL BODDICE TROPHY

To the Sidecar Team with the fastest aggregate time in the two sidecar races.

### VERNON COOPER TROPHY

To the best performance by a solo newcomer in the opinion of the Promoters.

### PETER CHAPMAN TROPHY

To the best performance by a sidecar newcomer driver in the opinion of the Promoters.

### DAVE WELLS TROPHY

To the best performance by a sidecar newcomer in the opinion of the Promoters.

### JOE CRAIG TROPHY

To a British competitor of a solo motorcycle of British manufacture who has made the best performance in any race as a percentage of the winner's time (excluding the TT Zero Race).

### MARTIN FINNEGAN TROPHY

To the Irish solo competitor attaining the fastest overall lap speed during TT Race Week.

### GAVIN LEE TROPHY

To the competitor, resident in the Isle of Man, with the highest placed finish in the Senior TT Race.

### RST STAR OF TOMORROW AWARD

To the competitor judged to have a promising TT career, as judged on a range of factors by the TT Team and Competitor Liaison Officers.

### MOTUL AWARD FOR TECHNICAL EXCELLENCE

Team Award in recognition of a display of Technical Excellence at the TT Races, as judged by the Race Management Team.

### POKERSTARS SPIRIT OF THE TT AWARD

To the person or persons who best represent the ethos and values of the TT Races.

### TT ZERO MANUFACTURER TEAM AWARD

To the first manufacturer team finisher in the TT Zero Race.

### TT ZERO PRIVATEER TEAM AWARD

To the first privateer team finisher in the TT Zero Race.

## REPLICAS AND FINISHERS AWARDS AND NEWCOMERS AWARDS

### SILVER REPLICAS

Will be awarded to the competitors finishing within 105% of the winner's time.

### BRONZE REPLICAS

Will be awarded to the competitors finishing within 110% of the winners time but not qualifying for a silver replica.

### FINISHERS MEDALS

Will be awarded to all other finishers.

### NEWCOMERS MEDALS

The first newcomer solo competitor, sidecar driver and sidecar passenger in each race will receive a medal and engraved plaque.

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## PRIZE PRESENTATIONS

Prize Presentation tickets should be requested from the Race Office during the event. The venue and date for the Prize Presentations of each race will be advised in due course.

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# SECTION 11

## TRAVELLING ALLOWANCE, APPEARANCE FEES AND PRIZE FUND

### TRAVELLING ALLOWANCE

- Whilst no concessions for competitors are currently available directly from any travel companies accessing the Isle of Man, the Promoters will offer a travelling allowance to assist competitors travelling to the Island.
- This allowance is tiered depending on the residence of each solo competitor and sidecar driver and number of events contested. Sidecar passengers are not eligible for this allowance.
- The allowance will be paid in GBP and will only be available by electronic payment direct to a bank account of the competitors choosing.
- All competitors qualifying for an allowance must include their bank details in the entry process.
- No payments will be issued using any other means.

#### THE TRAVEL ALLOWANCE IS TIERED AS FOLLOWS

- UK Mainland Solo 1 Race	£150
- UK Mainland Solo 2 Races	£200
- UK Mainland Solo 3 Races	£250
- UK Mainland Solo 4 Races	£300
- UK Mainland Solo 5 or more Races	£350
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- Rest of World Solo 1 Race	£200
- Rest of World Solo 2 Races	£250
- Rest of World Solo 3 Races	£300
- Rest of World Solo 4 Races	£350
- Rest of World Solo 5 or more Races	£400
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- UK Mainland Sidecar	£400
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- Rest of World Sidecar	£500

## 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.
- All requests for Appearance Fees must be made in writing via email to [iomttraces@gov.im](mailto:iomttraces@gov.im).
- Requests must be made no later than the 29th March 2019.
- **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 TT and Isle of Man positively (team and / or competitor)
  - Social media reach
  - Previous performance at TT (team and / or competitor)
  - Previous recent performance at other high profile motorcycle international and domestic racing events (e.g. World Superbike Championship, British Superbike Championship, World Endurance Championship etc)
  - Size and scale of team (infrastructure etc) and presentation

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

- Any competitor receiving additional appearance support or riding for a team which is receiving additional appearance support does not qualify for the travel allowance payments.
  - Competitors receiving additional appearance support will not be paid without the submission of an invoice which can be submitted as per agreed contract terms 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.
-

### SUPERBIKE TT RACE

TOTAL PRIZE FUND: £57,400

POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	TOTAL
1	£200	£300	£500	£1,000	£2,000	£14,000	£18,000
2	£150	£200	£300	£800	£1,500	£8,050	£11,000
3	£100	£150	£200	£600	£1,000	£4,450	£6,500
4	£75	£100	£150	£400	£725	£2,550	£4,000
5	£50	£75	£125	£300	£500	£2,450	£3,500
6	£25	£50	£100	£250	£300	£2,275	£3,000
7	£0	£0	£75	£175	£200	£1,550	£2,000
8	£0	£0	£50	£125	£175	£1,150	£1,500
9	£0	£0	£0	£100	£150	£1,050	£1,300
10	£0	£0	£0	£75	£125	£1,000	£1,200
11	£0	£0	£0	£0	£100	£750	£850
12	£0	£0	£0	£0	£50	£700	£750
13	£0	£0	£0	£0	£0	£650	£650
14	£0	£0	£0	£0	£0	£600	£600
15	£0	£0	£0	£0	£0	£550	£550
16	£0	£0	£0	£0	£0	£500	£500
17	£0	£0	£0	£0	£0	£450	£450
18	£0	£0	£0	£0	£0	£400	£400
19	£0	£0	£0	£0	£0	£350	£350
20	£0	£0	£0	£0	£0	£300	£300

### SIDECAR TT RACE 1

TOTAL PRIZE FUND: £30,050

POSITION	LAP 1	LAP 2	LAP 3	TOTAL		
1	£250	£1,750	£7,000	£9,000		
2	£150	£1,000	£2,350	£3,500		
3	£100	£400	£2,000	£2,500		
4	£0	£350	£1,650	£2,000		
5	£0	£300	£1,500	£1,800		
6	£0	£250	£1,350	£1,600		
7	£0	£200	£1,200	£1,400		
8	£0	£100	£1,100	£1,200		
9	£0	£0	£1,000	£1,000		
10	£0	£0	£800	£800		
11	£0	£0	£750	£750		
12	£0	£0	£700	£700		
13	£0	£0	£650	£650		
14	£0	£0	£600	£600		
15	£0	£0	£550	£550		
16	£0	£0	£500	£500		
17	£0	£0	£450	£450		
18	£0	£0	£400	£400		
19	£0	£0	£350	£350		
20	£0	£0	£300	£300		

### SUPERSTOCK TT RACE

TOTAL PRIZE FUND: £22,700

POSITION	LAP 1	LAP 2	LAP 3	LAP 4	TOTAL		
1	£200	£300	£1,500	£6,000	£8,000		
2	£150	£250	£900	£2,700	£4,000		
3	£100	£200	£300	£1,400	£2,000		
4	£0	£100	£200	£1,200	£1,500		
5	£0	£0	£100	£900	£1,000		
6	£0	£0	£0	£850	£850		
7	£0	£0	£0	£800	£800		
8	£0	£0	£0	£750	£750		
9	£0	£0	£0	£700	£700		
10	£0	£0	£0	£650	£650		
11	£0	£0	£0	£600	£600		
12	£0	£0	£0	£550	£550		
13	£0	£0	£0	£500	£500		
14	£0	£0	£0	£450	£450		
15	£0	£0	£0	£350	£350		

### SUPERSPORT TT RACE 1

TOTAL PRIZE FUND: £29,050

POSITION	LAP 1	LAP 2	LAP 3	LAP 4	TOTAL		
1	£200	£300	£1,500	£7,000	£9,000		
2	£150	£250	£900	£3,700	£5,000		
3	£100	£200	£300	£2,400	£3,000		
4	£0	£100	£200	£2,200	£2,500		
5	£0	£0	£100	£1,400	£1,500		
6	£0	£0	£0	£1,200	£1,200		
7	£0	£0	£0	£1,000	£1,000		
8	£0	£0	£0	£900	£900		
9	£0	£0	£0	£800	£800		
10	£0	£0	£0	£750	£750		
11	£0	£0	£0	£700	£700		
12	£0	£0	£0	£500	£500		
13	£0	£0	£0	£450	£450		
14	£0	£0	£0	£400	£400		
15	£0	£0	£0	£350	£350		
16	£0	£0	£0	£300	£300		
17	£0	£0	£0	£250	£250		
18	£0	£0	£0	£200	£200		
19	£0	£0	£0	£150	£150		
20	£0	£0	£0	£100	£100		

SUPERSPORT TT RACE 2

TOTAL PRIZE FUND: £29,050

POSITION	LAP 1	LAP 2	LAP 3	LAP 4	TOTAL		
1	£200	£300	£1,500	£7,000	£9,000		
2	£150	£250	£900	£3,700	£5,000		
3	£100	£200	£300	£2,400	£3,000		
4	£0	£100	£200	£2,200	£2,500		
5	£0	£0	£100	£1,400	£1,500		
6	£0	£0	£0	£1,200	£1,200		
7	£0	£0	£0	£1,000	£1,000		
8	£0	£0	£0	£900	£900		
9	£0	£0	£0	£800	£800		
10	£0	£0	£0	£750	£750		
11	£0	£0	£0	£700	£700		
12	£0	£0	£0	£500	£500		
13	£0	£0	£0	£450	£450		
14	£0	£0	£0	£400	£400		
15	£0	£0	£0	£350	£350		
16	£0	£0	£0	£300	£300		
17	£0	£0	£0	£250	£250		
18	£0	£0	£0	£200	£200		
19	£0	£0	£0	£150	£150		
20	£0	£0	£0	£100	£100		

LIGHTWEIGHT TT RACE

TOTAL PRIZE FUND: £17,400

POSITION	LAP 1	LAP 2	LAP 3	LAP4	TOTAL		
1	£200	£300	£1,500	£3,000	£5,000		
2	£150	£250	£500	£2,100	£3,000		
3	£100	£200	£400	£1,800	£2,500		
4	£0	£0	£0	£1,500	£1,500		
5	£0	£0	£0	£1,000	£1,000		
6	£0	£0	£0	£800	£800		
7	£0	£0	£0	£600	£600		
8	£0	£0	£0	£550	£550		
9	£0	£0	£0	£500	£500		
10	£0	£0	£0	£450	£450		
11	£0	£0	£0	£400	£400		
12	£0	£0	£0	£350	£350		
13	£0	£0	£0	£300	£300		
14	£0	£0	£0	£250	£250		
15	£0	£0	£0	£200	£200		



### SIDECAR TT RACE 2

TOTAL PRIZE FUND: £30,050

POSITION	LAP 1	LAP 2	LAP 3	TOTAL			
1	£250	£1,750	£7,000	£9,000			
2	£150	£1,000	£2,350	£3,500			
3	£100	£400	£2,000	£2,500			
4	£0	£350	£1,650	£2,000			
5	£0	£300	£1,500	£1,800			
6	£0	£250	£1,350	£1,600			
7	£0	£200	£1,200	£1,400			
8	£0	£100	£1,100	£1,200			
9	£0	£0	£1,000	£1,000			
10	£0	£0	£800	£800			
11	£0	£0	£750	£750			
12	£0	£0	£700	£700			
13	£0	£0	£650	£650			
14	£0	£0	£600	£600			
15	£0	£0	£550	£550			
16	£0	£0	£500	£500			
17	£0	£0	£450	£450			
18	£0	£0	£400	£400			
19	£0	£0	£350	£350			
20	£0	£0	£300	£300			

### SENIOR TT RACE

TOTAL PRIZE FUND: £57,400

POSITION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	TOTAL
1	£200	£300	£500	£1,000	£2,000	£14,000	£18,000
2	£150	£200	£300	£800	£1,500	£8,050	£11,000
3	£100	£150	£200	£600	£1,000	£4,450	£6,500
4	£75	£100	£150	£400	£725	£2,550	£4,000
5	£50	£75	£125	£300	£500	£2,450	£3,500
6	£25	£50	£100	£250	£300	£2,275	£3,000
7	£0	£0	£75	£175	£200	£1,550	£2,000
8	£0	£0	£50	£125	£175	£1,150	£1,500
9	£0	£0	£0	£100	£150	£1,050	£1,300
10	£0	£0	£0	£75	£125	£1,000	£1,200
11	£0	£0	£0	£0	£100	£750	£850
12	£0	£0	£0	£0	£50	£700	£750
13	£0	£0	£0	£0	£0	£650	£650
14	£0	£0	£0	£0	£0	£600	£600
15	£0	£0	£0	£0	£0	£550	£550
16	£0	£0	£0	£0	£0	£500	£500
17	£0	£0	£0	£0	£0	£450	£450
18	£0	£0	£0	£0	£0	£400	£400
19	£0	£0	£0	£0	£0	£350	£350
20	£0	£0	£0	£0	£0	£300	£300

## Paddock, Passes, Grandstand Tickets and Welfare

- 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](mailto:nige.crennell@gov.im).



## 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.



## INITIAL ARRIVAL PROCESS

- From 12th to 18th May 2019 the Paddocks are considered to be in the build and preparation phase and will be closed to teams and competitors.
- The Paddock areas will be open to teams from 06:00hrs on Sunday 19th May 2019. 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

- Access for vehicles for the Paddocks (A/B/C/D) 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) 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.
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### 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) 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 by ensuring the motorcycle pass is displayed on the bike.

## PADDOCKS & LIVING AREAS

### Paddock A

- Paddock A is a tarmac surfaced paddock reserved for the largest working vehicles such as articulated vehicles or teams using larger tented working space as agreed by the TT PM. Living accommodation is not permitted in Paddock A unless an integral part of the working truck.
- All working vehicles must have professionally fitted awnings which shall be carpeted or covered with plastic event flooring. Teams working within tented space must be well maintained and clean. Caravans with awnings will not be accepted as working vehicles in Paddock A. No bare wooden structures will be permitted.
- As the main showcase area for professional motorcycle race teams, the working vehicles/awnings must be clearly marked in team or company livery. The inside of the awnings must be kept clean and tidy and should clearly feature the team or company livery through the instillation.
- Electrical power will be provided to Teams 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 in Paddock A are expected to manage their waste water appropriately. Large working vehicles parked for 2-3 weeks may require additional water catch tanks that should be organised before arrival with the TT PM. Waste water collection from large vehicles should be coordinated with the TT PM. Alternatively, 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

- Paddock B/C/D features a mix of hard standing and grassed surfaces.
- 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.
- Electrical power across Paddock B/C/D 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.
- Electric or other cables or hoses that cross roadways must be covered by a cable/hose protector. These can be supplied by the TT PM on request.
- At the rear of the TT Grandstand shower blocks there is a chemical waste point for camping wastewater/toilet water.
- 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 TT shower block chemical waste point.

## PADDOCKS & LIVING AREAS

### RV PARK

- Electrical connections will be made available for each pitch. For TT2019 water will be available via the Pavilion shower block/toilet. Wastewater 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.
- 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, the main IOM 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 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.
- The NHS Dental Practices are listed at the following IOM Government website link:  
<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.

### MAINS WATER & ELECTRICAL POWER

- Mains water is available across the site at the shower blocks and at the permanent (non-mobile) toilets. 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 07:00Hrs and 14:00Hrs; prior to these times event stewards will move the waste bins to a set of waste collection points across the paddock.

### RECYCLING

- A recycling point will be provided for the site adjacent to the Pavilion building Recycling containers will be provided for plastic bottles and cans (combined), paper and cardboard (combined) and glass bottles.

### WASTE TYRES AND OIL/PETROL CONTAINERS

- Two skips located below Paddock A will be available for the disposal of waste tyres and oil/petrol containers. No general waste is to be placed in the skips.

### 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.

### RUBBISH REMOVAL

- All competitors and teams are responsible for the removal of rubbish from parking and camping areas. Waste Bins are provided for the disposal of bin bags across the paddock and a recycling area is provided.

### 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

- Some minor updates have been made since TT 2018 and all competitors and their teams should ensure they understand the pass system ahead of TT 2019.

### 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

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**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.

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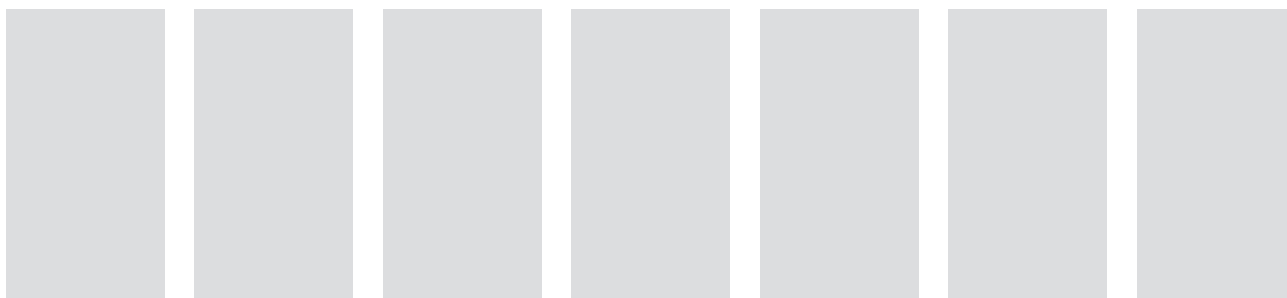
- Teams and competitors are also responsible for the behaviour of their guests. Guests should be advised that they are expected to respect the instructions of race officials. Guests should be advised that they are expected to respect the instructions of officials and that their attire should reflect, at minimum, normal standards of casual or motorcycle clothing.
- By accepting the issue of passes for the 2019 TT 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. Isle of Man TT 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 TT 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.



2019 ARTWORK TO FOLLOW - PLEASE REFER BACK



### 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 ACU Events Ltd 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.

### VIP HOSPITALITY

- VIP Hospitality passes are issued as part of the purchase of an official VIP event experience. The VIP Hospitality pass provides access to the TT VIP Hospitality unit only.

### PLATINUM VIP HOSPITALITY

- Platinum VIP Hospitality passes are issued as part of the purchase of an official Platinum VIP event experience. The Platinum VIP Hospitality 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 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	VIP HOSPITALITY	PLATINUM 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
CONTROL TOWER ROOF	✓	X	X	X	X	X	X	X	✓	✓	X	X	X
VIP HOSPITALITY	✓	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 - TYPES



### COMPETITORS (NEW)

- The Competitors Vehicle pass is a new pass for 2019 and 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 13th May and expires at midnight on Friday 24th May. These passes are issued by the Department for Enterprise Motorsport Team only.

### DROP OFF

- The Drop-Off pass grants access to the TT Paddock for vehicles with a bona fide reason during the event. The Drop Off pass is issued by security staff at the North Gate. Vehicle registration and the name and contact details of the driver will be recorded by the security staff. The pass must be returned to the security staff at the South Gate on exit. The Drop Off pass is for deliveries only and does not allow for permanent parking in the paddocks. Any vehicle found on site parked up and obviously unattended for a period longer than 10mins will result in the driver being contacted and then be expected to leave the site with future site access refused.

### 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. If the Team Support vehicle park is full, vehicles must not be parked on the roads around the Police Headquarters as this will be used by the Isle of Man Police. Team Support vehicles may be parked in the Noble's Park 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.

### VIP

- VIP passes are issued as part of the purchase of an official VIP event experience. The VIP pass provides access to the TT VIP 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 grants 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 Practice 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) 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	TEAM SUPPORT PARKING	RV PARK	VIP CAR PARKING	TRADE SITES	TRADE SITE DROP OFF AREA	HOST TV COMPOUND
COMPETITORS	✓	X	X	X	X	X	X
BUILD	✓	✓	X	X	✓	✓	✓
DROP OFF	✓	X	X	X	X	X	X
TEAM SUPPORT	X	✓	X	X	X	X	X
RV	X	X	✓	X	X	X	X
VIP	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

## FIRE SAFETY - ALL ARRIVALS

- 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 SFRS LTD

- 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.

## TT Paddock Fuel Store

- The aim for TT2019 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 SAFETY - 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"

- 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:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/475175/Fire-Safety-Outdoors.pdf](https://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.

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**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.

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- 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 or TT PM / DPM.

### ELECTRIC BIKE PROCEDURES

- Following a serious incident during charging a battery pack in 2018, all teams running electric motorcycles will be expected to adhere to the separate procedures published by the TT PM and ACU(E).

### 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.

# TECHNICAL REGULATIONS

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## DEFINITIONS

### HOMOLOGATED MACHINE

A motorcycle with a valid road homologation in one of the following areas: European Union, Japan or USA.

### STANDARD PART

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer.

### STOCK

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer.

# APPENDIX A

## SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS

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# APPENDIX A

## SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS 2019

**Machines competing in the 2019 Isle of Man TT Races must comply with the Isle of Man TT Superbike and Senior Technical Regulations. These are as follows and are correct at the time of printing but are subject to any amendments made by the Race Management Team which will be issued by means of a Bulletin and published by the Race Organisers.**

1. A manufacturers model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the Technical rules.
2. Other machines may be admitted at the discretion of the Organisers.
3. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of the Superbike motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.
4. The Race Organisers may accept any motorcycle model which appears on the FIM Superbike or Superstock homologation list for the relevant year.

### **5. MACHINE SPECIFICATIONS**

All items not mentioned in the following articles must remain as originally produced by the manufacturers for the homologated machine.

### **6. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES**

- The following engine configurations compose the Superbike Class:
  - Over 750cc up to 1000cc 4 cylinders 4 stroke
  - Over 750cc up to 1000cc 3 cylinders 4 stroke
  - Over 850cc up to 1200cc 2 cylinder 4 stroke
  - Other machines admitted at the discretion of the Organisers
- The displacement capacity, bore and stroke must remain at the homologated size.

### **7. MINIMUM WEIGHTS**

- The minimum weight for motorcycles competing in the Superbike Class is 165kg. At any time during practice/racing, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
- There is no tolerance on the minimum weight of the motorcycle.
- During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

- The established weight limit must be met in the condition the machine has finished the race; nothing can be added to the machine. This includes water, oil or fuel. During practice sessions, competitors may be asked to submit their motorcycle to a weight control. In all cases, the competitor must comply with this request.
- The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared to the Chief Technical Officer at the preliminary checks.

## 8. NUMBER PLATE COLOURS

- The number plate colours for the Superbike Race is: White plates with black numbers. In case of a dispute regarding the legality of numbers, the decision of the Race Management Team will be final.

## 9. FUEL

- Fuel must comply with FIM/ACU Regulations. There are no controlled fuel regulations for the TT.

## 10. TYRES

- Tyres may be replaced from those fitted to the homologated motorcycles.
- Any suitable tyre may be used. There are no controlled tyre regulations for the TT.
- Tyre warmers are allowed.
- Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- Additional tread grooves, cuts etc. are allowed provided that they are made by a tyre manufacturer or by a person duly authorised by the tyre manufacturer. Such modified tyres must bear the distinguishing mark or stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

## 11. ENGINE

### CARBURATION INSTRUMENTS/FUEL INJECTION SYSTEM

- Carburation instruments refer to throttle bodies and variable length intake track devices. Carburation instruments must remain as homologated.
- Bell mouths (including their fixing points) may be altered or replaced.
- The injectors must remain standard units as on the homologated motorcycle.
- Secondary butterflies may be removed if required along with associated parts, just the butterflies may also be removed leaving the remaining parts for engine braking control, the control arm actuating the primary throttle must remain standard.
- Engine Braking/Air Bleed; an auxiliary valve can be fitted to bleed air past the butterfly to the standard air inlets. The inlet of the air bleed may breathe from atmosphere or from a hole made in the airbox, not both simultaneously. This is only applicable for models that do not have secondary butterflies or fly by wire throttle control.
- The throttle body must remain as homologated but intake insulators or intake runners may be modified to allow the fitment of one air bleed stub per cylinder (maximum internal diameter of 8mm). If the throttle body is fitted with stubs as standard these may be opened to a maximum of 8mm internal diameter or the maximum that they will support. Standard stepper motor control will be disabled in the ECU if this option is utilised.

## CYLINDER HEAD

- The homologated cylinder head may be modified as follows:
- Homologated materials and castings for the cylinder heads must be used.
- The addition of material in the ports is allowed. Welding is forbidden. No other material may be added to the cylinder head. Material for these parts may only be removed by machining.
- The cylinder head gasket surface may be machined to allow the adjustment of compression ration or resurfacing to repair a warped cylinder surface deck.
- The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.
- Valves must remain in the same location and at the same angle as the homologated model.
- Valves must remain as fitted to the homologated machine.
- Valve seats can be modified or replaced. The material must remain as homologated.
- Valve guides must remain as homologated. Modifications to the port area are allowed.
- Valve springs may be altered or replaced from those fitted to the homologated motorcycle. The material must remain as homologated.
- Valve spring seats, spring retainers and cotters may be altered or replaced from those fitted to the homologated motorcycle. The material of the valve spring seat must remain as homologated.
- Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
- The compression ratio is free.
- The combustion chamber (shape) must remain as homologated.
- The rocker arms (if any) must remain as homologated. Surface treatment such as superfinishing or DLC coating are permitted.
- The tappets/buckets must remain as homologated. Surface treatment such as superfinishing or DLC coating are permitted.

## CAMSHAFT

- The method of drive must remain as homologated.
- The duration and lift are free.
- Surface treatments such as superfinishing or DLC coating are permitted.
- The cam chain or cam belt tensioning device(s) are free.

## CAM SPROCKETS

- Cam sprockets or cam gears may be altered or replaced to allow the degreeding of the camshafts.



## CYLINDERS

- Cylinders must remain as homologated.
- Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ration/squish or resurfacing to repair a warped cylinder surface deck.
- The cylinder base gasket may be changed.

## PISTONS

- Must remain as fitted to the homologated machine and without modification of any kind (including polishing and lightening).
- Piston rings must remain as fitted to the homologated machine and without modification of any kind.
- Piston pins and piston circlips must remain as fitted to the homologated machine. Surface treatments such as DLC coating are permitted. The weight of the piston pin must be same as that found on the homologated machine.

## CONNECTING RODS

- Connecting rods may be altered or replaced from those fitted to the homologated motorcycle. The weight must be the same or greater that of the original homologated part.
- The material can be the same as the original homologated item or steel.
- The centre to centre length of the rod must be the same as the original homologated item.

## CRANKSHAFT

- Must remain as fitted to the homologated machine with the exception of the following:
  - Bearing Surfaces may be polished and or surface treated.
  - Balancing is allowed but only by the same method used by the manufacturer for the homologated crankshaft. The use of heavy metal i.e. Mallory Metal inserts are not permitted unless they are specified for the homologated machine.

## CRANKCASE AND ALL OTHER ENGINE CASES

- No modification to the crankcases is allowed (including painting, polishing and lightening).
- Side cover fasteners can be changed to lightweight metals ie. titanium.
- Vacuum pumps are not allowed if not installed on the homologated motorcycle.
- The original lateral (side) covers may be modified without modification to the position and dimensions of the covered parts. The modified cover must have at least the same resistance to impact. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
- All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made of composite material, type injection moulded Nylon 6.6 long glass fibre 60%, carbon or Kevlar approved by the Race Organisers, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and all devices are fixed by bolts onto the engine covers/cases not stuck.
- No damaged cases will be permitted unless approved by the Chief Technical Officer.

### TRANSMISSION/GEARBOX

- All transmission/gearbox ratios, shafts, shift drum and selector forks may be altered or replaced. The design concept must remain the same as the original homologated parts.
- Superfinishing of gearbox components is permitted.
- Primary gears (and ratio) must remain as homologated.
- External quick shift sensors are allowed and must be wired to an input of the ECU.
- Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

### CLUTCH

- Aftermarket or modified clutches are permitted.
- Back torque limiting capacity (slipper) is permitted.
- Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.
- Clutch springs may be changed.

### OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

- Original equipment oil pumps are required but may be modified. Modifications may include:
  - a. Blueprinting
  - b. Changing the pressure relief spring.
  - c. Reducing gear and housing thickness.
- The external appearance must remain as homologated.
- Aftermarket oil sumps and the associated pump pick up will be allowed.
- Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
- The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated. Water pipes may be modified or replaced.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security devise. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

### RADIATOR AND OIL COOLERS

- The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.
- Additional radiators may be added.
- Oil coolers can be added to those machines not fitted with one as standard. An adaptor may be fitted between the oil filter and the engine to provide supply and return to an oil cooler. The standard heat exchanger may be removed.
- Radiator fan and wiring may be changed, modified or removed.
- Oil cooler must not be mounted on or above the rear mudguard.
- The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

### AIRBOX

- Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.
- Air filters, internal flap type valve and vacuum fittings may be removed, modified, or replaced with aftermarket parts.
- Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
- Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed if tubes/ducts are utilized, they must be attached to the original airbox inlets, modified as above.
- Velocity stacks may be modified, replaced with aftermarket parts or removed. The only modification permitted to the airbox to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.

### FUEL SUPPLY

- Fuel pump and fuel pressure regulator must remain as homologated.
- No mechanical fuel pump is allowed unless installed in the homologated model.
- Fuel lines from fuel tank up to the injectors (fuel hoses, joints, clamps, delivery pipe, fuel canister) may be replaced.
- The fuel line(s) going from the fuel tank to the carburetion instruments must be located in such a way that they are protected from possible crash damage.
- Fuel vent lines may be replaced.
- Fuel filters may be added.
- Fuel petcock may be altered or replaced from those fitted to the homologated motorcycle.

### EXHAUST SYSTEM

- Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.
- The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

- Catalytic converters must be removed.
- For safety reasons, the exposed edges of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.
- Wrapping of exhaust systems is not allowed except in the area of the competitors foot or an area in contact with the fairing for protection from heat.

### NOISE LIMIT

- There is no maximum noise limit.

## 12. ELECTRICS AND ELECTRONICS

### IGNITION SYSTEM

- Spark plugs maybe replaced. Plug caps and coils must remain as homologated.
- Battery is free.
- Engine sensors may be changed from the standard sensors.

### ECU

- Only a BSB spec Motec ECU or standard/kit ECU available from or listed by the manufacturer maybe used. The addition of a power commander type fuelling and ignition module only device maybe used with the standard or kit ECU. Flashing of the standard ECU is permitted.
- No additional traction control type devices maybe added.
- The RPM limit will be the manufacturers stated maximum RPM for the homologated machine + 750 RPM. A dynamometer will be used to check RPM limits and power output. All competitors must submit their machine for testing when directed to do so. This will be at the discretion of the Technical Director. If mandatory testing for all machines within this class are to take pace (this will be notified at the Technical Briefing) this must be done no later than noon on Wednesday of practice week.

### GENERATORS AND STARTER

- No modifications allowed.
- The electric starter must operate normally and always attempt to start the engine during the event (including at pre and post-race inspections). The starter must crank the engine at a speed suitable for starting for at least two seconds.

### ADDITIONAL EQUIPMENT

- Additional electronic hardware equipment not on the original homologated motorcycle may be added (ie. data acquisition, computers, recording equipment etc).
- The addition of a device for infra-red (IR) transmission of a signal between the competitor and his team, used exclusively for lap timing is allowed.
- Telemetry is not allowed.

### WIRING HARNESS

- The wiring harness is free.

### 13. SAFETY LIGHTS

- A functioning red light must be securely fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. 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/rear bodywork approximately on the machine centre line, in a position rearward of a vertical line drawn up from a position 100mm forward of the of the rear wheel axle centre line. In case of a dispute over the mounting position or visibility, the decision of Technical Director will be final. See Appendix H, Fig 2.
- Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
- If fitted with a switch, it must be able to be switched on and off by the competitor when seated on the machine.
- Safety light power supply may be separated from the motorcycle main wiring and battery.

### 14. FRAME AND BODY

- The use of titanium in the construction of the front forks, the handlebars and the swing-arm spindle is forbidden.

### 15. FRAME BODY AND REAR SUB-FRAME

- The main frame must remain as originally produced by the manufacturer for use on the homologated machine.
- The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed.
- Holes may be drilled on the frame only to fix approved components (ie. fairing brackets, steering damper mount).
- The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original.
- Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3mm from the original steering head.
- All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the crankcases.
- Rear sub frame may be changed or altered, but the type of material must remain as homologated or of higher specific weight.
- The paint scheme is not restricted.

### 16. FRONT FORKS

- Front forks in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc). NB. Upside down is a type of telescopic.
- Suspension units may be replaced provided original mounts are used (i.e. electronic suspension may be replaced by conventional aftermarket items).
- The upper and lower fork clamps (triple clamp, fork bridges) can be changed or modified.

- Steering damper may be added or replaced with an aftermarket damper.
- The steering damper cannot act as a steering lock limiting device.
- Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

## 17. REAR FORK (SWING-ARM)

- The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar materials is not allowed if not homologated on the original machine.
- A chain guard must be fitted in such a way to reduce the possibility that any part of the competitor's body can become trapped between the lower chain run and the rear wheel drive sprocket. The area where the lower chain run comes into contact with the rear drive sprocket must be completely covered by the chain guard irrespective of wheel position within the swinging arm (i.e. long or short wheel base). See Appendix H, Fig. 1
- Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
- Brackets must have rounded edges (with a large radius).
- Fastening screws must be recessed.

## 18. REAR SUSPENSION UNIT

- Rear Suspension Units may be replaced provided original mounts are used (ie. electronic suspension may be replaced by conventional after-market items)
- The rear suspension linkage may be modified or replaced.
- The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

## 19. WHEELS

- Wheels may be replaced and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
- Replacement wheels must be made from aluminium alloys. Wheel rim diameter (front and rear) should be 17 inches. Front wheel rim width is restricted to 3.5 inches. Rear wheel rim width is restricted to 6 inches.
- Carbon fibre or carbon composite wheels are not allowed, unless the manufacturer has equipped the homologated production model with this type of wheel.
- Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle.
- The use of titanium and light alloys is forbidden for wheel spindles (axles).
- Wheel balance weights may be discarded, changed or added to.
- All wheels must be fitted with short stem valves and approved valve caps.

## 20. BRAKES

- Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle.
- Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle.
- The use of a thumb operated rear brake master cylinder may be used as well as or in place of a foot operated unit.
- Front brake callipers may be altered or replaced from those fitted to the homologated motorcycle.
- Rear brake callipers may be altered or replaced from those fitted to the homologated motorcycle.
- Brake pads may be altered or replaced from those fitted to the homologated motorcycle.
- Brake couplings may be altered or replaced from those fitted to the homologated motorcycle.
- The split of the front brake lines for both front brake callipers must be made at/or above the lower fork bridge (lower triple clamp).
- Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy or composite materials for discs and brake callipers (i.e. aluminium beryllium carbon fibre etc.) is not allowed.
- Anti-Lock Braking Systems (ABS) are not permitted.
- Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

## 21. HANDLE BARS AND HAND CONTROLS

- Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- Engine stop switch must be located on the handle bars.

## 22. FOOT REST/FOOT CONTROLS

- Foot rest/foot controls may be relocated, but the original mounting points must be used.
- Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the foot rest must have at least an 8mm solid spherical radius.
- Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon, or equivalent type of material (min radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aspect.

## 23. FUEL TANK

- Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle.
- The fuel tank must be fixed to the frame from the front and the rear with a crash proof assembly system. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director/Chief Technical Officer has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.

- It is permitted to modify the standard manufacturers tank or make a new tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres.
- A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).
- Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- The unleaded filler baffle may be removed from the fuel tank.
- The same size fuel tank used in practice must be used during the entire event.

## 24. FUEL TANK HOMOLOGATION

- Each manufacturer must affix a quality and test label on each fuel tank type that is produced for competition use. The quality and test label will be the recognition of a fuel tank model which has passed the FIM test procedure. Any fuel tanks made of non-ferrous materials (with the exception of aluminium) must be tested according to the test procedure prescribed by the FIM.
- Each manufacturer is responsible for testing its own fuel tank model(s) and will certify that the fuel tank exceeds the FIM test standard, if it has passed the FIM test procedure for fuel tanks.
- All fuel tanks that are made to the same design, dimensions, number of fibre layers, grade of fibre, percentage of resin etc, must be identified with the same quality and test label.
- The quality and test label will include the following information on each label affixed to each fuel tank; name of the fuel tank manufacturer, date of fabrication, code or part number, name of testing laboratory, fuel capacity.

## 25. FAIRING AND BODY WORK

- Fairings, mudguards and body work must conform in principle to the homologated shape as produced by the manufacturer, irrespective of the model/year to encourage the most up to date visual impression.
- Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
- The lower fairing has to be constructed to hold in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.



- Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer.
- Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze of fine mesh. Mesh must be painted to match the surrounding material.
- Rear mudguard may be added or removed.
- Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.
- Windscreen may be replaced.

## 26. SEAT

- Seat may be altered or replaced from those fitted to the homologated motorcycle.
- The top portion of the rear body work around the seat may be modified to a solo seat.
- The appearance from both front rear and profile must conform in principle to the homologated shape.
- Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

## 27. ALTERATIONS AND REPLACEMENTS

The following items may be altered or replaced from those fitted to the homologated motorcycle:

- Gaskets and gasket material
- Chassis Bearings (ball, roller, taper, plain etc) of any type or brand may be used.
- Engine bearings must be as homologated
- All fasteners (nuts, bolts, screws etc) – except internal engine bolts which must remain as homologated.
- External surface finishes and decals
- Any type of lubrication, brake or suspension fluid may be used.

## 28. REMOVALS AND REPLACEMENTS

The following items may be removed / replaced:

- Instrument and instrument bracket and associated cables.
- Speedometer and associated wheel spacers.
- Chain guard
- Tachometer

## 29. ITEMS TO BE REMOVED

### The following items must be removed:

- Headlamp and indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- Rear view mirrors
- Horn
- Licence plate bracket
- Tool Box
- Helmet hooks and luggage carrier hooks
- Passenger foot rests
- Passenger grab rails
- Safety bar, centre and side stands must be removed (fixed brackets must remain)

## 30. ITEMS TO BE ALTERED

### The following items must be altered:

- Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- Throttle controls must be self-closing when not held by the hand.
- All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers etc.).
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

# APPENDIX B

## SIDECAR TT TECHNICAL REGULATIONS

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# APPENDIX B

## SIDECAR TT TECHNICAL REGULATIONS 2019

**Sidecars TT machines must comply with the following requirements.**

### 1. ENGINE TYPES

- The only permitted engines for this class are:
  - 501 - 600cc, 4 stroke, 4-cylinder, production based
  - 675cc, 4 stroke, 3-cylinder, production based
- Rotary engines are not permitted.
- Over-boring is not permitted.
- Crankshaft stroke must be as homologated.

### ALLOWED INDUCTION SYSTEMS

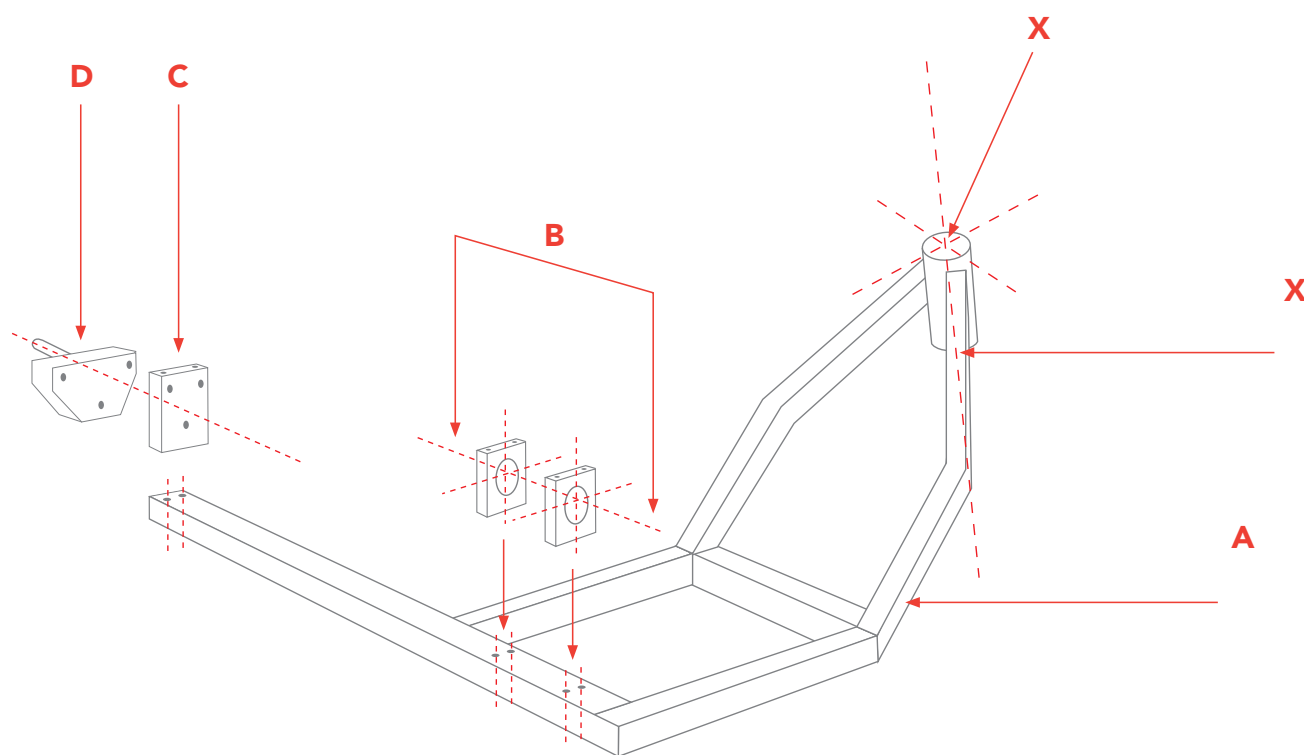
- Carburettor engines are not permitted.
- Fuel injection engines: Fuel injection systems are permitted using only the throttle-bodies for that make 600cc/675cc machine.
- Primary Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position or removed.
- Any fuel pump may be used.
- Any fuel pressure regulator may be used but the fuel pressure must remain as homologated.
- The Engine Control Unit (ECU) and wiring loom is free.
- All engine, gearbox and clutch modifications are allowed with the exception of bore and stroke. This must remain as found on the homologated machine.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security devise. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

## 2. GENERAL CONSTRUCTION

- The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the competitor nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
- The three road wheels may be disposed as to give two or three tracks.
- If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
- A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.
- The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube.
- The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm, measured at right angles to any flat face.
- These three components must be permanently fixed by welding or brazing.
- The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings is forbidden.
- The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable. The upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, while any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate is forbidden.
- The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate; the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing is forbidden.
- Reinforcement of the steering head is allowed. The steering head may be fully boxed in to a maximum of 305mm, measured from any point between the top and the bottom of the steering head spindle centre line (See Figure 1 X.X). Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.
- The front forks are to be either a leading / trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel.
- Minimum suspension travel to be 20mm.
- The rear swinging arm must be made of good quality steel or aluminium, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis are forbidden.

- The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.
- The use of titanium in the construction of the frame, front forks, handle bars, swinging arm and wheel spindles is forbidden.
- For wheel spindles, the use of light alloys is also forbidden.
- Under trays must be detachable.
- Monocoque construction is forbidden.

**FIGURE 1: GENERAL CONSTRUCTION**



- A** Main frame
- B** Rear swinging arm outer pivot housings
- C** Sidecar wheel upright or flange plate
- D** Sidecar wheel stub axle housing
- X** Steering head spindle centre line

### 3. ENGINE POSITION

- The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.
- The engine must be positioned behind the steering head and in front of the driver.
- The drive must be transmitted to the road through the rear wheel of the motorcycle. An engine positioned behind the competitor and in front of the rear wheel is forbidden.

### 4. DIMENSIONS

- Weight (Minimum) 136.5kg. without fuel The addition of ballast to reach this weight is forbidden.
- Width (Overall Maximum) 1875mm.
- Wheelbase (Maximum) 1651mm.
- Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.
- Height (Overall Maximum) 800mm.
- The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with competitor, passenger and fuel must be not less than 65mm with the handlebars on in a straight position with a tolerance of 3mm. No device is permitted to reduce the 65mm ground clearance during the course of the event.

### 5. STREAMLINING AND BODYWORK

- The streamlining must be easily detachable for Technical Inspection. Aerofoils or spoilers are not permitted on streamlining.
- Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.
- A solid and effective protection must be fitted between the competitor and the engine, this protection must prevent direct contact between the competitors body or clothing and escaping flames or leaking fuel or oil.
- The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

### 6. PASSENGER PLATFORM

- Minimum dimensions 800mm by 300mm measured 150mm above the platform.
- The orientation is free.
- DRIVER: The competitor in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.
- PASSENGER: The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable handholds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted.

## 7. AIR INTAKES

- Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

## 8. OIL AND COOLANT CONTAINMENT

- In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- The surrounding edges of the tray must be at least 50mm above the bottom of the tray, measured vertically from the tray oil containment material must be fixed to this tray and the sides.
- The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.
- The rear face of the tray should be to the height of the swinging arm and the minimum width should be equal to the width of the rear tyre.
- The gear lever must exit via a rubber boot or two rubber curtains.
- The chain slot must have a rubber/brush curtain fitted.
- Holes for the engine mounts (hangers) must be sealed.
- From a vertical view, the engine must be located completely inside the oil tray platform.
- The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.
- All machines must use this tray.
- All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.
- This material shall be securely fixed to the following areas of the sidecar.
- The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.
- Any bodywork directly covering the engine.
- In the event that oil is absorbed by the material, it must be replaced before the next track session.
- The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.
- All absorbent material shall be non-flammable by design.
- Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.



- Oil coolers must not be mounted on or above the bodywork of the sidecar.
- The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged on an accident.
- Ignition pick-up covers must be lock wired.
- Clutch centre covers must be lock wired.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security devise. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

## 9. AIRBOX

- An airbox must be used with all engines.
- The airbox intake sizes are restricted as follows:
- If 1 intake is used a maximum of 103mm internal Diameter is permitted.
- If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.
- The airbox must completely close around the induction bell-mouths.
- The carburettors or throttle-bodies may be entirely within the airbox.
- The engine must have a closed breather system.
- The engine breather must be connected and discharge in the airbox.
- The airbox must cover and collect fluids discharged from the bell-mouths.
- The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.
- This oil containment must hold a minimum of 1000 cc of oil.
- The airbox must be sealed to prevent spillage of oil or fuel.

## 10. OIL CATCH TANKS

- Motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox.

## 11. WHEELS

- The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

## 12. STEERING

- Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.
- Any form of remote steering is forbidden.
- Handlebar width 450mm minimum.
- Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.
- Whatever the position of the handlebars the front wheel must never touch the streamlining.
- Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

## 13. THROTTLE CONTROLS

- Throttle controls must be self-closing when not held by the hand.

## 14. CONTROL LEVERS

- All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

## 15. BRAKES

- All three wheels must be braked. The brake system must consist of:
- One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
- If one circuit fails the other must work efficiently.
- An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
- Only ferrous discs allowed.

## 16. TYRES

- For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.
- The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

## 17. MUDGUARDS AND WHEEL PROTECTION

- The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel.
- The sidecar wheel must be enclosed from the sidecar platform.

## 18. EXHAUST PIPES

- Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.
- On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.
- Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

## 19. FUEL TANK

- Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe. This pipe must discharge into a suitable catch tank, minimum capacity 500ml.
- The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

## 20. BATTERY

- The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

## 21. CUT-OUT DEVICE

- An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.
- Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

## 22. RED SAFETY LIGHT

- Sidecars must be equipped for the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.
- The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.
- The red safety light must be switched on at all times during every practice/race session.

## 23. REAR VIEW MIRROR

- External rear view mirrors having suitable dimensions and mountings are optional.

# APPENDIX C

## SUPERSPORT TT TECHNICAL REGULATIONS

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# APPENDIX C

## SUPERSPORT TT TECHNICAL REGULATIONS 2019

**Machines competing in the 2019 Isle of Man TT Races must comply with the Isle of Man TT Supersport Technical Regulations. These are as follows and are correct at the time of printing but are subject to any amendments made by the Race Management Team which will be issued by means of a Bulletin and published by the Race Organisers.**

1. A manufacturers model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the Technical rules.
2. Other machines may be admitted at the discretion of the Organisers.
3. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of the Supersport motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule. The Race Organisers may accept any motorcycle model which appears on the FIM Supersport homologation list for the relevant year.

### **4. MACHINE SPECIFICATIONS**

- All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

### **5. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES**

- Over 400cc up to 600cc 4 stroke 4 cylinders
- Over 500cc up to 675cc 4 stroke 3 cylinders
- Over 600cc up to 750cc 4 stroke 2 cylinders
- The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.
- All machines must be normally aspirated.

### **6. MINIMUM WEIGHTS**

- The minimum weights will be:
  - 600cc four cylinders 161 kg
  - 675cc three cylinders 161 kg
  - 750cc two cylinders 161 kg

- At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight.
- There is no tolerance on the minimum weight of the motorcycle.
- In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race.
- The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- During the practice/qualifying sessions competitors may be asked to submit their motorcycle to a weight control which the competitor and his team must comply with.
- The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared by/to the Technical Director at the preliminary checks.

## 7. FUEL

- Fuel for all practices and races must comply with the ACU Specification as outlined in Section 6 of these Regulations.

## 8. TYRES

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

## 9. ENGINE

### FUEL INJECTION SYSTEMS

- Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- The original homologated fuel injection system must be used.
- Throttle bodies intake insulators may be modified.
- The injectors must be standard units as found on the homologated motorcycle.
- Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the homologated machine.
- Vacuum slides may be fixed in the open position.
- The primary butterflies / throttle valves cannot be changed or modified.
- Any secondary butterflies / throttle valves (if fitted to the homologated motorcycle), must remain in place and cannot be modified. However, they may be locked into the fully open position if required.
- Electrically controlled throttle valves, known as "ride by wire", may be only used if the homologated model is equipped with the same system. Software may be modified but all safety systems and procedures designed by the original manufacture must be maintained.

## CYLINDER HEAD

- Cylinder head must be as homologated. The following modifications are allowed:
  - Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
  - No machining or modification in the cam box / valve mechanism area.
  - Grinding of the cylinder head surface on the side of the head gasket.
  - Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden).
  - Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side.
  - Polishing of the combustion chamber.
  - Original valve seats must be used, but modifications are allowed to their shape.
  - Compression ratio is free, but the combustion chamber can be modified only by taking material off
  - It is forbidden to add any material to the cylinder head unless as described above.
  - Rocker arms (if any) must remain as homologated (material and dimensions).
  - Valve springs can be changed but there number must remain as homologated.
  - Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones.
  - The shim buckets/ tappets must remain as homologated but surface treatments such as super finishing or DLC coating are permitted.

## CAMSHAFT

- The method of drive must remain as homologated.
- The duration is free but the lift must remain as homologated.
- The use of surface treatments such as superfinishing or DLC coating is permitted.
- The cam chain or cam belt tensioning device(s) are free.
- At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

## CAM SPROCKETS OR GEARS

- Cam sprockets or cam gears may be modified or replaced to allow the degreeding of camshafts.

## CYLINDERS

- Cylinders must remain as homologated.
- Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ration or resurfacing to repair a warped cylinder surface deck.

- Homologated materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as homologated.
- Cylinder capacity must remain at the homologated size.

### PISTONS

- Must remain as fitted to the homologated machine and without modification of any kind (including polishing and lightening).

### PISTON RINGS

- Must remain as fitted to the homologated machine and without modification of any kind. All piston rings must be fitted.

### PISTON PINS AND CLIPS

- Must remain as fitted to the homologated machine and without modification of any kind.

### CONNECTING RODS

- Connecting rods must remain as homologated. Polishing and lightening is not allowed.

### CRANKSHAFT

- Crankshaft must remain as homologated without modification. Polishing and lightening is not allowed. Modifications of the flywheels are not allowed.

### CRANKCASE/GEARBOX AND ALL OTHER ENGINE CASES

- Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
- It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.
- Other engine cases must be made of the homologated material with the exclusion of the lateral side covers. (See below).

### LATERAL COVERS AND PROTECTION

- Lateral (side) covers may be altered, modified or replaced. If altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
- All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium.
- FIM approved covers will be permitted without regard of the material or dimensions, composite covers are not allowed.
- Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- The Technical Director has the right to forbid any cover if they believes the cover is not effective.
- The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.



### TRANSMISSION/GEARBOX

- Gears may be changed or modified.
- Only one set of gear ratios may be selected. The number of gears must remain as homologated. Primary gears must remain as homologated.
- Superfinishing of gearbox components is permitted.
- Quick-shift systems are allowed.
- The layout of the transmission shafts must be the same as on the homologated motorcycle and only the material and the ratios can be changed.
- The shift drum must be as homologated but may be polished or surface treated.
- The selector forks may be changed. However, the forks must engage with the same gears and function in the same way as on the homologated motorcycle.
- Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- Chain guard as long as it is not incorporated in the rear fender may be removed.

### CLUTCH

- Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.
- Friction and drive discs may be changed.
- Clutch springs may be changed.
- The clutch basket (outer) may be reinforced.
- The original clutch assembly may be modified for back torque limiting capabilities (slipper type).
- It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type).
- No power source (ie. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

### OIL PUMPS, WATER PUMPS AND OIL LINES

- Modifications are allowed but oil pump housing, mounting points and oil feed points must remain as found on the homologated machine.
- Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced must be of a metal reinforced construction or equivalent and be fitted with swaged or threaded connections.
- The Water Pump must be as fitted to the homologated machine. No modifications are allowed.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.

- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

### RADIATOR AND OIL COOLERS

- The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
- Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler.
- Radiator fan and wiring may be changed, modified or removed.
- Additional oil coolers are not allowed.
- Oil cooler must not be mounted on or above the rear mudguard.

### AIR BOX

- The air box must remain as originally produced by the manufacturer on homologated machine.
- The air filter element may be removed or replaced.
- The air box drains must be sealed.
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. They must discharge above the throttles, they cannot discharge into the inlet tract or exhaust air inlet system.
- Ram air tubes or ducts running from the fairing up to the air box may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets.

### FUEL SUPPLY

- Fuel pump and fuel pressure regulator must remain the same as on the homologated motorcycle.
- The fuel pressure must be as homologated.
- Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced.
- The fuel line(s) going from the fuel tank to the fuel injection system must be located in such a way that they are protected from possible crash damage.
- Quick connectors or dry brake quick connectors may be used.
- Fuel vent lines may be replaced.
- Fuel filters may be added.

**EXHAUST SYSTEM**

- Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.
- The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.
- For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlets(s) must be rounded to avoid any sharp edges.
- Wrapping of exhaust systems is not allowed except in the area of the competitors foot or an area in contact the fairing for protection from the heat.

**ELECTRICS AND SWITCHES**

- Connectors and switches are free.

**10. BATTERY**

- The size and type of battery may be changed and relocated.

**11. IGNITION/ENGINE CONTROL SYSTEM (ECU)**

- Spark Plugs may be replaced, plug caps and ignition coils must remain as fitted to the homologated machine.

**ENGINE CONTROL SYSTEM (ECU)**

- The only systems allowed are:
  - Manufacturers "KIT" ECU. The manufacturers kit ECU is permitted to run with the addition of an aftermarket fueling/ignition module. Flashing of the kit ECU is permitted.
  - Manufacturers standard ECU. The standard ECU is permitted to run with the addition of an aftermarket fuelling/ignition module only. Flashing of the standard ECU is permitted.
  - Motec M130 with control software / firmware provided by Motec / MSVR.
- A map position or mode switch is permitted. It may only change or trim the main fuel / ignition table to one optional setting.
- An engine brake mode switch is permitted. It may only switch to one optional setting.
- No additional electronics forming control systems will be allowed i.e. external ignition/fuel cut traction control systems, engine throttle blipper servo motors or ignition expanders.
- Traction control is NOT allowed, any ECU with this capability must have this strategy disabled.
- Maximum RPM limits for machines are as follows:
  - 600cc 4 cylinder models 16,100rpm
  - 675cc 3 cylinder models 15,300rpm
- All machines will be Dyno Tested to verify RPM limits.

- The following strategies are not permitted. Any ECU with this capability must have these disabled.
  - Traction control (including external ignition / fuel cut TC systems)
  - Launch control
  - Anti-wheelie
  - Closed loop engine braking
  - Corner by corner / distance based adjustments
  - Competitor adjusted trims
- The Technical Director can inspect the software / firmware on any machine at any time during the event.

## **12. GENERATOR, ALTERNATOR, ELECTRIC STARTER**

- The Generator assembly must remain as fitted to the homologated machine. No modifications are allowed with regard to output. No modifications are allowed to the rotor / flywheel to decrease or increase its mass.
- The electric starter must remain as fitted to the homologated machine. The electric starter must operate normally and always be able to attempt to start the engine during the event. This includes post-race, while the machine is held in Parc Ferme and when submitted for Technical inspection.

## **13. ADDITIONAL EQUIPMENT**

- Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. Data acquisition, computers, recording equipment).
- Only one rear wheel speed sensor may be used. No Front wheel speed sensor is permitted.
- The addition of a device for infra-red (IR) transmission of a signal between the racing competitor and his team, used exclusively for lap timing, is allowed.
- The addition of a GPS unit for lap timing/scoring purposes is allowed.
- Telemetry is not allowed.

## **14. WIRING HARNESS**

- The wiring harness may be altered or replaced. Additional wiring harnesses may be added.
- Cutting of the wiring harness is allowed.

## **15. SAFETY LIGHTS**

- A functioning red light must be securely fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. 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/rear bodywork approximately on the machine centre line, in a position rearward of a vertical line drawn up from a position 100mm forward of the rear wheel axle centre line. In case of a dispute over the mounting position or visibility, the decision of Technical Director will be final. See Appendix H, Fig 2.

## 16. FRAME AND BODY

- All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the engines crankcases.

### FRAME BODY AND REAR SUB-FRAME

- Frame must remain as originally produced by the manufacturer for the homologated machine.
- Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- The sides of the frame-body maybe covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- Nothing else can be added or removed from the frame body.
- All motorcycles must display a vehicle identification number on the frame body (chassis number).
- Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- Rear sub-frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.
- Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

## 17. FRONT FORKS

- Forks must remain as originally produced by the manufacturer for the homologated machine.
- Standard original internal parts of the forks may be modified or changed. No aftermarket or prototype electronic ally-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for the IOM TT event.
- After market damper kits or valves may be installed.
- Fork springs may be modified or replaced.
- Fork caps may be modified or replaced to allow external adjustment.
- Dust seal can be modified, changed or removed if the fork is totally oil-sealed.
- The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- Steering damper may be added or replaced with an aftermarket damper.
- The steering damper cannot act as a steering lock limiting device.

## 18. REAR FORK (SWING ARM)

- The rear fork must remain as originally produced by the manufacturer for the homologated machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the competitor's body can become trapped between the lower chain run and the rear wheel drive sprocket. See Appendix H, Fig. 1.
- Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine.
- Rear axle chain adjuster can be modified or changed.
- Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

## 19. REAR SUSPENSION UNIT

- Rear suspension unit can be changed or modified. The original attachments of the frame and rear fork must be as homologated.
- Rear suspension unit spring(s) may be changed.
- No aftermarket or prototype electronically controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for IOM TT competition.
- Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

## 20. WHEELS

- Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
- Any inner tube (if fitted) or inflation valves may be used.
- Wheel balance weights may be discarded, changed or added.
- The speedometer drive may be removed and replaced with a spacer.
- If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.
- Wheel diameter and rim width must remain as originally homologated.

## 21. BRAKES

- Front and rear brake discs may be changed but must fit the original caliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed if not homologated in the original machine.
- The brake disc carriers may be changed, but they must retain the same off-set and same type of mounting to the wheels as that of the homologated machine.

- Replacement brake discs must be of ferrous material.
- Front and rear brake calipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- The front master cylinder must remain as originally produced by the manufacturer for the homologated machine, hand lever excluded.
- Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.
- Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp).
- Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- Additional air ducts are not allowed.
- In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.
- Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

## 22. HANDLE BARS AND HAND CONTROLS

- Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder).
- Handle bars and hand controls may be relocated.
- Throttle controls must be self-closing when not held by hand.
- Cable operated throttles (grip assembly) must be equipped with both opening and a closing cable including when actuating a remote drive by wire grip/ demand sensor.
- Electric starter switch and engine stop switch must be located on the handle bars.
- Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right handle bar that is capable of stopping the engine when running. The button or switch must be red.

## 23. FOOT REST/FOOT CONTROLS

- Foot rest/foot controls may be relocated, but the original mounting points must be used.
- Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the foot rest must have at least an 8mm solid spherical radius.
- Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon or equivalent type of material (min radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

## 24. FUEL TANK

- Fuel tank must be as originally produced by the manufacturer for the homologated machine but maybe modified to increase the capacity to a maximum of 22 litres.
- It must retain its Homologated shape as closely as possible.
- On machines where the fuel tank is made from " Plastic" a fuel tank maybe manufactured from a Alloy or steel to increase the capacity as long as it utilises the original mounts and is similar to the original tank in shape.
- Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time. Any part, which could be in contact with the ground during a crash, may be protected by a second cover made from composite materials (carbon fibre or Kevlar).

## 25. FAIRING/BODY WORK

- Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction.
- Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.
- Wind screen may be replaced with transparent material only. It may be higher than original.
- The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- The original air ducts running between the fairing and the air box may be altered or replaced.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- Front mudguard may be replaced with cosmetic duplicates of the original parts. The use of carbon fibre or Kevlar composites is allowed.
- Front mudguard may be spaced upward for increased tyre clearance.
- Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts. The use of carbon fibre or Kevlar composites is allowed.
- Rear mudguards fixed on the swing-arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).



## 26. SEAT

- Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.
- The top portion of the rear body work around the seat may be modified to a solo seat.
- Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- The appearance from both front rear and profile must conform in principle to the homologated shape.
- All exposed edges must be rounded.

## 27. FASTENERS

- Standard fasteners may be replaced with fasteners of any material and design.
- Aluminium fasteners may only be used in non-structural locations.
- Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- Internal engine bolts must remain of standard homologated materials or materials of higher weight.
- Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- Fairing/bodywork fasteners may be changed to the quick disconnect type.

## 28. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED

The following items may be altered or replaced from those fitted to the homologated motorcycle

- Any type of lubrication, brake or suspension fluid may be used.
- Bearings (ball, roller, taper, plain, etc) of any type or brand may be used.
- Gaskets and gasket materials.
- Painted external surface finishes and decals.

## 29. THE FOLLOWING ITEMS MAY BE REMOVED

The following items may be removed:

- Emission control items (anti-pollution) in or around the air box and engines (O2 sensors, air injection devices).
- Speedometer and related wheel spacers.
- Bolt on accessories on a rear sub frame.

### 30. THE FOLLOWING ITEMS MUST BE REMOVED

- Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing).  
*(Openings must be covered by suitable materials)*
- Rear view mirrors
- Horn
- Licence plate bracket
- Tool box
- Helmet hooks and luggage carrier hooks
- Passenger foot rests
- Passenger grab rails
- Safety bars, centre and side stands must be removed (fixed brackets must remain).

### 31. THE FOLLOWING ITEMS MUST BE ALTERED

- Motorcycles must be equipped with a functional kill switch or button mounted at least on right handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

# APPENDIX D

## SUPERSTOCK TT TECHNICAL REGULATIONS

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# APPENDIX D

## SUPERSTOCK TT TECHNICAL REGULATIONS 2019

**Machines competing in the National Superstock Championships must comply with the SUPERSTOCK TT REGULATIONS. These are as follows and are correct as of the printing of these regulations but which are subject to any amendments made by race direction or the race organisers which will be issued by means of a TT 2019 Bulletin.**

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**EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN**

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1. The motorcycles must be homologated by the original manufacturer only.
2. A manufacturer model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the technical regulations.
3. All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the engines crankcases.
4. As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for safety reasons.
5. Superstock motorcycles require FIM Homologation or approval from the TT organisers.
6. All machines must comply with all requirements of Road Racing as specified in the ACU standing regulations.
7. The Appearance from front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system and engine case and tank guards is excluded from this regulation

### **8. MACHINE SPECIFICATIONS**

- All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

### **9. DISPLACEMENT CAPACITIES**

- Superstock 1000 Over 750cc up to 1000cc 4 stroke 3 and 4 cylinders
- Over 850cc up to 1200cc 4 stroke 2 cylinders
- The displacement capacities must remain at the homologated size
- Increasing the bore size to reach class limits is not allowed

### **10. VERIFICATION OF MACHINES**

- In the Superstock TT Race a Dynamometer will be used to check power output and RPM limit. Motorcycles must be submitted for these checks no later than noon on Wednesday of practice week (29 May 2019).

## 11. TYRES

- Any suitable moulded treaded tyre may be used.
- The depth of tyre treads must be at least 2.5mm over the whole tyre tread (pattern) width, at pre-race control.
- Tyre warmers are allowed.
- The number of tyres to be used during practice and qualifying is not restricted.
- During the race, the changing of wheels/tyres is strictly forbidden. All machines must use the same tyres for the duration of the race. Failure to comply will result in a time penalty
- In the event of extreme weather conditions the Technical Director may allow tyre changes mid-race. This will be communicated via a bulletin issued during the event.
- There are no single manufacturer-controlled tyre regulations at the TT.

## 12. MINIMUM WEIGHT

- The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.
- The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and the main stand when fitted but with oil and radiator liquid at the prescribed level). To confirm the dry weight a minimum of three motorcycles are weight and compared. The result is rounded off to the nearest digit.
- The minimum weight value is determined by the dry weight value (kg)
  - 1000cc 4 cylinders 174kg
  - 1200cc 2 cylinders 174kg
- In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.
- The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- At the time of the event, the weight of the whole machine (including the tank and its contents) must be not less than the minimum weight.
- During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control.

## 13. FUEL

- Fuel for all practices and races must comply with the ACU Specification as outlined in Section 6 of these Regulations.

## 14. ENGINE

### CARBURETION INSTRUMENTS / FUEL INJECTION SYSTEM

- Carburetion instruments refer to throttle bodies and variable length intake track devices.
- Carburation instruments must remain as homologated.
- Bell mouths must remain as originally produced by the manufacturer for the homologated machine.
- The injectors must remain standard units as on the homologated motorcycle.

### CYLINDER HEAD

- No modifications are allowed.
- No material may be added or removed from the cylinder head.
- The head gasket cannot be changed from the standard homologated one.
- The valves, valve seats, guides, springs, tappets, oil seals, shims, valve cotters, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine.
- Valve springs shims are not allowed.

### CAMSHAFT

- No modifications are allowed.
- At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. rocker arms) the valve lift is measured.
- The timing of the camshaft cannot be altered from the manufacturers homologated timing.

### CAM SPROCKETS OR GEARS

- No dimensional modifications are allowed.
- Cam sprocket retaining bolts may not be modified and must remain as homologated.

### CYLINDERS

- No modifications are allowed.
- The cylinder base gasket cannot be changed from the standard homologated one.

### PISTONS

- No modifications are allowed (including polishing and lightening).

### PISTON RINGS

- No modifications are allowed.

**PISTON PINS AND CLIPS**

- No modifications are allowed.

**CONNECTING RODS**

- No modifications are allowed (including polishing and lightening).

**CRANKSHAFT**

- No modifications are allowed (including polishing and lightening).

**CRANKCASE/GEARBOX HOUSING**

- No modification to the crankcases are allowed (including painting, polishing and lightening).
- Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
- It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

**LATERAL COVERS AND PROTECTION**

- Lateral (side) covers may be altered, modified or replaced. If altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
- All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium.
- Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- FIM or MCRCB approved covers will be permitted without regard of the material.
- These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.
- The Chief Technical Officer has the right to forbid any cover, if the evidence shows the cover is not effective.
- No damaged cases will be permitted unless approved by the Chief Technical Officer.

**TRANSMISSION/GEARBOX**

- No modifications or alterations are allowed to the gears, gearbox or gear ratios.
- Other modifications or additions to the gearbox or selector mechanism are not permitted.
- Aftermarket Quick shift systems are allowed.
- Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- The sprocket cover can be modified or eliminated.

## CLUTCH

- No modifications are allowed.
- Only friction and drive discs may be changed but their numbers must remain as original.
- Clutch springs may be changed but the number must remain as that on the homologated model.
- The clutch secondary (or spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model.

## OIL PUMPS AND OIL LINES

- No pump modifications are allowed
- Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

## 15. RADIATOR AND OIL COOLERS

- The only liquid engine coolants permitted will be water.
- Additional radiators and / or oil coolers are not allowed.
- The radiator tubes to and from the engine can be changed but the system must be maintained, with its original tanks.
- Protective meshes can be added in front of the oil and/or water radiator(s).
- Radiator fan and wiring may be removed.

## 16. AIR BOX

- The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed.
- The air filter element may be modified or replaced.
- All motorcycles must have a closed breather system. All the oil breather line must be connected and discharge in the airbox.

## 17. EXHAUST SYSTEM

- Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.
- The number of the final exhaust silencer(s) must remain as homologated.
- The silencer(s) must be on the same side(s) of the homologated model.
- Catalytic converters must be removed.
- For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.
- Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- There is no maximum noise limit for the TT.



## 18. FUEL SUPPLY

- Fuel pump and fuel pressure regulator must remain as homologated.
- Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.
- Quick connectors or dry break quick connectors may be used.
- Fuel vent lines may be replaced.
- Fuel filters may be added.

## 19. ELECTRONIC CONTROL UNIT (ECU)

- The following ECU packages are permitted:
  - The standard, homologated ECU may be used without any modification to its firmware/software. The addition of a piggy back type fuel / ignition module (Power Commander / Bazzaz / RapidBike etc) may be used in this case.
  - The standard, Homologated ECU may be Flashed using only the “customer available” firmware/software supplied by the manufacturer of the homologated machine. No additional external control modules may be used in this case. \*\*\* THE PARAMETERS FOR FUNCTION AND ADJUSTMENT CANNOT EXCEED THAT OF THE “customer available” software/firmware.
  - The “customer available” KIT ECU supplied by the manufacturer of the homologated machine may be used. THE PARAMETERS FOR FUNCTION AND ADJUSTMENT CANNOT EXCEED THAT OF THE CUSTOMER AVAILABLE “KIT” ECU.
  - For the avoidance of doubt, flashing the standard supplied ECU using anything other than the homologated motorcycle manufacturers approved software/firmware is NOT authorised.

IN ALL CASES THE MAXIMUM RPM LIMIT CANNOT EXCEED THAT OF THE STANDARD, HOMOLOGATED MOTORCYCLE.

- Auto tuning map devices are not allowed.
- All machines will undergo mandatory dynamometer testing to verify RPM limits and power outputs. Random dynamometer testing may also take place throughout the event.
- If requested by the Technical Director competitors must disclose full details of the ECU package they have fitted to their machine. The Technical Director reserves the right to inspect hardware, firmware and software on any machine at any time during the event.
- Spark plugs may be replaced.
- Ignition coils must remain as fitted to the homologated machine.
- All other sensors used for engine management must remain as fitted to the homologated machine.

## 20. DASH/COMBINATION METER

- Only the standard Dash or combination meter from the homologated model can be used. Use of an aftermarket supplied “dash” is not permitted.

## 21. ADDITIONAL EQUIPMENT

- Additional electronic hardware equipment not on the original homologated motorcycle may be added for the recording of data. This is limited to three channels only which are (1) Front suspension, (2) Rear suspension, (3) Lambda.
- CAN BUS channels may be logged, but no signals may be sent to the ECU via CAN BUS
- No device may be connected to the homologated ECU diagnostic port.
- Use of a lap timer display is permitted. This must be a standalone, self-powered device.
- All such systems must be approved by Technical Control.
- The addition of a device for infrared (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
- The addition of a GPS unit for lap timing/scoring purposes is allowed.
- Telemetry is not allowed.

## 22. WIRING HARNESS

- A manufactures kit wiring harness may be used only if a manufactures approved kit ECU is used.
- The original wire-loom may be modified only as indicated hereafter:
  - The unused wire loom elements supplying current to direction indicators, horn, ignition contact and key lock etc. may be unplugged and/or removed

## 23. BATTERY

- Battery may be replaced, if replaced nominal capacity must be equal or higher than the homologated type.

## 24. GENERATORS

- No modifications allowed.
- The electric starter must operate normally and always be able to start the engine during the event (including at pre and post-race inspections). The engine must start and run when the electric starter has stopped its procedure.

## 25. FRAME BODY AND REAR SUB FRAME

- Frame must remain as originally produced by the manufacturer for the homologated machine.
- For the avoidance of doubt machine models fitted with steering head cap bearing inserts, the manufacturer's standard original fitted homologated inserts for that model are the only ones allowed.
- The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.
- Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
- Nothing can be added by welding or removed by machining from the frame body.

- All motorcycles must display the manufacturers' vehicle identification number (VIN) on the frame body (chassis number).
- Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.
- Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly.
- Bolt on accessories to the rear sub-frame may be removed.
- The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

## 26. FRONT FORKS

- Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.
- The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
- A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.
- Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set).
- Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
- MECHANICAL FORKS: Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of shims and springs. The original suspension system must work safely in the event of an electronic failure. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

## 27. REAR FORK (SWING ARM)

- The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.
- A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.
- Rear swing arm pivot position must remain in the homologated position (as supplied on the production machine)
- If the standard machine has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified.

- Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.
- Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
- An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- The sides of the swing arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

## 28. REAR SUSPENSION UNIT

- Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated.
- All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.
- MECHANICAL SUSPENSION: Rear suspension unit and spring may be changed.
- ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of shims and springs). The original suspension system must work properly safely in the event of an electronic failure.
- The electronic shock absorber can be replaced with a mechanical one.

## 29. WHEELS

- Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
- The speedometer drive may be removed and replaced with a spacer.
- If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorised.
- Wheel spacers can be modified.
- Modifications to keep spacers in place are permitted.
- Wheel diameter and rim width must remain as originally homologated. Any suitable inner tube (if fitted) or inflation valves may be used.
- Wheel balance weights may be discarded, changed or added to.
- Wheels from the previous model year and from the same motorcycle manufacturer may be used providing no other modifications have to be made in order to facilitate their use.
- Alternative wheels must be of the same diameter, rim width and no lighter than those fitted to the homologated motorcycle.

### 30. BRAKES

- Brake discs can be replaced by aftermarket discs which comply to the following rules:
  - Brake discs and carrier must retain the same material as the homologated disc and carrier.
  - A 'wave' type disc can be replaced with a round disc.
  - The outside and inner diameter of the brake disc must remain the same as on the homologated disc.
  - The thickness of the brake disc may be increased by 20% and must continue to fit into the homologated brake calliper without any modification. The number of floaters is free.
- The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- Anti-lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.
- The ABS pump may be removed.
- The ABS rotor wheel can be deleted, modified or replaced. Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the callipers, between the pads and the callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.
- The rear brake calliper bracket may be fixed on the swing arm, but the bracket (support) must maintain the same mounting (fixing) points for the calliper as used on the homologated machine. A modification of these parts is authorised. The swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or using a helicoil.
- The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.
- Front and rear brake fluid reservoirs may be changed with an aftermarket product.
- Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- Quick (or "dry-brake") connectors in the brake lines are authorised. Front and rear brake pads may be changed. Brake pad locking pins may be changed to enable the use of security lockwire.
- Additional air scoops or ducts are not allowed.
- Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

### 31. HANDLEBARS AND HAND CONTROLS

- Handlebars may be replaced (does not include brake master cylinder).
- Handlebars and hand controls may be relocated.
- Throttle controls must be self-closing when not held by the hand.

- Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as homologated.
- Clutch and brake lever may be exchanged by an aftermarket copy. An adjuster to the brake lever is allowed.
- Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

### 32. FOOTREST/FOOT CONTROLS

- Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original.
- Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the footrest must have an 8mm solid spherical radius. Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this.

### 33. FUEL TANK

- Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle. Carbon aramid or fibreglass materials are not authorised in the construction of fuel tanks.
- The fuel tank must be fixed to the frame in the same way as the standard fuel tank. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director / Chief technical Officer have the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.
- It is permitted to modify the standard manufactures fuel tank or make a new tank provided the silhouette of the tank conforms in principle to the homologated machine and the capacity does not exceed 24 litres.
- Fuel tanks with breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- Fuel Tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- The unleaded filler baffle may be removed from the fuel tank.
- The same size fuel tank used for practice must be used during the entire event.

### 34. FAIRING/BODY WORK

- The fairing and bodywork may be replaced with cosmetic duplicates of the original parts, but these must conform in principle to the shape of the homologated machine, with slight differences allowed due to the racing use (different attachment points, fairing bottom etc.). The materials may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- Overall size and dimensions must be the same as the original part.
- The windscreen may be replaced by transparent material which may include a second screen with a maximum height above that of the original homologated screen of 150mm.

- As an alternative, a replacement screen, including a bubble of maximum height of 150mm, may replace the original homologated screen.
- Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (oil containment) device. This device cannot exceed above a line drawn horizontally from axle to axle.
- The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden.
- All other fairing brackets may be altered or replaced.
- The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
- The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upwards for increased tyre clearance.
- Rear mudguards fixed on the swinging arm can be modified or changed but the original profile must be respected.
- All exposed edges must be rounded.
- Motorcycles can be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

### 35. SEAT

- The appearance from both front rear and profile must conform to the homologated shape.
- Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.
- The top portion of the rear bodywork around the seat may be modified to a solo seat.
- The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- All exposed edges must be rounded.

### 36. FASTENERS

- Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.
- The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.
- Fairing/body work fasteners may be changed to the quick disconnect type.
- Aluminium fasteners may only be used in non-structural locations.

### 37. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED

The following items may be altered or replaced from those fitted to the homologated motorcycle

- A special one-way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- Any type of lubrication, brake or suspension fluid may be used.
- Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).
- Instrument bracket(s).
- Painted external surface finishes and decals.
- Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

### 38. THE FOLLOWING ITEMS MAY BE REMOVED

The following items may be removed:

- Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- Chain guard as long as it is not incorporated in the rear fender.
- Bolt on accessories on a rear sub frame.

### 39. THE FOLLOWING ITEMS MUST BE REMOVED

The following items must be removed:

- Headlamp and rear lamp.
- Turn signal indicators (when not incorporated in the fairing). Openings must be covered with a suitable material.
- Rear view mirrors.
- Horn.
- Licence plate bracket.
- Tool kit.
- Helmet hooks and luggage carrier hooks.
- Passenger foot rests.
- Passenger grab rails.
- Safety bars, centre and side stands must be removed (fixed brackets must remain).



#### 40. THE FOLLOWING ITEMS MUST BE ALTERED

The following items must be altered:

- Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- External oil filters (including those fitted with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

#### 41. SAFETY LIGHTS

- A functioning red light must be securely fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. 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/rear bodywork approximately on the machine centre line, in a position rearward of a vertical line drawn up from a position 100mm forward of the of the rear wheel axle centre line. In case of a dispute over the mounting position or visibility, the decision of Technical Director will be final.

# APPENDIX E

## LIGHTWEIGHT TT TECHNICAL REGULATIONS

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# APPENDIX E

## LIGHTWEIGHT TT TECHNICAL REGULATIONS 2019

**Machines must comply with general technical rules as per ACU Standing Regulations and 2019 Isle of Man TT Regulations. Any four-stroke twin cylinder motorcycle originally sold for road use with a water cooled engine of up to 650cc may be used provided it adheres to the following regulations. Eligible machines must be from models homologated for road use in the UK, 2009 or later.**

### **1. FRAME AND SWING ARM**

- Frame must remain as originally produced by the manufacturer for the homologated machine. Surplus attachment brackets may be removed and replaced with those more suitable for race fairings, sub frame attachment, instrument brackets and rear sub frame may be removed, replaced or modified.
- Swing arm may be replaced from a model of the same manufacturer provided the original attachment to frame and rear suspension remains as homologated. No bracing or strengthening is allowed.

### **2. SUSPENSION**

- Forks may be changed or modified. Fork yokes / triple clamp may be changed. Original internal parts of the fork may be modified or replaced. Aftermarket damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced beyond the homologated standard to allow external adjustments.
- Steering damper may be added or changed.
- Rear suspension unit can be changed or modified, but the original attachment to the frame and swing arm must remain as found on the standard machine.

### **3. BRAKES**

- Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.
- Front Brake and rear brake callipers may be changed or modified.
- Front and rear brake pads may be changed.
- Front and rear master cylinders may be changed.
- Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (bottom yoke).
- Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

#### 4. WHEELS AND TYRES

- Wheels may be replaced. Carbon fibre or composite wheels are not permitted.
- Wheel rim diameter and width are free.
- All tyres must be moulded treaded type. Slick or cut slick tyres are not permitted.

#### 5. CONTROLS

- Footrest and foot controls may be replaced or relocated .
- Handlebars, hand controls and cables may be altered or replaced. Engine starter switch and kill switch must be located on the handlebars and must be operational at technical checks.

#### 6. BODYWORK, TANK, FAIRING AND SEAT UNIT

- Fairing, mudguards and seat unit may be altered or replaced.
- Windscreen, if fitted, may be replaced with transparent material only.
- The original instruments and fairing brackets may be removed, replaced or added to.
- The petrol tank capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed. The fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

#### 7. BATTERY

- The size and type of the battery may be changed and relocated.

#### 8. ENGINE

- Bore and Stroke must remain as per the standard machine.
- Original OEM cylinder head, pistons, valves, cylinders may be modified, polished or lightened. Gas flow modifications normally associated with individual tuning is permitted.
- Compression ratio of the engine may be changed. Capacity must not exceed 650cc.
- Pistons may be replaced.
- Conrods may be modified or replaced but the material must remain as homologated and the rods must be the same weight or heavier than standard.
- Crankshaft may be modified or changed but must be no lighter than that used on the standard machine.
- Camshaft timing may be changed by the slotting of cam sprockets. Cam lift and dwell is free. The thermostat may be removed from the housing to aid cooling, if required.

## 9. IGNITION/FUEL SYSTEM AND THROTTLE BODIES

- The ECU must remain as fitted to the homologated machine or a machine of similar type and construction from a previous model and from the same manufacturer. However, it is permitted to use a secondary fuel and/or ignition module such as a Power Commander / Bazzaz etc "Flashing the standard ECU is also allowed.
- The use of an aftermarket ECU (e.g. Motec, IgniTech etc) is not permitted.
- The maximum RPM limit must be no higher than 11,000rpm. Machines may be selected for mandatory Dyno Testing for verification of RPM limit.
- Throttle bodies and injectors can be changed, bored out, polished and modified. The use of multiple injectors per cylinder is allowed.
- Bell mouths may be modified, removed or changed.
- Air boxes may be modified or replaced.

## 10. TRANSMISSION

- Gearbox may be changed or modified. The number of gears must remain as found on the standard machine.
- Additions to the gearbox or selector mechanism, such as quick shift systems are permitted.
- Clutch springs; friction and drive plates may be replaced.
- The use of slipper clutch assemblies is permitted.
- Front and rear external drive sprockets, chain pitch, width and length can be changed.

## 11. ELECTRICS

- The engine must start using the standard on board electric start.
- The alternator may be modified or changed.
- The original wiring harness may be modified or replaced.
- It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

## 12. SAFETY LIGHTS

- A functioning red light must be securely fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. 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/rear bodywork approximately on the machine centre line, in a position rearward of a vertical line drawn up from a position 100mm forward of the of the rear wheel axle centre line. In case of a dispute over the mounting position or visibility, the decision of Technical Director will be final. See Appendix H, Fig 2.

### 13. EXHAUST SYSTEM

- Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. The number of final exit(s) to the exhaust may be altered from that of the homologated machine.

### 14. BREATHERS

- All motorcycles must have a closed breather system. All oil breather lines must be connected and discharge in the air box only. The lines must discharge above the throttle bodies. They cannot discharge into the inlet tract or the exhaust air inlet system. The breather line must go engine to airbox direct or engine to catch tank to air box. All connections must be sealed so there are no direct atmosphere emissions.
- It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may only be used as homologated.

### 15. ENGINE CRASH COVERS

- All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.
- The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.
- Plates or crash bars from aluminium or steel are also permitted in addition to those covers outlined above. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.
- FIM approved covers will be permitted without regard of the material or dimensions.
- Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.
- The Technical Director has the authority to refuse any cover not complying with the above.

### 16. FASTENERS

- Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications.
- The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

### 17. THE FOLLOWING ITEMS MUST BE REMOVED

- Headlamp, rear lamp and turn signal indicators. Rear view mirrors, horn, license plate bracket, tool box, helmet hooks and luggage carrier hooks, passenger foot rests, passenger grab rails, safety bars, centre and side stands must be removed.

## 19. CHAIN GUARDS

- A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. See Appendix H, Fig. 1.

## 20. FUEL

- Only Unleaded fuel as specified in the 2019 IOM TT Regulations is permitted. The use of fuel additives is strictly prohibited.

## 21. RADIATOR AND OIL COOLER

- Original radiator and oil cooler can be replaced. An oil cooler can be added if not fitted as standard. The radiator breather must vent into a catch tank with a minimum volume of 250cc.

## 22. OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

- All external engine oil drain plugs must be correctly torqued and be security lock wired.
- Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- Any external oil lines containing positive oil pressure must be of suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent.
- External oil filters(including those with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

## 23. MINIMUM WEIGHT

- The minimum weight for all Lightweight machines is 150kg.
- At any time during the event, the weight of the whole machine (including the fuel tank and its contents) must not be less than the minimum weight.
- There is no tolerance on the minimum weight of the motorcycle.
- In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race.
- The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- During the practice/qualifying sessions competitors may be asked to submit their motorcycle to weight control which the competitor and his team must comply with.
- The use of ballast is allowed in order to stay over the minimum weight limit.

# APPENDIX F

TT ZERO TECHNICAL REGULATIONS

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# APPENDIX F

## TT ZERO TECHNICAL REGULATIONS 2019

### 1. TT ZERO INTRODUCTION

- The technical concept is for motorcycles (two wheeled) to be powered without the use of carbon based fuels and have zero toxic/noxious emissions.

### 2. IMPORTANT NOTES

- Due to the experimental nature of the TT Zero event, special conditions apply:
  - The Clerk of the Course may on the advice of the Chief Technical Officer, disqualify any vehicle, or equipment, the construction or condition of which is deemed to be unsafe or inappropriate. It is the responsibility of the competitor and/or team to ensure a machine and equipment used in competition is mechanically and structurally in a safe condition and fit for the intended purpose.
  - The Organisers reserve the right to withhold credentials to any team, any vehicle or any competitor deemed to be unsafe or unfit (according to the stated rules and the spirit of the event i.e. to be competitive, safe, commercially sensitive) to take part in the TT Zero. This can be done at any time for any reason and is at the absolute discretion of the Race Management Team. This sanction will be exercised in extremis and only after every effort has been made to resolve the issue.
  - These rules are not exhaustive. These rules are subject to amendments and corrections and in that respect should be considered as strong guidance in reference to (1) above. Any amendments will be communicated to all teams by means of Bulletins or Final Instructions.
  - These rules form part of a larger regulatory framework.

### 3. RISK ASSESSMENT AND METHOD STATEMENT

- Each team applying for an entry must produce a Risk Assessment and Method Statement (RAMS) at the time of entry, via email to [iomttraces@gov.im](mailto:iomttraces@gov.im), to include all identified hazards and identified mitigations for their motorcycle design. The RAMS must include:
  - Risk Assessment with hazards identified during transport to and from the Isle of Man. This is to include plans for transport and disposal of equipment that has been damaged, overheated or has fire damage to the point it has been isolated for a cool down period.
  - Notification plan to ensure the Isle of Man Steam Packet Company are aware of any potential hazards during transport. Plan to include if motorcycles or element parts are to be classed as dangerous goods.
  - Monitoring plan during hazardous activities (i.e. during charging and when batteries are at their most hazardous during and after use).
  - For roadworthy electric powered machines, the manufacturer's guidelines for safe movement/storage are to be declared and submitted to the Promoter and Organisers.
  - Teams immediate response plan/actions to smoke/fire.

- Subsequent monitoring plan of battery pack/bike that has been involved in an incident.
- Immediate post-race/qualifying monitoring plan
- Disposal plan to include disposal of minor parts to complete waste disposal of motorcycle (i.e. battery pack or complete bike). Plan to include consumable items and equipment being involved in an overheat/fire or being declared unsafe.
- All teams must declare the chemistry of their battery units. This information will be used to ensure adequate provision exists for incident handling on the TT race course and Paddock area. All information received will only be used for the planning and management of an incident and all information will be treated with the utmost confidence.
- The RAMS that include consideration of all of the above is to be assessed by the Promoter and Organisers prior to the acceptance of an entry.

#### 4. PROCEDURE IN THE EVENT OF AN ELECTRIC BIKE FIRE

##### a) ELECTRIC BIKE TEAMS TO ISOLATE THE HAZARD

Battery, battery pack or motorcycle to be moved to identified area in the emergency plan for each team.

##### b) EVACUATE AND CONTROL THE IMMEDIATE AREA

In the first instance of fire, the priority is to remove persons from the hazardous area.

##### c) RAISE THE ALARM IN THE IMMEDIATE AREA

Fire points have push button alarms.

##### d) CALL 999 AND INFORM THE OPERATOR OF "ELECTRIC BIKE FIRE AT THE TT GRANDSTAND PADDOCK

At a safe distance await the arrival of the First Response Team or the IOM Fire and Rescue Service

#### 5. MACHINE ELIGIBILITY

- Two wheeled electrically propelled machines, powered solely by stored electricity (battery/accumulator).

#### 6. STREAMLINING

- The streamlining of machines must correspond to the following specifications. Feet forward configurations within the criteria listed below are permitted.
  - a) Air foils or spoilers may only be fitted when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm. The use of aerodynamic Winglets are not permitted.
  - b) Any part of the streamlining which faces rearwards must be finished with round edges of 3.5mm minimum radius.
  - c) The competitor must be completely visible from either side, except for the competitors hands and forearms which may be obscured by bodywork. The depth of the seat base can be as deep as the seat hump permitted on a motorcycle (150mm) and the competitors hips may be obscured to that extent.
  - d) The front inclination where the number plate is fixed must not exceed an angle of 30 degrees to the rear of vertical.
  - e) The ground clearance when loaded must not be less than 100mm.

- f) No part of the bodywork may come into contact with the ground when driven at normal racing speeds.
- g) Bodywork must not exceed 1000mm in width at any point.
- h) Bodywork must not protrude more than 50mm in front of the front tyre.
- i) Bodywork must not protrude more than 200mm beyond the rear tyre.
- j) The maximum height of the back of the competitor's seat is 150mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the competitor. For feet forward configurations bodywork behind the competitor must not be higher than the competitor's helmeted head.
- k) Bodywork in front of the competitor must not be higher than the competitor's shoulders.
- l) Total side area behind the competitor must be at least 20% greater than the total side area in front of the competitor.
- m) Mirrors, if fitted, must be shatterproof and fold back without damage when the vehicle is one side. The mirrors must retain the normal configuration when the vehicle is upright.
- n) No movable or fixed aerodynamic devices are permitted. (See also a. above)
- o) The minimum width of the handlebars is 450mm.

## 5. INCLINATION

- It must be possible for a motorcycle, not being loaded, to be inclined to an angle of 40° from vertical, without any part of it other than the tyre coming into contact with the ground. In race conditions the motorcycle must be capable of affecting a standing start on an uphill slope with a gradient of 18%.

## 6. TRANSPONDER TIMING

- All machines must have a working transponder (AMB TranX 260) fitted during competition and qualifying.

## 7. WEIGHT

- Motorcycle minimum weight is 100 kg and maximum weight is 300 kg. Weighed in race ready mode.

## 8. IEC PUBLICATIONS (GUIDELINES)

- If no specific rule exists in these Technical Rules, the relevant IEC Standard (International Electro-technical Commission Standard) or Report has to be observed:
  - a) IEC 60529 Degrees of protection provided by enclosures (IP Code).
  - b) IEC 60783 Wiring and connectors for the road vehicles. This report is applicable to cabling and connectors used in battery electric road vehicles.
  - c) IEC 60784 Instruments for electric road vehicles. This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
  - d) IEC 60785 Rotating machines for electric road vehicles. This report is applicable to rotating electrical machines (traction motors and auxiliary motors) of electric road vehicles including hybrids, which are fed from the main traction batteries.
  - e) IEC 60786 Controllers for electric road vehicles. This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors.

## 9. DIMENSIONS

- The maximum length must not exceed the 3.0 metres and the maximum width must not exceed 1 metre.

## 10. CONFORMITY

- It is the duty of each competitor and/or team to prove to the Chief Technical Officer of the meeting that his/her motorcycle fully complies with these rules.

## 11. ACCUMULATOR (STORAGE BATTERY)

- The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the solar generator or by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator. All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulator or their own solar cells, must receive its energy supply from the motorcycles official accumulator.
- IMPORTANT: You will be required to declare the chemistry of your battery. This information will be used to ensure adequate provision exists for incident handling on the race course.

## 12. OPERATING VOLTAGE

- The voltage is limited to 800 volts nominal between two points (i.e. higher charging voltages are permitted).

## 13. CHARGING THE ACCUMULATOR

- The motorcycle's accumulators must be charged at the times and locations determined by the organisers.

## 14. ENERGY RECOVERY

- It is permitted to recover energy generated by the kinetic energy of the vehicle.

## 15. USE OF OUTSIDE ENERGY SOURCES

- The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the motorcycle is strictly prohibited. The cooling system must be driven only by the motorcycle's official accumulator.
- The motorcycle must be able to freewheel in the event that the propulsion system has stopped (i.e. Fuel/Charge exhausted or system failure)

## 16. CHARGING FROM THE MAINS

- The motorcycle may be charged from a provided 240 volt single phase supply of 13 Amps maximum. The charging system must be separate from the motorcycle and comply with all electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker.

## 17. ELECTRICAL SAFETY

- In no part of the motorcycle's electrical equipment may there be voltages of more than 500 volt referred to chassis and system ground respectively (system ground is the ground of the electrical equipment). Between system ground and chassis or body of the motorcycle no more than 50 volts are allowed.
- The voltage is limited to 500 volts between two points. In cases where the voltage of the power circuit exceeds 42 volt, this power circuit must be separated from the on-board circuit by an adequate insulator.

- Symbols warning of 'High Voltage' must be displayed on or near the electrical equipment protective covers; the symbol must comprise a black flash of lightening inside a yellow triangle with a black border. The sides of the triangle must be as large as reasonably practical.
- The power circuit consists of all those parts of the electrical equipment that are used for moving the motorcycle. The on-board circuit consists of all those parts of the electrical equipment that are used for signalling, lighting or communication.
- All parts of the electrical equipment must be protected to the equivalent of IP 44 type protection (dust proof and splash proof). However, it is recommended that IP 55 type protection be used (fully dust and splash proof)

## 18. GENERAL CIRCUIT BREAKER – 'EMERGENCY STOP'

- Two emergency stops are required as a stop has to be easily accessible both to the competitor and to marshals.
- When seated in a normal riding position, the competitor must be capable of interrupting all electrical transmission between the accumulators and the energy consumers by means of a spark-proof general circuit breaker situated in front of him. This breaker must be located in such a way that it can also be operated from outside the motorcycle. This breaker must be clearly identified as such. The use of a lanyard attached to the competitor to operate this breaker as an alternative to a button is permitted.
- The general circuit must also include a second general breaker which should be located behind the competitor, and be positioned taking into account that the machine may be on one side following an incident. This must be operated by a RED button and identified by a YELLOW disc of at least 8 cm in diameter reading "Emergency" in red letters.
- The options suggested below are acceptable, as are other solutions that meet the stated requirements. Teams will be required to demonstrate the operation of the Emergency Stops during Technical Inspection.
  - a) A low voltage switch (e.g. push button) as a control for a contactor can be mounted down near the motor to keep the power voltages and currents away from the competitor and top side of the machine.
  - b) A relay with an integrated "breaker" switch, which requires running the full battery voltage to wherever this breaker is mounted.
- Operation of the general circuit breaker must also isolate any pre-charge resistors, if installed.
- In order to prevent contact melting of the general circuit breaker its ampere square seconds characteristics, representing heat energy dissipated on the breaker contacts during switching, must be sufficient to guarantee proper operation of the circuit breaker, even under surge current conditions, in particular those occurring during the connection of the accumulator to the power plug.
- Low power accumulators provided for low voltage circuits, e.g. auxiliary circuits; do not have to be isolated by the general circuit breaker – Emergency Stop provided they are completely isolated from the main power accumulators.

## 19. POWER INDICATOR

- When the motorcycle is in powered on state, there must be a clear visual indicator showing on the rear of the machine. This must be a flashing red light mounted on the rear bodywork and be visible from at least 10 meters away, from the side or rear. The light must flash between 1 and 2 times/second on a 50% duty cycle.

## 20. FUSES (OVER-CURRENT TRIP SWITCHES)

- An over-current trip is a device that automatically interrupts the electrical current in which it is installed if the level of this current exceeds a defined limit value for a specific period of time.
- Fuses and circuit breakers (but never the motor circuit breaker) count as over current trips. Extra fast electronic circuit fuses and fast fuses are appropriate. The fuses must be in an easily accessible location and as close as possible to the accumulator at both polarities.
- All electrical cables inside the motorcycle must be protected by means of over current trips rated according to the diameter of the individual conductors. Over-current trips must under no circumstances replace the circuit breaker (Emergency Stop Button).

## 21. GENERAL ELECTRIC SAFETY

- It must be ensured that the components used cannot cause injury under any circumstances, either during normal operation or in foreseeable cases of malfunction. It must be ensured that the components used for protecting persons or objects can reliably fulfil their function for an appropriate length of time.

## 22. INSULATION RESISTANCE

- Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth.
- For equipment with up to 300 volts to earth, the insulation resistance must reach the following value: 250k Ohms.
- For equipment with more than 300 volts to earth, the insulation resistance must reach the following value: 500k Ohms.
- The measurement of the insulation resistance must be carried out using a dc. voltage of at least 100 volt.

## 23. DIELECTRIC STRENGTH

- All electrical equipment of the motorcycle conducting electricity must fulfil the following conditions:
- With regard to the dielectric strength, a distinction must be made between materials with light, normal or reinforced insulation.
- Normal insulation is insulation that can withstand a test voltage of at least 2000 volt at 50 hertz for a period of one minute. It must only be used for electrical circuits with a nominal voltage not exceeding 500 volt.
- Reinforced insulation is insulation that can withstand a test voltage of at least 4000 volt at 50 hertz for a period of one minute. It must only be used for components with a nominal voltage not exceeding 1000 volt.
- Light insulation must not be used (except for the on board circuit). All electrically live parts must be protected against accidental contact. Insulating material not having sufficient mechanical resistance, i.e. paint coating, enamel, oxides, fibre coatings (soaked or not) or insulating tapes are not accepted.
- All electrically conducting non-live parts must be connected with the motorcycle ground.

## 24. CAPACITORS

- Voltage across capacitors belonging to the power circuit should fall below 65 volt within 5 seconds after the general circuit breaker is opened or the over current trips of the accumulator are blown.

## 25. ACCUMULATOR FASTENING

- The accumulator must be installed securely inside the motorcycle and be protected against short-circuits and leakage.
- The accumulator must be attached to the body using metal clamps with an insulating covering.
- The fixing method must be designed in such a way that neither the accumulator nor the fastening device itself nor its anchorage points can come loose, even when subjected to a crash. A solid partitioning bulkhead must separate the location of accumulator from the competitor. Each accumulator box must include an air intake with its exit.

## 26. HORN

- All vehicles must be fitted with an acoustic horn, capable of generating 90 dB(A) when activated. The competitor must activate this horn when Yellow Flags are displayed on the course.

## 27. BRAKES

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

## 28. WHEELS AND TYRES

- Wheels may be aluminium or Magnesium alloy, carbon fibre or carbon composite wheels are not permitted.
- Wheel rim diameters and width are free.
- All wheels must be fitted with short stem valves and approved valve caps.
- The use of titanium and light alloys is forbidden for wheel spindles (axles).
- Any suitable tyre may be used.
- Any tread pattern must be made exclusively by the tyre manufacturer when producing the tyre.
- Additional tread grooves, cuts etc are allowed provided they are made by the tyre manufacturer or by a person duly authorised by the tyre manufacturer. Such modified tyres must bear the distinguishing mark or stamp of the manufacturer. The stamp must be placed near to the manufacturers mark.

## 29. POST QUALIFYING AND RACE PROCEDURE

- Follow any qualifying session or race all TT Zero machines shall be held in a designated 'cool down' area for a period of time of at least 30 minutes from the point the motorcycle is stopped (or as directed by the Technical Director following a team's specific risk assessment of their operations). This area will be a controlled area, where the team personnel are to be present until the bikes are deemed safe (i.e. no risk of fire exists). No team will be able to work on the machine unless this work is to make the machine safe.

# APPENDIX G

## TRANSPONDERS

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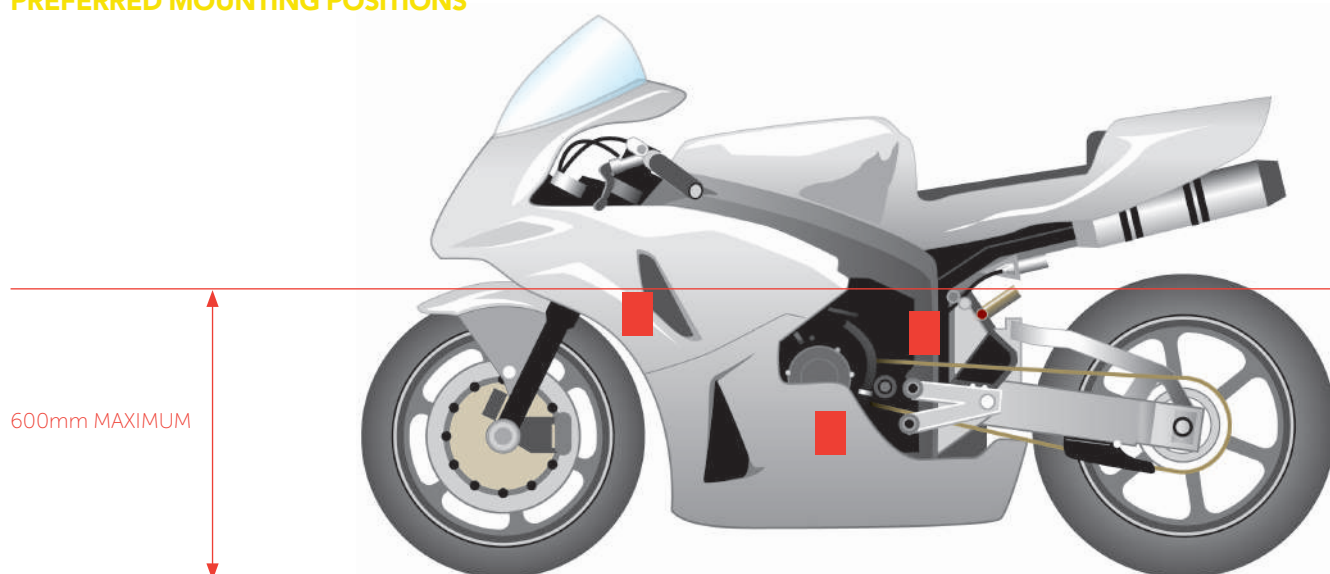


# APPENDIX G

## TRANSPONDERS

- An AMB TranX 260 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 practice 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.

### PREFERRED MOUNTING POSITIONS



# APPENDIX H

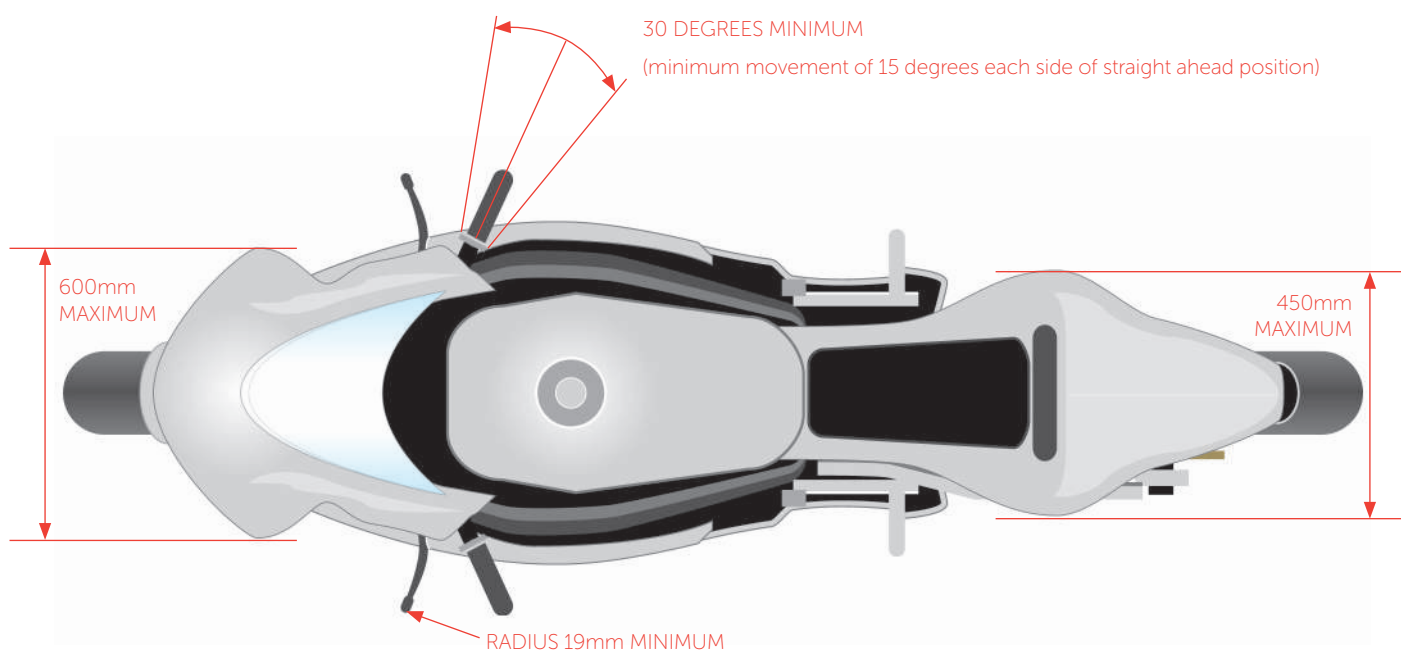
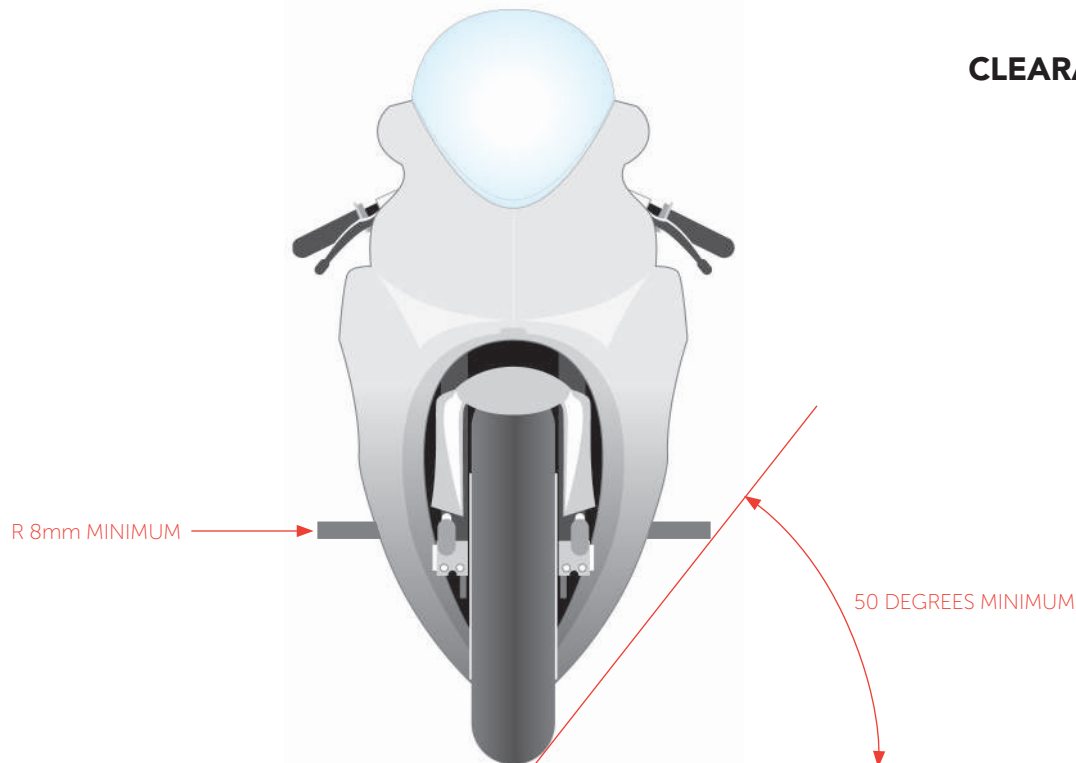
## CLEARANCES AND BODYWORK DIMENSIONS

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# APPENDIX H

## CLEARANCES AND BODYWORK DIMENSIONS

### CLEARANCES



## BODYWORK DIMENSIONS

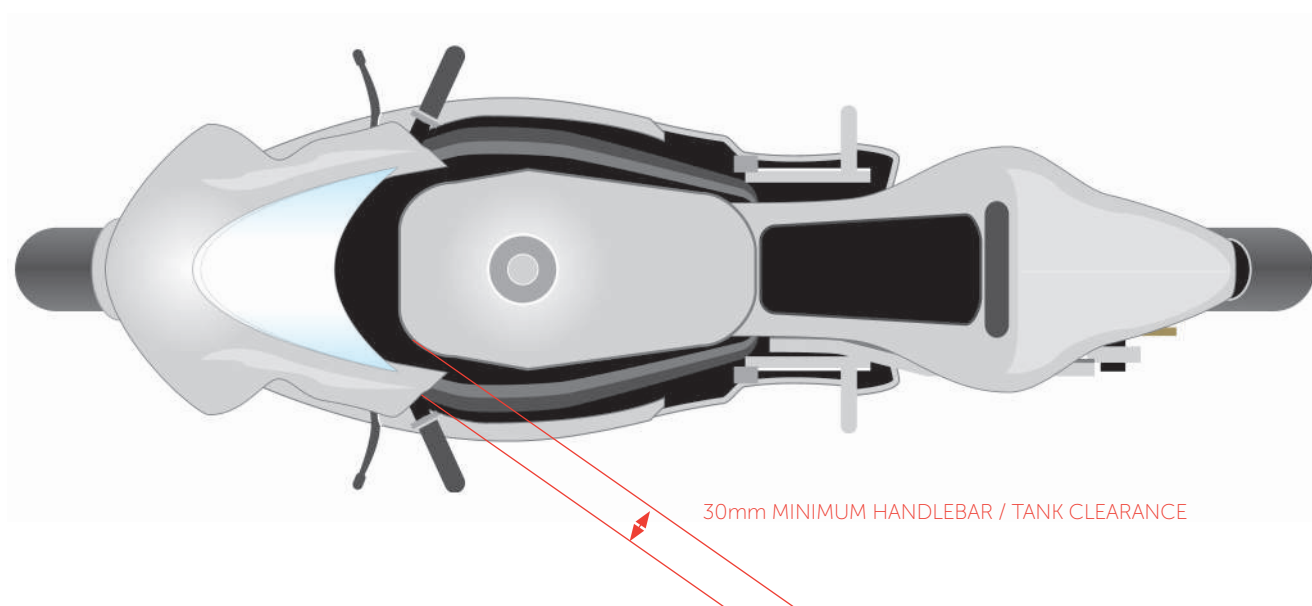
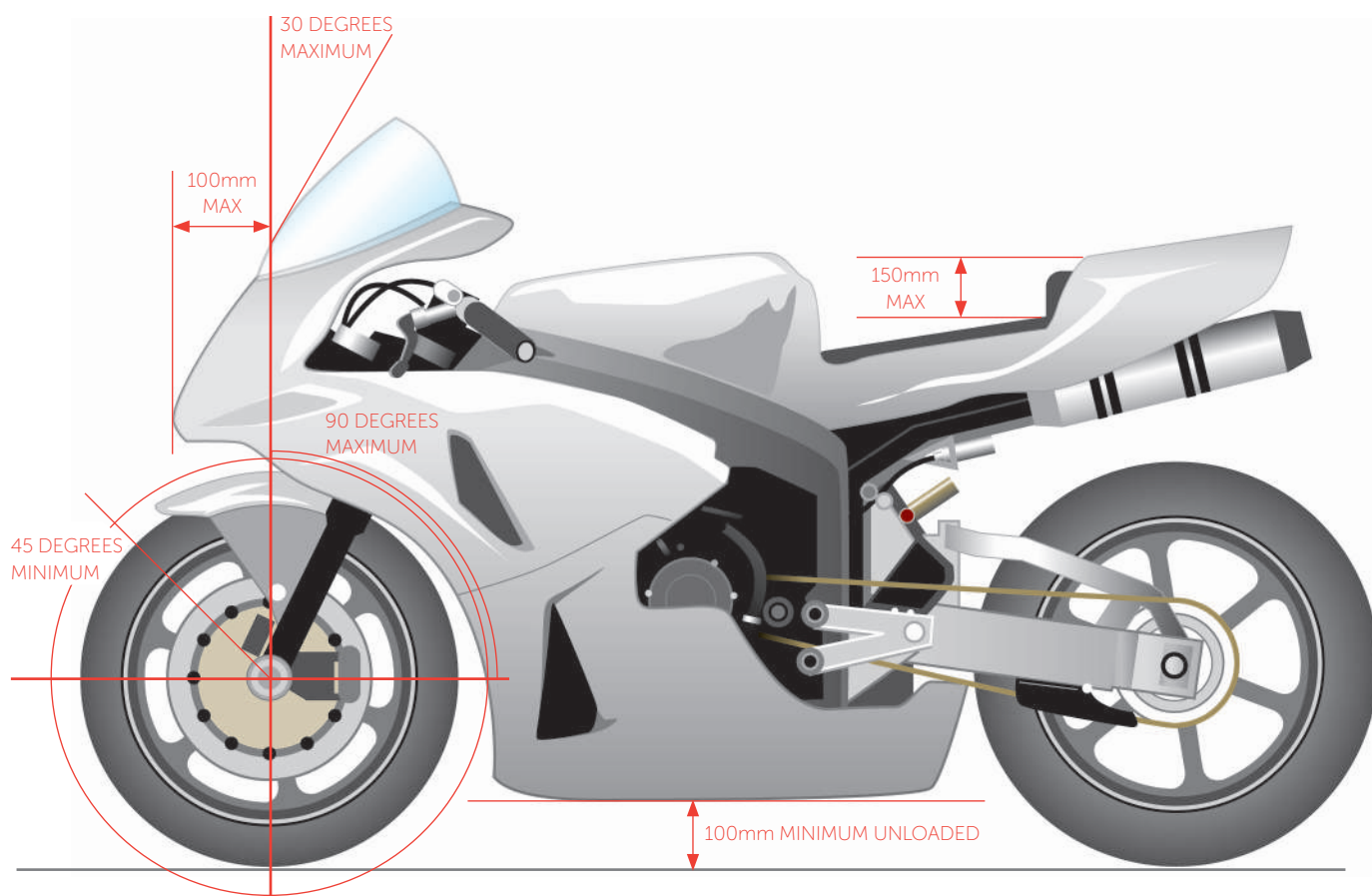


FIG 1. CHAIN GUARD

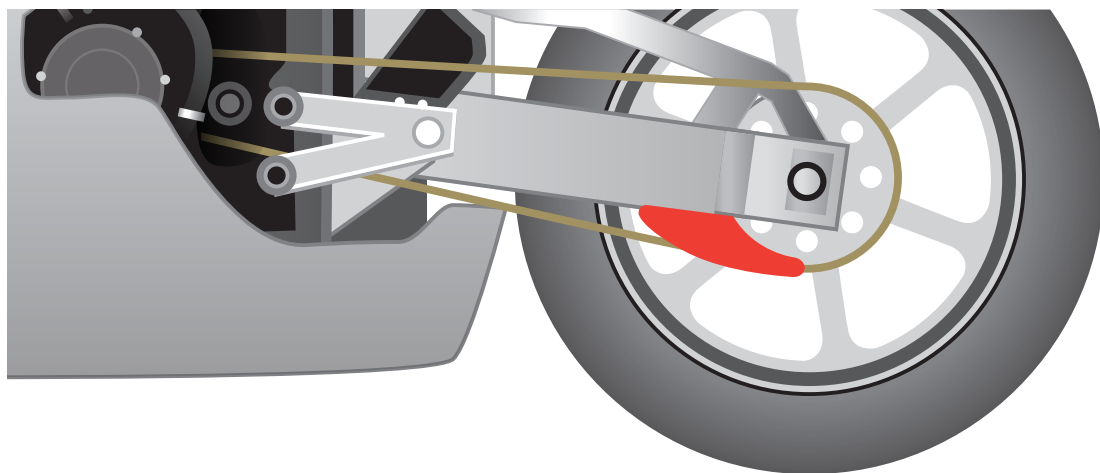
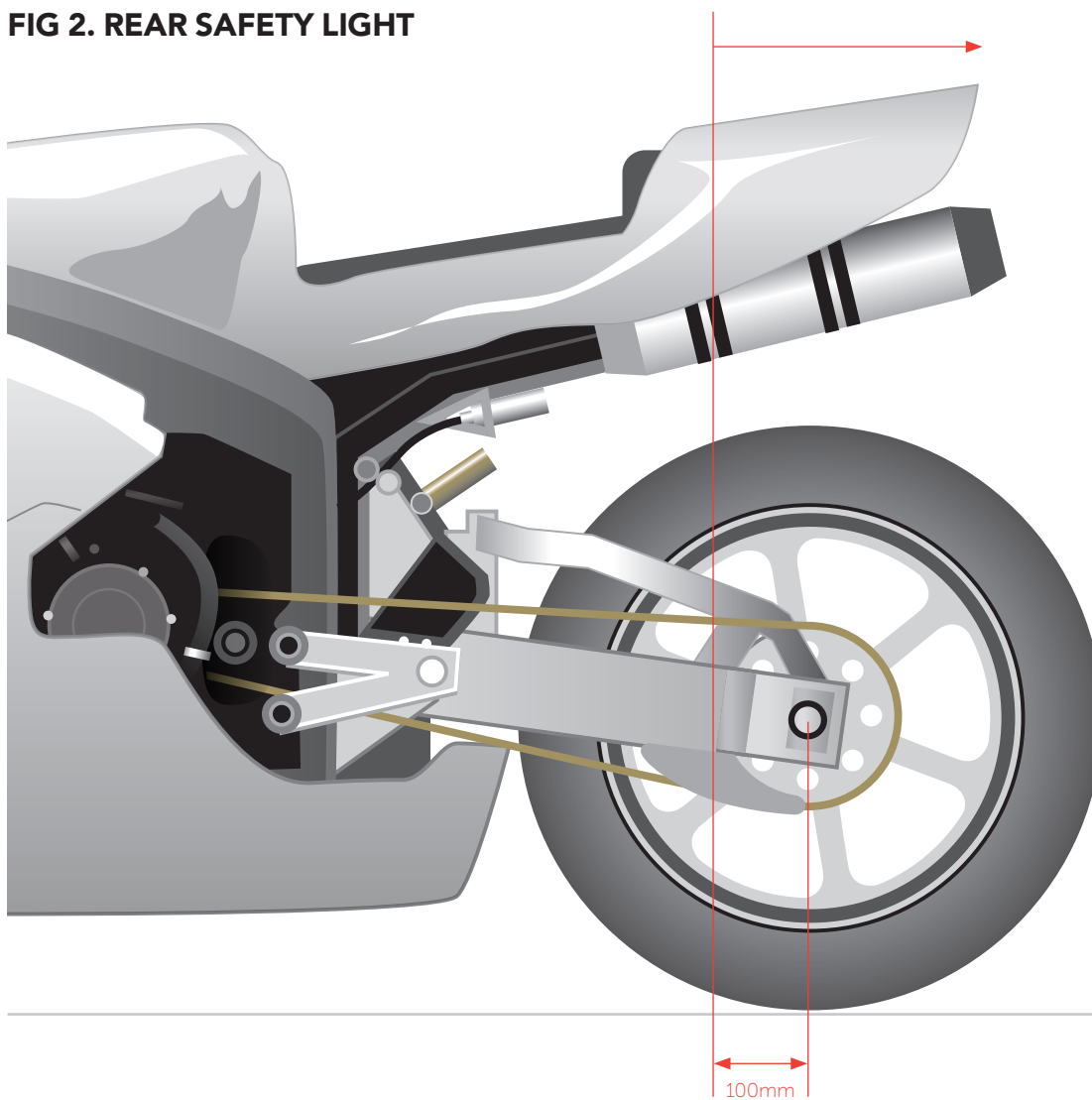


FIG 2. REAR SAFETY LIGHT



# MEDIA

HEADLINE MEDIA STATISTICS

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# APPENDIX I

## HEADLINE MEDIA STATISTICS

### TELEVISION

- The Isle of Man TT Races is the UK's biggest non terrestrial motorsport property and has a global TV audience of over 26m (as per Kantar Media Report 2018).
- In the UK the TT peaked at over 1.4m for the Senior TT Race show in 2017 and averages over 800,000 for the other race shows, which form part of a 14 episode run (plus repeats) on ITV4. Total cumulative audience figure for 2017 on ITV4 was over 13m and the TT is regularly the channel's highest watched non-terrestrial show in its time slot.
- In 2017, 11x52minute TT programmes have been shown by major broadcasters in the USA, Germany, Italy, Japan, Latin America, Australia, Sub-Saharan Africa, New Zealand, Norway, PanAsia, as well as Eurosport.

### PRINT MEDIA

- Print Media 2018 - over 8,000 articles worldwide (as per O'Leary Analytics Report).

### ONLINE MEDIA

- The Isle of Man Government has launched a new official TT website in October 2018 (**iomttraces.com**). Based on previous figures it is anticipated that the new site will reach an audience of over 2 million unique users.
- MCN on-line TT related stories over 6 million page impressions.

### SOCIAL MEDIA

- The Isle of Man Government now owns the following social media channels:
  - FACEBOOK: @attracesoffical
  - TWITTER: @attracesoffical
  - INSTAGRAM: @attracesoffical
  - YOUTUBE: @attracesoffical
- We would encourage all teams, riders and manufacturers to follow the pages and share our official content and news to your followers, fans and promote through newsletters and your own websites. The new TT channels were launched in October 2018 and we anticipate by TT2019 that we will have 100,000 likes on facebook, 5,000 twitter followers, 5,000 YouTube subscribers and over 25,000 Instagram followers. TT YouTube films currently attract over 20+million views annually.

### ATTENDANCE FIGURES

- TT 2018 visitor numbers - 44,000+
- TT 2018 visitor average spend - £886pp.
- TT 2018 visitor average stay – 6.7 nights.

# TT SAILINGS

2019 BOOKING FORM

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# TT SAILINGS

## FOR COMPETITORS AND SUPPORT VEHICLES ONLY (NOT MOTORCYCLES)

COMPETITORS NAME: \_\_\_\_\_

CLASSES ENTERED: \_\_\_\_\_

### OUTWARD (PLEASE TICK ONE)

FROM: Belfast	TO: Douglas	DATE: Sunday 19th May	TIME: 02:30	<input type="checkbox"/>	
FROM: Heysham	TO: Douglas	DATE: Tuesday 21st May	TIME:		14:15 <input type="checkbox"/>
FROM: Belfast	TO: Douglas	DATE: Wednesday 22nd May*	TIME: 10:45	<input type="checkbox"/>	
FROM: Heysham	TO: Douglas	DATE: Wednesday 22nd May	TIME: 02:15	<input type="checkbox"/>	and 14:15 <input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Thursday 23rd May	TIME: 02:15	<input type="checkbox"/>	and 14:15 <input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Friday 24th May	TIME: 02:15	<input type="checkbox"/>	and 14:15 <input type="checkbox"/>

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

### RETURN (PLEASE TICK ONE)

FROM: Douglas	TO: Heysham	DATE: Thursday 6th June	TIME: 19:45	<input type="checkbox"/>	(S/Sport & L/Weight only)
FROM: Douglas	TO: Heysham	DATE: Saturday 8th June	TIME: 20:00	<input type="checkbox"/>	
FROM: Douglas	TO: Heysham	DATE: Sunday 9th June	TIME: 09:30	<input type="checkbox"/>	and 20:30 <input type="checkbox"/>
FROM: Douglas	TO: Heysham	DATE: Monday 10th June	TIME: 09:15	<input type="checkbox"/>	
FROM: Douglas	TO: Belfast	DATE: Monday 10th June	TIME: 20:30	<input type="checkbox"/>	

### IF YOU WISH TO TRAVEL ON DATES/TIMES OTHER THAN THOSE SHOWN, 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 and Model	Length	Height	Width	Length	Height	Width
Car							
Van							
Motorhome							
Lorry							
Truck / Artic							
Other							

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 above sailings, 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 direct 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.

**LEAD PASSENGER DETAILS**

TEAM NAME: \_\_\_\_\_

LEAD PASSENGERS SURNAME: \_\_\_\_\_ TITLE: \_\_\_\_\_ INITIALS: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

TELEPHONE: (Home) \_\_\_\_\_ (Mobile) \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**ADDITIONAL PASSENGERS DETAILS**TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐TITLE: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_ SURNAME: \_\_\_\_\_ ADULT ☐ CHILD ☐ INFANT ☐**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

**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: tt.competitors@steam-packet.com

**IMPORTANT INFORMATION**

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 and additional charges may be payable. Please advise us of any change in vehicle dimensions. An invoice will be sent to the Lead Passenger confirming booking details, charges and payment methods etc. All bookings must be paid no later than Friday 3rd May 2019. If payment has not been received by this date it will be assumed that your booking is no longer required and will be cancelled.

# LICENCE

2019 MOUNTAIN COURSE LICENCE APPLICATION

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# LICENCE

ATTACH  
YOUR PHOTO

Please write your name  
and date of birth on the  
reverse of photo

## 2019 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. Licence holders must have held a National licence for Road Racing for a minimum of 12 months prior to the closing date for entries.

### DOCUMENTARY EVIDENCE OF THE FOLLOWING ADDITIONAL REQUIREMENTS MUST BE SUPPLIED WITH THIS APPLICATION:

**ALL APPLICANTS:** All applicants must have competed satisfactorily in at least six Road Race Days in the period of 30th March 2018 to 3rd May 2019. A minimum of 2 of the 6 required race days must be in the 2019 season.

**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 criteria). For 2020 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 per meeting. One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2. Qualifying for the 2018 TT or Manx GP/Classic TT races will count as one race day and finishing in a 2018 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 3 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:** 10th May 2019. 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: TT ☐ MGP ☐

#### NEWCOMER APPLICANTS

You must submit your completed Record of Mountain Course Training Form with this application form. Training must be completed by the 10th May 2019.

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. 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?  
If 'yes', do they meet DVLA LGV/PCV Group 2 entitlement requirements? YES \_\_\_\_ NO \_\_\_\_  
(Answer no if resting systolic BP consistently greater or equal to 180mmHg and/or diastolic greater or equal to 100mmHg.)  
(Answer no if treatment has side effects which may interfere with controlling a motorcycle)
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 \_\_\_\_  
(If 'yes' please give full details and confirm that the medication is not within the WADA prohibited classes of substances and prohibited methods)
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): ☐  
(Please give details of the reason(s) that you are unsure of the applicant's fitness.)

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 No: \_\_\_\_\_

**PLEASE DO NOT WRITE IN THIS SPACE**

# CONTACTS

USEFUL CONTACTS REGARDING THESE REGULATIONS

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# CONTACTS

## USEFUL CONTACTS REGARDING THESE REGULATIONS

### PROMOTORS (DEPARTMENT FOR ENTERPRISE)

Bruce Baker	TT Development Officer	01624 686877	bruce.baker@gov.im
Rob Temple	TT Development Officer	01624 687087	rob.temple@gov.im

### SECRETARY OF THE MEETING (ACU EVENTS LTD)

Michelle Haynes	TT Race Secretary	01788 566405	michelle@acu.org.uk
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### TEAM AND COMPETITOR LIASON

John Barton	Team & Competitor Liaison Officer	07624 497889	iomttraces@gov.im
Richard Quayle	Team & Competitor Liaison Officer	07624 204921	iomttraces@gov.im

### MEDIA ENQUIRIES

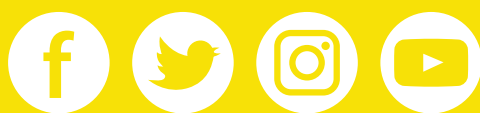
Simon Crellin	Chief Press Officer	07624 246222	simon.crellin2@gov.im
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### TRAVEL ENQUIRIES

Phil Kelly	Steam Packet Passenger Services Officer	01624 645693	philip.kelly@steam-packet.com
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### PADDOCK ENQUIRIES

Nige Crennell	TT Production Manager	01624 686541	nige.crennell@gov.im
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