



ISLE OF MAN

FUELLED BY



MØNSTER

E N E R G Y

2015

INTERNATIONAL ISLE OF MAN TOURIST TROPHY RACES

REGULATIONS

| | | |
|----|--|---------|
| 1 | ANNOUNCEMENT | Page 1 |
| 2 | OFFICIALS | Page 1 |
| 3 | COURSE | Page 2 |
| 4 | RACE PROGRAMME | Page 2 |
| 5 | ELIGIBILITY | Page 2 |
| 6 | ENTRIES | Page 4 |
| 7 | TRAVEL ALLOWANCE AND APPEARANCE FEES | Page 4 |
| 8 | PADDOCK | Page 5 |
| 9 | PASSES | Page 9 |
| 10 | INSURANCE AND MACHINES ON PUBLIC HIGHWAY | Page 10 |
| 11 | SIGNING-ON / BRIEFING | Page 11 |
| 12 | TECHNICAL INSPECTIONS | Page 13 |
| 13 | FLAG SIGNALS / BEHAVIOUR DURING EVENT | Page 18 |
| 14 | PRACTICES & QUALIFYING | Page 19 |
| 15 | QUALIFICATION | Page 20 |
| 16 | RIDER NUMBERS | Page 21 |
| 17 | MACHINES ENTERED IN TWO RACES | Page 21 |
| 18 | CHANGE OF RIDER | Page 21 |
| 19 | RACE PROCEDURE | Page 22 |
| 20 | PROTESTS | Page 24 |
| 21 | DRUG AND ALCOHOL TESTING | Page 24 |
| 22 | WINNERS ENCLOSURE | Page 24 |
| 23 | GARLANDING CEREMONY | Page 24 |
| 24 | AWARDS | Page 25 |
| 25 | TT PRIVATEERS CUP | Page 27 |
| 26 | PRIZE PRESENTATIONS | Page 27 |
| 27 | TRANSPONDERS AND AUTOMATIC TIMING | Page 27 |
| 28 | ON BOARD CAMERAS | Page 28 |
| 29 | CAMERA POSITIONING | Page 28 |
| 30 | CAMERA MOUNTAINGS | Page 28 |
| 31 | RECORDER MOUNTINGS | Page 28 |
| 32 | CABLING | Page 28 |
| 33 | DATA RECORDERS | Page 29 |
| 34 | MOBILE PHONES | Page 29 |
| 35 | VEHICLE RECOVERY SERVICE | Page 29 |
| 36 | STEWARDS OF THE MEETING | Page 29 |
| 37 | ACCEPTANCE OF RECORDS | Page 29 |
| 38 | JURISDICTION | Page 29 |
| 39 | PUBLICITY | Page 30 |
| 40 | MERCHANDISING | Page 30 |
| 41 | MISCELLANEOUS | Page 30 |
| 42 | PRIZE MONEY | Page 30 |

I. ANNOUNCEMENT

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 from the 30th May to 12th June 2015.

The Department of Economic Development ("the Promoters"), an Isle of Man Government Department, whose Registered 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 Permit Number: ACU 42857 | FIM Classic Meeting Number: FIM 196/04

The TT Races has been granted the status of Classic Event by the FIM Management Council in recognition of their major contribution to the development of the motorcycle and the establishment of the sport internationally.

The meeting will be held under the 2015 ACU National Sporting Code and its appendices, these Supplementary Regulations ("the Regulations") and any further instructions issued or official announcements made. Copies of the ACU Handbook, containing the ACU National Sporting Code and appendices, are obtainable from Auto Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX and priced £8.00.

2. OFFICIALS

Stewards of the Meeting

| | |
|--------------------------------------|---------------|
| Chief Steward (Appointed by the ACU) | Don Ryder |
| Steward | Edric Costain |
| Steward | Phil Taubman |

FMN Delegates

Delegates from MCUI and other FMN's as appointed

Event Management Team:

| | |
|------------------------------------|--|
| Clerk of the Course | Gary Thompson MBE BEM |
| Deputy Clerk of the Course | Dr Paul King |
| Technical Director | Adrian Gorst |
| Chief Medical Officer | Dr Gruff Evans / Dr Gareth Davies / Dr Heike Romer |
| Department of Economic Development | Paul Phillips |

Race Direction:

| | |
|---|-----------------------|
| Clerk of the Course | Gary Thompson MBE BEM |
| Deputy Clerk of the Course | Dr Paul King |
| Assistant Clerk of the Course (Start Line/Parc Ferme) | Stuart Drummond |
| Rider Liaison Officer | Richard Quayle |
| Department of Economic Development | Paul Phillips |

Senior Officials:

| | |
|---------------------------|------------------------------|
| Chief Technical Officer | Willy Clucas |
| Chief Timekeeper | Kevin Brookes |
| Course Inspection Officer | Shaun Counsell |
| Chief Incident Officer | Sean Crellin |
| Chief Press Officer | Simon Crellin |
| Rider Liaison Officers | John Barton / Richard Quayle |
| Secretary of the Meeting | Michelle Haynes |

Address for all correspondence before and after the event:

Secretary of the Meeting, Michelle Haynes, ACU Events Ltd, ACU House, Wood Street, Rugby, Warks, CV21 2YX

Tel: 01788 566405 Fax: 01788 573585 E-mail: michelle.haynes@acu.org.uk

Address for all correspondence during the event:

Secretary of the meeting, Michelle Haynes, ACU Events (IOM) Ltd, TT Race Office, TT Grandstand, Douglas, Isle of Man IM2 6DA

Tel: 01624 644628 Fax: 01624 644624

3. 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. ACU Course Licence no TT001.

4. PROGRAMME OF RACES

Saturday 6th June

| | | |
|-----------|-------------------|--------|
| 11:00 hrs | Superbike TT Race | 6 laps |
| 14:00 hrs | Sidecar TT Race 1 | 3 laps |

Monday 8th June

| | | |
|-----------|----------------------|--------|
| 10:45 hrs | Supersport TT Race 1 | 4 laps |
| 14:00 hrs | Superstock TT Race | 4 laps |

Wednesday 10th June

| | | |
|-----------|----------------------|--------|
| 10:45 hrs | TT Zero Challenge | 1 lap |
| 12:00 hrs | TT Supersport Race 2 | 4 laps |
| 14:30 hrs | TT Sidecar Race 2 | 3 laps |

Friday 12th June

| | | |
|-----------|---------------------|--------|
| 10:15 hrs | Lightweight TT Race | 3 laps |
| 13:00 hrs | Senior TT Race | 6 laps |

5. ELIGIBILITY

a) Riders and Passengers

All Competitors resident in the UK must have held as a minimum a National Licence issued by the ACU or the SACU for at least twelve months prior to the closing date for entries. Passengers must hold a National Passenger Licence. Competitors from other FMN's must have held an FIM International Non - Championship Licence for a minimum of twelve months prior to the closing date for entries. All competitors must be over 18 years of age on the 28th May 2015.

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 downloaded from the competitors section at www.iomtt.com.

b) Entrants

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

c) Sidecar Passengers

Any competitor who wishes to be nominated as, or replace, a passenger, must hold a TT Mountain Course Licence (see 5 (a) above) as a passenger.

d) Machines

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 2015 FIM list of homologated motorcycles. Other machines may be admitted at the discretion of the Race Organisers.

All spare machines/T Bikes of the same make and model must be declared during the Signing-On process and competitors must ensure the machine qualifies during Practice week according to the Qualification Criteria as laid down in these Regulations.

- **TT Superbike Race**

For machines complying with the Technical Regulations as outlined at Appendix A to these Regulations.

Over 750cc up to 1000cc 4 cylinders 4 stroke

Over 750cc up to 1000cc 3 cylinders 4 stroke

Over 850cc up to 1200cc 2 cylinder 4 stroke

Other machines admitted at the discretion of the Organisers

- **Sidecar TT Races**

For machines complying with Formula Two Sidecar regulations as specified in Appendix B of these Regulations.

- **TT Superstock 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

- **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

- **Lightweight TT Race**

For machines complying with appendix E of these Regulations.

- **Senior TT Race**

For machines complying with Appendix A of these Regulations.

Over 750cc up to 1000cc 4 cylinders 4 stroke

Over 750cc up to 1000cc 3 cylinders 4 stroke

Over 850cc up to 1200cc 2 cylinder 4 stroke

Other machines admitted at the discretion of the Organisers

Riders may be permitted (on application to the Clerk of the Course) to change machine to any other eligible machine on which the rider has qualified to race or has raced during the meeting (subject to paragraph (f) below).

- **TT Zero Challenge**

For machines complying with appendix F of these Supplementary Regulations.

e) Personal Equipment

While practicing and racing, riders and passengers 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.

Personal Equipment will be checked by Technical Officials during the Signing On process. There will be no further checks after this period, unless a competitor has been involved in an incident in which personal equipment may have been damaged.

Race Direction 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 competitors personal equipment is permitted.

6. ENTRIES

Applications for TT Race entries must be made on line via the competitors section of www.iomtt.com no later than Friday 27th of February 2015.

Any entries received after the closing date may not be accepted

Entries will be accepted in the following order of priority:-

1. Riders who finished in positions 1st to 30th in the corresponding race in 2014
2. Up to 25 additional riders in each race, based on previous fastest race lap speeds
3. Up to 15 newcomers in each race
4. Additional riders selected at the discretion of the Organisers subject to a maximum of;
 - a. 72 starters for the Superbike, Superstock and Senior TT.
 - b. 78 starters for all other Classes (Supersport, Lightweight and Sidecars).

Reserve Entries

For each solo race reserve entries may be accepted in addition to the maximum of 70 confirmed entries. Reserves will practice with the riders who have confirmed entries.

Subject to qualification they will take the places (but not necessarily the starting numbers) of confirmed non starters up to a maximum of 70 starters per race.

The Promoters will continue to cover all entry fees (including Insurance), necessary to enter the 2015 Isle of Man TT Races.

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 any entry.

7. TRAVELLING ALLOWANCE AND APPEARANCE FEES

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 rider 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 on the entry form.

No payments will be issued using any other means.

The travel allowance is as follows –

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

Any competitor wishing to apply for additional appearance fees should do so via the on line entries facility, providing information and justification to support the application.

Requests must be made no later than the 27th of February 2015.

Applications received after this date will not be considered

Payments to riders and teams will be negotiated directly between the Promoters and authorised representatives of the individual riders and teams.

The following items will provide the basis for the payment criteria –

- Potential media coverage value (team and / or rider) achievable before, during and after event
- Demonstrable ability to promote the TT and Isle of Man positively (team and / or rider)
- Previous performance at TT (team and / or rider)
- 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 on or after the 12th June 2015 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 rider(s) having made a definite and legitimate effort to perform the services.

8. PADDOCK

The paddock will be organised by the Promoter and its appointed agent G4S Secure Solutions (Isle of Man) Ltd

The Paddock Manager G4S Secure Solutions (Isle of Man) Ltd will be Lloyd Mister:

Tel 01624 649016
Fax 01624 649049
Mob 07624 483945
E-mail lloyd.mister@im.g4s.com

Parking of all team vehicles will be under the control of the Promoter and its appointed agent and all teams must respect the instructions received. Space will be allocated by the Promoter and its appointed agent based on the information submitted by competitors on their entry form. The paddock parking position will be made by the Promoter and its appointed agent and the decision will be final. Teams and / or competitors will receive notification of their paddock parking position on arrival.

The Paddock will open at 9:00am Monday 25th May 2015

The Paddock will be segregated into various areas into which teams will be entitled to bring certain vehicles.

The entire Paddock area is a closed road and access will only be granted by displaying an official event permit.

Cars will not be permitted in any part of the TT paddock in 2015. All cars will be required to park in the official event car park situated in Nobles Park.



Paddock A

Paddock A will be reserved for the largest working trucks, i.e. those vehicles that carry the motor cycles and the equipment.

Where semi-trailers are utilised, teams must be prepared to remove the tractor unit, if instructed, to a separate parking area.

No living vehicles will be allowed in Paddock A except where the living accommodation is an integral part of the working truck. Caravans with awnings will not be accepted as working vehicles.

Working vehicles must be painted in team or company livery. They must be well maintained and clean.

Any wastewater from the vehicles must discharge into a holding tank or, via a hose, to a drain. Any electric or other cables or hoses that cross roadways must be covered by a proprietary cable/hose protector.

All working vehicles must have professionally fitted awnings which shall be carpeted or covered with plastic event flooring. No bare wooden structures will be permitted. The inside of the awnings must be kept clean and tidy and should feature the team or company livery.

Every team based in Paddock A must have a recognisable and presentable team uniform. The team uniform must be worn by all team members who work in Paddock A, Parc Ferme, Pit Lane or the Starting Grid during practice and racing.

Riders of any team in Paddock A must take part in the Paddock Walkabout on Saturday 6th June wearing their team uniform. Riders must be in position by 9:55am and will be expected to remain at their awning to sign autographs for up to one hour.

All teams in Paddock A must provide promotional posters or autograph cards for their riders to sign.

Teams requesting space in Paddock A should do so by contacting the Paddock Manager. Teams will be required to supply a photograph of their vehicle and awning on application for space in this paddock.

Paddocks B & C

Paddock B will be reserved for medium and small working trucks, i.e. those vehicles that carry the motor cycles and the equipment and respective living quarters and separate riders living vehicles.

Any wastewater from the vehicles must discharge into a holding tank or, via a hose, to a drain. Any electric or other cables or hoses that cross roadways must be covered by a proprietary cable/hose protector.

Paddock D

Paddock D will be reserved for the smallest trucks, vans, caravans and camping. Any wastewater from the vehicles must discharge into a holding tank or, via a hose, to a drain. Any electric or other cables or hoses that cross roadways must be covered by a proprietary cable/hose protector.

Race Support Area A

The Race Support Area A is reserved for larger vehicles belonging to race support companies who provide a genuine service to competitors.

Companies providing other services are restricted to the use of one working vehicle. Additional vehicles will be permitted at the discretion of the Promoter and its appointed agent. A small awning may be used on these vehicles at the discretion of the Promoters and its appointed agent where space permits.

Absolutely no hospitality must be provided by service company vehicles.

Retailing

Teams and competitors are not permitted to retail any goods or services from the paddock area during the TT period including merchandise. Any team or competitor wishing to retail in the specific paddock trade area should contact Motorsport Promotions Ltd on 01624 667808.

The Isle of Man 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 Isle of Man Non Residents Traders License.

Containers

Containers will not be allowed in the paddock.

Scooters

Scooters can be used for paddock transportation by riders and team personnel only (not children).

Health and Safety

All competitors and their associated persons must at all times comply with all the health and safety requirements applicable in the paddock and displayed on the Race Office notice board.

Fuel Storage

There will be a dedicated high octane fuel storage facility within the paddock. Teams and competitors using high octane fuel must contact the Paddock Manager for further information before sending any fuel to the Island.

Teams and competitors using pump fuel are strongly advised to obtain fuel on the day it is to be used. Under no circumstance is more than 10 litres of fuel to be stored within any paddock (other than the official store). Teams and competitors who are storing fuels off site, are reminded of their obligations to let the authorities on the Isle of Man know what fuel is being stored and where.

It is the responsibility of all teams and competitors to remove all metal fuel containers to the skips provided in the paddock.

Any off site fuel storage facility (more than 2 litres) will need to be licensed by the Isle of Man Office of Fair Trading.

Please be aware that persons transporting large amounts of fuel may face prosecution if not appropriately licensed.

Competitors should consider how and when fuel is obtained for each qualifying session and race. Competitors using pump fuel are reminded that they should purchase the amount needed for that session or race and that they should not store more than is needed.

Fire Extinguishers

All competitors / race support / trade personnel using the paddock will need to supply a 2 Kg (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.

Fire Points

Fire points are located within Paddocks A, B, C and D and all team members must be familiar with their location. All Fire points are alarmed and extinguishers should not be removed unless needed in an emergency.

Welding

The use of welding equipment within the paddock area is strictly forbidden. Under no circumstance should teams or competitors bring welding equipment in to the paddock or associated areas. Any equipment found may be confiscated.

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 circumstance should anyone interfere with the electric supply from the power masters in the paddock. If an electric supply fails, please contact the Paddock Manager in the first instance. Teams and competitors are required to have all electrical equipment PAT tested prior to use.

Security

The paddock will be patrolled by security guards. There are two, 24/7 security points which are fixed. There will be a foot patrol during daylight hours but no foot patrols between 19:00hrs and 07:00hrs.

Rubbish Removal

All competitors and team members are responsible for the removal of rubbish from parking and camping areas. Bins are provided for the disposal of bin bags located to the south of Paddock B.

Shower Block and Toilet Areas

Showers and Toilet areas will be cleaned between the hours of 07:00hrs to 21:00hrs. All areas will be checked and cleaned regularly.

General Notice

A one way system will operate within the paddock. It has been designed for the smooth and safe transition of all vehicle movements. A 10 mph speed limit exists at all times. At no time should any vehicle block an entrance or exit.

9. PERSONNEL PASSES

There are different types of personnel passes depending on the activity of the pass holder providing access to various areas around the TT Start Line, Grid and Paddock:

COMPETITORS WRISTBAND - ACCESS ALL AREAS

(PIT LANE ACCESS REQUIRES PIT LANE PASS)

PARADERS WRISTBAND - ACCESS ALL AREAS

(PIT LANE ACCESS REQUIRES PIT LANE PASS)

LEVEL 1

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

LEVEL 2

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

PROMOTER

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

VIP HOSPITALITY

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

VIP HOSPITALITY (PLATINUM)

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

PIT LANE

- START LINE
- PIT RETURN LANE
- PIT LANE
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE

HOST MEDIA

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE
- RESTRICTED AREAS (Exceptions Apply)

PHOTO

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE
- RESTRICTED AREAS (Exceptions Apply)

JOURNALIST

- START LINE
- PIT RETURN LANE
- PIT LANE (With Pit Lane Pass)
- PARC FERME
- GRID
- WINNERS ENCLOSURE
- VIP SUITE
- RESTRICTED AREAS (Exceptions Apply)

Pass 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:

- Selling passes
- Production, sale or distribution of forged or copied passes

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.

By accepting the issue of passes for the 2015 Isle of Man 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 and to ensure the observance thereof.

Passes may only be used to gain access to the areas indicated on the face of it. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and / or have any pass held by them withdrawn.

Isle of Man TT 2015 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 guests, this information must be available for audit by the Organisers at an event.

The Organisers reserve the right to request further proof of identity in addition to a pass.

2015 Isle of Man TT Races issued 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.

Team and competitor pass allocation will depend on the number of classes entered by the rider(s). The passes will be sequentially numbered and referenced for official use and riders and teams will be required to identify their teams pass holders on their entry form to allow the Organisers to allocate individual passes to individual persons. Riders and teams wishing to request additional passes may do so in writing stating the reason for the request and the number of passes required. These requests will be considered by Race Organisers.

10. INSURANCE

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 should still obtain a copy of their own Start Permission and if required to do so be prepared to produce a copy during the Signing On process. This 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:-

- EUR 25,000 Death
- EUR 50,000 Temporary Partial Disablement
- EUR 185,000 Medical Treatment
- EUR 75,000 Repatriation costs

For ACU and SACU licence holders, the Organisers will arrange Personal Accident cover for the following benefits:

- £10,000 GBP Death or permanent total disablement
- £20,000 GBP Loss of or loss of the use of, one or more limbs or eye

Competitors resident outside the United Kingdom should 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.

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.

During this same period the machine does not have to comply with the Maintenance and Use and The Lighting Regulations.

The rider must however, have a current valid driving licence for that particular class of machine.

Third party insurance must be in force before the machine is used on a public highway. Cover can be obtained from the Race Office. Machines used on public roads, outside, these times must comply in every respect with Manx Road Traffic Legislation (Race numbers must not be displayed).

Any competitor reported as having ridden his/her machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

11. SIGNING-ON / BRIEFING

a) Signing-on

Signing on will take place in the TT Press Office on Friday 29th May and the Race Office on Saturday 30th May.

The following must be produced during the Signing-On process:

1. FMN Approval (Start Permission) for holders of International licences not issued by the ACU/SACU.
 2. 2015 Road Race Licence
 3. 2015 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.
-

Signing on Periods:

Friday 29th May

TT Press Office 13:00 hrs – 17:00 hrs

Saturday 30th May

Race Office 10:00 hrs – 12:00 hrs

Other than the requirements stated above, all helmets, leathers, boots, gloves and identity tags must also be produced for inspection/approval.

A declaration must be signed by each competitor, regarding any injury/illness sustained since the issue of their current International licence.

This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.

b) Competitors Briefings

All competitors must attend a briefing prior to being permitted to commence practice, this is compulsory. 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 29th May | 14:00 and 16:00 hrs |
| - | Saturday 30th May | 10:30 hrs |

Solo Newcomers Only

| | | |
|---|-------------------|-----------|
| - | Friday 29th May | 18:00 hrs |
| - | Saturday 30th May | 12:00 hrs |

Sidecars Only

| | | |
|---|-------------------|---------------------|
| - | Friday 29th May | 15:00 and 17:00 hrs |
| - | Saturday 30th May | 11:00 hrs |

Sidecar Newcomers Only

| | | |
|---|-------------------|-----------|
| - | Saturday 30th May | 10:00 hrs |
|---|-------------------|-----------|

French Speakers - Solo & Sidecars

| | | |
|---|-------------------|-----------|
| - | Friday 29th May | 18:45 hrs |
| - | Saturday 30th May | 09:30 hrs |

All newcomers (Solos, Sidecar drivers and passengers) must take part in their respective speed controlled lap on Saturday 30th May.

c) Technical Briefings

A technical briefing 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 31st May | 09:00 hrs |
| - | Sidecars | Sunday 31st May | 10:30 hrs |
| - | TT Zero | Thursday 4th June | 10:00 hrs |

It is important that each competitor is represented at this briefing.

12. TECHNICAL INSPECTIONS

a) Number plates

- Superbike TT White plates with black numbers
- Sidecar TT Red plates with white numbers
- Superstock TT Red plates with white numbers
- Supersport TT White plates with blue numbers
- Lightweight TT Green Plates with white numbers
- Senior TT For machines entered only in the Senior TT – yellow plates with black numbers
For all others - plates and numbers of the colours appropriate to the class of the motorcycle
- TT Zero 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

All number plates and numbers must be supplied by competitors.

Each machine must display one front and two side number plates for practice and races, so that both front and side numbers are clearly visible to the public and marshals on both sides of the road and must comply with the following regulations:

- Front Numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides
- The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight.

The minimum dimensions of front numbers are as follows:-

| <i>Background</i> | <i>Height of figure</i> | <i>Width of figure</i> | <i>Width of stroke</i> | <i>Space between 2 figures</i> |
|-------------------|-------------------------|------------------------|------------------------|--------------------------------|
| 285mm x 235mm | 140mm | 80mm | 25mm | 15mm |

The minimum dimensions of front numbers are as follows:-

| <i>Background</i> | <i>Height of figure</i> | <i>Width of figure</i> | <i>Width of stroke</i> | <i>Space between 2 figures</i> |
|-------------------|-------------------------|------------------------|------------------------|--------------------------------|
| 260mm x 220mm | 120mm | 70mm | 25mm | 15mm |

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 Organisers also reserve the right to require any competitor to use officially supplied numbers.

b) Pre-Practice and Qualifying Technical Inspections

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

Saturday 30th May

| | |
|------------------------------|-----------------------|
| Newcomers Solos and Sidecars | 16:00 hrs - 16:45 hrs |
| Lightweight TT | 16:45 hrs - 17:45 hrs |
| Sidecars | 17:45 hrs - 18:30 hrs |

Monday 1st June

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

Tuesday 2nd June

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

Wednesday 3rd June

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

Thursday 4th June

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

Friday 5th June

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

Saturday 6th June

| | |
|-------------------------------|-----------------------|
| TT Superstock & TT Supersport | 14:45 hrs - 16:15 hrs |
| TT Zero | 16:30 hrs - 17:00 hrs |

Monday 8th June

| | |
|----------|-----------------------|
| Sidecars | 10:00 hrs - 11:30 hrs |
| TT Zero | 14:00 hrs - 14:30 hrs |

Wednesday 10th June

| | |
|----------------|-----------------------|
| Lightweight TT | 14:00 hrs - 15:00 hrs |
| Senior TT | 15:00 hrs - 15:30 hrs |

c) Pre-Race Technical Inspections - Machines

All machines bearing the correct number plates and transponders must pass through the Technical Inspection bay for inspection / 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. Riders 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 6th June

Superbike TT Race

| | |
|----------------|-----------------------|
| Nos 60 upwards | 08:45 hrs - 09:15 hrs |
| Nos 30 – 59 | 09:15 hrs - 09:45 hrs |
| Nos 1 – 29 | 09:45 hrs - 10:15 hrs |

Sidecar TT Race 1

| | |
|----------------|-----------------------|
| Nos 60 upwards | 11:15 hrs - 11:45 hrs |
| Nos 40 – 59 | 11:45 hrs - 12:15 hrs |
| Nos 20 – 39 | 12:15 hrs - 12:45 hrs |
| Nos 1 – 19 | 12:45 hrs - 13:15 hrs |

Monday 8th June

Supersport TT Race 1

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

Superstock TT Race

| | |
|----------------|-----------------------|
| Nos 60 upwards | 12:30 hrs - 13:00 hrs |
| Nos 30 – 59 | 13:00 hrs - 13:30 hrs |
| Nos 1 – 29 | 13:30 hrs - 14:00 hrs |

Wednesday 10th June

TT Zero Challenge

| | |
|--------------|-----------------------|
| All machines | 09:30 hrs - 09:45 hrs |
|--------------|-----------------------|

Supersport TT Race 2

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

Sidecar TT Race 2

| | |
|----------------|-----------------------|
| Nos 60 upwards | 12:00 hrs - 12:30 hrs |
| Nos 40 – 59 | 12:00 hrs - 12:30 hrs |
| Nos 20 – 39 | 12:30 hrs - 13:00 hrs |
| Nos 1 – 19 | 13:00 hrs - 13:30 hrs |

Friday 12th June

Lightweight TT Race

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

Senior TT Race

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

Applications for time extensions from the allotted pre-race examination time must be addressed to the Chief Technical Officer, in writing, prior to the allotted official pre-race examination time. Machines must be ready to race, with fuel added.

After pre-race technical examination, machines must be placed in the Assembly Area. Tyre warmers are compulsory and must be fitted. There will be no Parc Ferme conditions before the start of a race. It is the responsibility of the Team attendants to provide whatever security they deem necessary whilst the machine is held in the Assembly Area prior to the start of practice/racing.

d) Verification of Machines

The Organisers reserves the right to examine and require dynamometer checking and / or dismantling of any motorcycle that has started in any practice 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 TT Superbike, Superstock Race and the Lightweight TT Race a dynamometer will be used to check power output (motorcycles must be submitted for these checks no later than noon on Wednesday 3rd June). At least the first three machines, together with class winning 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 Control Official. 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 practice 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.

Any competitor wishing to claim lap money, or an award must make his machine available for post race verification.

Any competing motorcycle or equipment left unattended, on or adjacent to the circuit, after taking part in a practice or race may be taken charge of by the Organisers. The Organisers accept no responsibility for any such motorcycle or equipment.

e) Change of Motorcycle

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.

f) 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 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:

Trading Standards Division
Office of Fair Trading
Lord St
Douglas
Isle of Man
IMI ILE

Tel: +44 (0)1624 686520

Fax: +44 (0)1624 686709

In practice or races, no fuel shall be carried on the motorcycle or by the rider or passenger otherwise than in a tank, securely fitted to the motorcycle for the purpose. 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.

g) 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 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 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 remain as originally produced by the manufacturer for the homologated machine and may 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.

h) 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]

i) Metallic Material

The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (e.g. knee sliders, boots etc). However, the use of TITANIUM knee sliders and toe sliders is permitted.

13. FLAG SIGNALS / BEHAVIOUR DURING EVENT

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

| | |
|---|--|
| Manx National Flag | Start |
| 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 |
| Black and White chequered flag | Finish of race or practice session |
| Yellow Flag (Stationary) | Danger, slow down, overtaking forbidden |
| Yellow Flag (Waved) | Danger, slow down, prepare to stop, overtaking forbidden |
| Yellow Flag (TT Zero) | When Yellow Flags are displayed TT Zero Challenge competitors must activate the horn on the motorcycle |
| Green Flag | Course Clear |
| Red Flag | The practice or race is being interrupted, the Red Flag will be shown waved at nominated marshal's post. Riders will stop and be directed by the marshals. |
| Black Flag with Orange Disc displayed with rider's number | The competitor to stop immediately |

- *Only authorised officials are permitted to use these flags. 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.*

(b) Riders 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.

Riders must at all times adhere to the provisions of the Regulations.

- (c) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshal may then assist him to re-start the machine.
- (d) If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.
- (e) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he 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.
- (f) Riders must not transport another person on their machine.
- (g) Riders 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.
- (h) No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or messages on a pit board or body movements by the rider.
- (i) Stopping on the track during practices and races is forbidden.
- (j) A rider or passenger involved in an incident will not be allowed to continue practicing or racing until he has been passed medically fit by one of the event Medical Officers.

14. PRACTICES AND QUALIFYING

a) General

During any practice or qualifying period, the Clerk of the Course or his Deputy may decide to flag off riders between Governor's Bridge and the finishing line. In this case the foreshortened lap and the time recorded at the flagging off point will be counted towards qualification for the races. Information regarding retirements during practice or qualification will be available from the Riders Retirements Office situated in the Pit Lane.

b) Qualifying Periods

Saturday 30th May

- 18:20 hrs - 18:45 hrs Solo Newcomers' speed controlled lap
- 18:35 hrs - 19:00 hrs Sidecar Newcomers' speed controlled lap
- 18:50 hrs - 19:50 hrs Lightweight TT / Newcomers (all solo classes)
- 19:55 hrs - 20:50 hrs Sidecars

Monday 1st June

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

Tuesday 2nd June

- 18:20 hrs - 19:05 hrs Superbike/Superstock/Supersport/Newcomers (except Lightweight)
- 19:10 hrs - 19:55 hrs Supersport/Lightweight/Newcomers (all Solo classes)
- 20:00 hrs - 20:50 hrs Sidecars

Wednesday 3rd June

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

Thursday 4th June

- 18:20 hrs - 19:10 hrs Sidecars
- 19:15 hrs - 19:55 hrs Supersport/Lightweight/Newcomers (all Solo classes)
- 20:00 hrs - 20:50 hrs Superbike/Superstock/Supersport/Newcomers (except Lightweight)

Friday 5th June

- 18:20 hrs - 19:10 hrs Sidecars
- 19:15 hrs - 19:50 hrs Supersport/Lightweight/Newcomers (all Solo classes)
- 19:55 hrs - 20:25 hrs Superbike/Superstock/Supersport/Newcomers (except Lightweight)
- 20:30 hrs - 20:50 hrs TT Zero Challenge

Saturday 6th June

- 16:40 hrs - 17:40 hrs Supersport/Lightweight
- 17:45 hrs - 18:30 hrs TT Zero Challenge

Monday 8th June

- 12:30 hrs - 13:00 hrs Sidecars
- 16:00 hrs - 16:30 hrs TT Zero Challenge

Wednesday 10th June

- 15:50 hrs - 16:15 hrs Senior TT
 - 16:20 hrs - 16:45 hrs Lightweight
-

c) Newcomers

For the purpose of these regulations a "Newcomer" is a person who has not previously taken part in a race on the TT Course or qualified to do so. A previous TT sidecar passenger will be regarded as a newcomer driver or solo rider. A previous TT solo rider will be regarded as a newcomer sidecar driver or passenger and a previous TT sidecar driver will be regarded as a newcomer solo rider.

All newcomer Riders and Drivers 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.

d) Fire retardant overalls

These must be worn by all mechanics / assistants in the Pit Lane. The Organisers may carry out random inspections of fire retardant overalls being used in these areas.

15. 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 have signed on and commenced qualifying including completion of a speed controlled lap by the end of Tuesday's qualifying session and should have completed three laps by the end of Wednesday's qualifying session, or they may be disqualified.

All competitors must have signed on and commenced qualifying by the end of Wednesday's session.

Competitors who have qualified to start in any previous race on the TT Mountain Course (TT or Manx Grand Prix) 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.

All qualifying, including those on race days will be officially timed and count towards qualification, but will not count towards the grid positions.

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

- All Solo Classes (except TT Zero): 112% of the time set by the third fastest qualifier in the class
- Sidecar TT Races: 120% of the time set by the third fastest qualifying team in the class
- TT Zero Challenge: All competitors must complete a qualifying lap in a time of less than 45 minutes.

The qualifying criteria will be based on the times set at the close of qualifying on Friday 5th June for the Superbike Race and Sidecar Race 1 taking place on Saturday 6th June. Qualifying times gained in subsequent qualifying sessions after Friday 5th June 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 Race Direction whose decision will be final.

16. RIDING NUMBERS

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 1-30, seeded group two 31-60 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 riders 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 daily via iomtt.com and the Official Notice Board.

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.

Grid positions will be issued for all races prior to the first day of racing. Subsequent qualifying sessions during race week will not count towards grid positions for any races, however competitors who have not qualified for a given class after the Friday evening qualifying session, can still qualify to start a later race, during the race week qualifying sessions. These competitors will start from the back of the grid.

17. MACHINES ENTERED IN TWO RACES

It is permitted to enter for Superbike TT and Superstock TT on the same machine provided that this machine meets the requirements of these regulations for both classes. A rider wishing to race one machine in two classes must indicate his / her intention to do so on the entry form and must then complete a separate declaration when signing on. Riders using the same machine in both classes will appear in the results of each practice for both classes (denoted by # in the Superstock practice results).

During practice the rider having completed the declaration at signing on will be permitted to practice only on the number allocated to him/her for the TT Superbike class. In the races he will use the number allocated for that particular Race.

18. CHANGE OF RIDER

No application for a change of rider will be considered if an entry submitted by the substitute rider (or on his / her behalf by an entrant) for TT 2015 has already been refused.

A change of both rider and make of motorcycle may be permitted at the discretion of the Clerk of the Course.

I9. RACE PROCEDURE

a) Start Preliminaries

First Signal - 45 minutes before start.

Competitors take possession of machines in assembly area. Engines may be started for warm up period. Petrol and oil tanks may be topped up and adjustments made.

Second Signal - 30 minutes before start.

Third Signal - 15 minutes before start.

Competitors marshalled to starting grid and lined up in order. Riders on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the course conditions. Tyre warmers may 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. All adjustments and changes of tyres/wheels must be completed by the fourth signal.

Fourth Signal - 5 minutes before start.

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

Riders will not start until the starting flag is dropped. Any rider who starts before the starting flag is dropped, or who fails to start immediately the starting flag is dropped, may be penalised.

A competitor, who is not in position to start within 10 seconds of the scheduled starting time, will be allocated a new start position by the Clerk of the Course. His starting time may at the discretion of the Clerk of the Course be adjusted to coincide with the new starting position (normal interval times will be observed). Only during the start procedure is a competitor permitted to stop on the course adjacent to his pit. At all other times a competitor must use the pit access road and stop in front of his designated pit.

b) Start Procedure

All races will be clutch start. Competitors will be started singly at 10 second intervals. In exceptional circumstances, the start of any race may be officially delayed, reduced in number of laps and if necessary, postponed until the following day or another designated day.

c) Pit Lane

Pit Boxes will be allocated in order of qualifying and will be treated as a matter of fact.

d) Refuelling during Pit Stops

During Practice Week, every Pit Crew Team Member and Team Manager must attend a Pit Lane Briefing. This is a mandatory briefing. Details of Pit Lane briefings will be announced at Rider and Technical Briefings. All machines must be placed on a paddock stand before the tank cap is removed and refuelling takes place. The machine must remain on the stand until refuelling is completed and the tank cap is replaced. Only then may the rear paddock stand be removed.

i) 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. Fire retardant overalls 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. Fire retardant overalls must be worn when draining tanks. **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 Race).**
- f) When a competitor vacates his pit he must not carry unused fuel or empty drums that have contained fuel beneath the Grandstand.
- g) The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification.

ii) Attendants

Each competitor is permitted up to three Attendants. Bona fide Team Managers who are representatives of licensed entrants and who are attending more than one rider will, on application to the Clerk of the Course, be given an additional pass to enable them to attend more than one pit in addition to the three Attendants working in each of those pits.

Team Managers and Attendants must wear the following Personal Protective Equipment (PPE):

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 double layered fireproof balaclava and fireproof gloves while refuelling.

Other members of the Pit Crew must wear a suit that meets the standard of EN 531/533 / NFPA 2112. They must also wear a fireproof balaclava.

Balaclava. The 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 pit lane. Footwear worn by Team Managers and Attendants must not have any studs, steel tips etc. 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. The PPE outlined above must be worn fully by the Team Manager/Pit Attendants whilst their rider is stationary in the allotted pit area.

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.

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.

Smoking is strictly forbidden in the Technical Inspection Bay, Parc Ferme, Pit Lane, Pits and Start line areas.

Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane.

iii) Pit Stops during races

Pit Lane – Speed Limit – 60kph

At the entrance to the Pit Lane is a Single White Line with a board at each side indicating a speed limit of 60 kph. From this point until the Pit Lane Exit – which is indicated by a White Line with a board at each side with the 60kph crossed out, the speed limit is 60kph.

This speed limit will be policed by transponder loops in the Pit Lane.

Sanctions will be imposed on any competitor breaking the speed limit of 60 kph as follows:

- Over 60kph but not over 80kph - a time penalty of 30 seconds.
- Over 80kph but not over 100kph - a time penalty of 60 seconds
- Over 100kph - disqualification from the race.

In the event of more than one infringement during a single Pit Stop the highest penalty will be awarded. These penalties will be a matter of fact with no right of protest or appeal.

At the entrance to the Pit Lane a display board will indicate the speed of competitors approaching the Pit Lane. This is only an indication to assist competitors.

e) Means of Propulsion

During a race a motorcycle can only be propelled by its own power, the muscular effort of its rider and/or its passenger and by the natural forces of gravity.

f) Finish of a race

Riders 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. Riders who cross the finish line without completing the designated number of laps but after the leading rider on the road has been shown the chequered flag will be permitted to proceed on a further lap but after a race has been won and where in the opinion of the Clerk of the Course it is no longer possible to qualify for a cash award or replica, he will order all competitors 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 rider 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 rider must be in contact with his/her machine.

g) 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 half of the scheduled race distance will be deemed to have been completed and the prize money re-allocated by the Organisers as they consider 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 riders at various points on the course. In these circumstances the chequered flag will be displayed at the start/finish line.

h) End of Race Procedure

At the conclusion of all races the finishers will be required to return their machines to the Parc Ferme. This will be located in the Assembly Area. They will be held for as long as required. (See also Para 12 (d))

20. PROTESTS

Protests must be in accordance with the ACU National Sporting Code Chapter 10, and accompanied by a fee of £100. In addition if the dismantling of an engine is involved, a deposit of £250 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 £800.

21. DRUG AND ALCOHOL TESTING

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

22. 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.

23. GARLANDING CEREMONY

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

24. AWARDS

All trophies will be retained by the Organisers and the race and fastest lap award winners will receive a Silver TT Trophy Replica which may be kept as a permanent memento.

Race Winners Trophies

| | |
|----------------------|-----------------------------|
| Superbike TT Race | TT Superbike Tourist Trophy |
| Sidecar TT Race 1 | Fred W Dixon Trophy |
| Supersport TT Race 1 | Junior Tourist Trophy |
| Superstock TT Race | John Hartle Trophy |
| Supersport TT Race 2 | Classic TT Trophy |
| Sidecar TT Race 2 | Sidecar Tourist Trophy |
| TT Zero Challenge | TT Zero Trophy |
| Lightweight TT Race | Lightweight TT Trophy |
| Senior TT Race | Senior Tourist Trophy |

Fastest Lap Awards

| | |
|----------------------------|----------------------|
| Superbike TT Race | John Williams Trophy |
| Sidecar TT (overall) | Jock Taylor Trophy |
| Superstock Race | Don Ryder Trophy |
| Supersport TT (overall) | TT Formula 2 Cup |
| Senior TT Race | Norman Brown Trophy |
| Fastest lap of the meeting | Jimmy Simpson Trophy |

• **Special Awards**

- **Joey Dunlop TT Solo Championship Trophy**

To the overall TT Solo Champion decided using the accumulation of points from a World Championship points system for each solo race (excluding the Lightweight and TT Zero Races) during the 2015 TT Festival plus £10,000.

- **RAC Sidecar Championship Trophy**

To the overall TT Champion across both sidecar races worked out on a World Championship points system plus £2,000.

- **Craig Trophy**

To the passenger of the winner of the RAC Trophy.

- **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 solo newcomer with the highest placed finish in any solo race during the meeting.

- **Peter Chapman Trophy**

To the newcomer sidecar driver with the highest placed finish in any sidecar race during the meeting. The driver never having started or qualified to start in a sidecar race on the TT course prior to the meeting, irrelevant of the experience of the passenger.

- **Dave Wells Trophy**

Awarded to the highest placed newcomer passenger in the Sidecar TT Races.

- **Joe Craig Trophy**

To a British competitor on 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 (North or South) solo competitor attaining the fastest overall lap speed during TT Race Week plus £1,000.

- **Frank Cope Trophy**

To the competitor in the meeting whose performance is adjudged to be the most meritorious having regard to the competitors seniority of age.

- **Gavin Lee Trophy**

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

Silver Replicas

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

Bronze Replicas

Will be awarded to the riders finishing within 110% of the winner's time but not qualifying for a silver replica.

Finishers Medals

Will be awarded to all other finishers.

Fastest Lap

A silver replica will be awarded to the competitor making the fastest lap in each race.

Newcomers Medals

The first newcomer solo rider or sidecar driver in each race will receive a medal and engraved plaque.

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.

Manufacturers Sidecar Championship Award

To the overall leading manufacturer (chassis) across both Sidecar races worked out on a World Championship points system.

25. TT PRIVATEERS CUP CHAMPIONSHIP

The TT Privateer Championship allows solo teams and solo riders 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 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 rider
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 rider eligibility and acceptance. Points will be awarded to the first fifteen eligible finishers in the Superbike, Superstock, Supersport and the Senior TT Races using a world championship points scoring system.

26. PRIZE PRESENTATIONS

Prize Presentations will take place at the following times and venues and all competitors are requested to attend -

20:30 hrs, Monday 8th June, Villa Marina, Douglas

Superbike TT Race
Sidecar TT Race 1
Supersport TT Race 1

20:30 hrs, Wednesday 10th June, Villa Marina, Douglas

Superstock TT Race
Sidecar TT Race 2
Supersport TT Race 2
TT Zero Challenge

TBC, Friday 12th June, TT Grandstand

Lightweight TT Race
Senior TT Race
Special Awards
Solo TT Champion
Sidecar TT Champion

27. 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 transponder Type AMB TranX 260 or a directly compatible equivalent at his 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) on the Entry Form for that machine and class. No additional Transponder/Lap Recorder device is permitted on the machine during practice 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 qualifying session or race.

See also Appendix H.

28. ON BOARD CAMERAS

The Broadcast Rights Holder will nominate riders 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 riders or machines may carry on-board cameras. A machine carrying a starting number between 1 and 15 must carry an on-board camera if requested to do so by the Broadcast Rights Holder. Cameras are categorised as follows:

- Primary: Full broadcast specification camera, consisting of separate camera head/control unit, cabling and recorder body.
- Secondary: Consumer specification camera, consisting of a single unit comprising camera and recorder.

The following On-board Camera Regulations do not apply to machines with a starting number of 16 or above.

29. CAMERA POSITIONING

Primary cameras may be fitted to machines for a forward facing 'point of view' (POV) shot through an aperture in the fairing, or on a tail mounted position offering either a rear view from the back of the machine or a forward facing view behind the rider. Secondary cameras may be fitted to offer face shots of the riders and, where safe and practicable, effects shots from other locations around the bike.

30. CAMERA MOUNTINGS

Primary Camera 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 with a plastic moulded dummy POV camera and a plastic moulded dummy rear blister to check the alignment of mounts. The specification and dummy components will be available from 6th December 2013. Secondary cameras will 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).

31. RECORDER MOUNTINGS

The Primary cameras (POV and rear blister) have separate recorder units. These need to be fitted in an easily accessible location on each machine where the ambient temperature does not exceed 50 degrees centigrade. Recorders will generally be fitted by the 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).

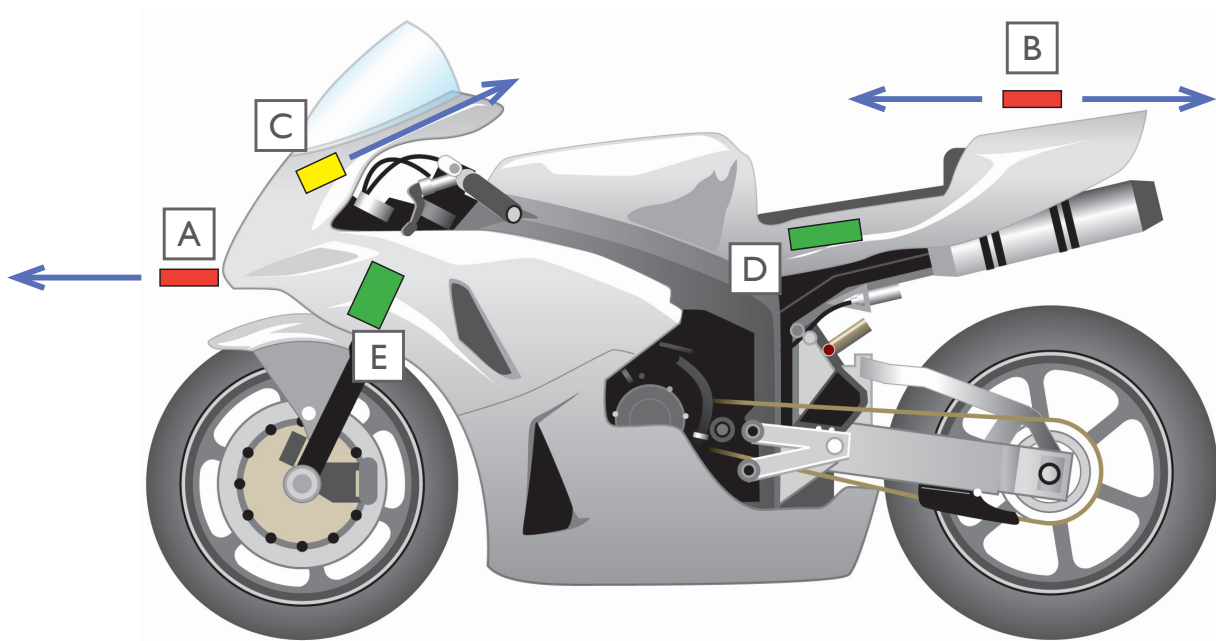
The Broadcast Rights Holder will liaise with competitors to establish the required mounting for the recorder units, subject to the location identified.

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. The specification and dummy components will be available from 6th December 2013.

32. 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.

CAMERA & RECORDER POSITIONS



33. DATA RECORDERS

Riders 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.

34. MOBILE PHONES

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

35. MACHINE RECOVERY SERVICE

A recovery service will operate throughout the practice 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.

36. STEWARDS OF THE MEETING

A meeting of the Stewards will take place prior to the commencement of qualifying, after the Chief Steward has inspected the Course. The Stewards will then meet as part of Race Direction and meetings will be held as directed by the Clerk of the Course. Appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Secretary of the Meeting.

37. ACCEPTANCE OF RECORDS

Entrants, riders and passengers must accept the official records of the Organisers which may be published as the Organisers 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.

38. JURISDICTION

Each entry, if accepted, will form a contract between Organisers and the entrant/rider 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/rider in the meeting.

39. 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 event promotional purposes. All competitors who qualify for an award shall attend the podium ceremony. Failure to attend the podium ceremony may result in a penalty being imposed by the organiser and/or Promoter.

By entering the 2014 Isle of Man TT Races each competitor and team agree that the Promoter and the event sponsors may make use of his/her activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.

All riders may be required to carry an event and/or sponsors logo.

40. MERCHANDISING

The competitor and team 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 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 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.

41. MISCELLANEOUS

Riders, 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) to Championship Events 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.

42. PRIZE MONEY

Details to be confirmed

APPENDIX A

TT SUPERBIKE SPECIFICATIONS

Machines competing in the 2015 Isle of Man TT Races must comply with the IOMTT Superbike Technical Regulations. These are as follows and are correct at the time of printing but are subject to any amendments made by Race Direction which will be issued by means of a Bulletin and published by the Race Organisers.

General

1. A manufacturer's 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. The Race Organisers may accept any motorcycle model which appears on the FIM Superbike or Superstock homologation list for the relevant year.

4 Machine Specifications

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

5 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.

6 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, riders may be asked to submit their motorcycle to a weight control. In all cases, the rider 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.

7 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 Race Direction will be final.

8 Fuel

Any suitable fuel may be used. There is no controlled fuel regulations for the TT.

9 Tyres

- Tyres may be replaced from those fitted to the homologated motorcycles.
- Any suitable tyre may be used. There is 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.

10 Engine

10.1 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 airbleed 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.

10.2 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 homologated.
- 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.
- The tappets/buckets must remain as homologated.

10.3 Camshaft

- The method of drive must remain as homologated.
- The duration and lift are free.
- The cam chain or cam belt tensioning device(s) are free.

10.4 Cam Sprockets

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

10.5 Cylinders

- No modifications are allowed. The Cylinder base gasket may be changed.

10.6 Pistons

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

10.7 Piston Rings

- No modifications are allowed.

10.8 Piston Pins and Clips

- No modifications are allowed.

10.9 Connecting Rods

- Connecting rods may be altered or replaced from those fitted to the homologated motorcycle. The weight must be the same or greater than 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.

10.10 Crankshaft

- No modifications are allowed (including lightening).
- The balance shaft must remain as homologated.
- Bearing surfaces may be polished or surface treated.
- Balancing is allowed but only by the same method as the homologated crankshaft. (For example, heavy metal ie. Mallory metal inserts are not permitted unless they are originally specified in the homologated crankshaft).

10.11 Crankcase and all other Engine Cases (ie. Ignition case, clutch case)

- No modification to the crankcases are 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.

10.12 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.
- 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.

10.13 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.

10.14 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.

10.15 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.

10.16 Airbox

- Airbox must remain as originally produced by the manufacturer on the homologated motorcycle (conditional exception; motorcycles homologated pre 01.01.10). This will be reviewed by the Race Organisers – conditionally approved in the interests of obtaining parity between motorcycle models in the first year of application of this regulation.
- 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.

10.17 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.

10.18 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 riders foot or an area in contact with the fairing for protection from heat.

10.19 Noise Limit

- There is no maximum noise limit.

11 Electrics and Electronics

11.1 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.

11.2 ECU

- Only a BSB spec Motec ECU or standard/kit ECU available from or listed by the manufacturer may be used. The manufacturers kit ECU must be as per the ECU's that are approved for FIM Superstock. The addition of a power commander type fuelling and ignition module only device type maybe used with the standard or kit ECU.
- No additional traction control type devices maybe added.
- The RPM limit will be manufacturers stated maximum RPM + 750 RPM. A dynamometer will be used to check power output (motorcycles must be submitted for checks on the dynameter by no later than noon on Wednesday of practice week).

11.3 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.

11.4 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 rider and his team, used exclusively for lap timing is allowed.
- Telemetry is not allowed.

11.5 Wiring Harness

- The wiring harness is free. A recommended suppliers list will be published.

11.6 Safety Lights

- A functioning red light must be 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 approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of Race Direction 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 rider when seated on the machine.
- Safety light power supply may be separated from the motorcycle main wiring and battery.

11.7 Frame and Body

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

11.8 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 on the main frame body (chassis number) and an engine number on engine cases.
- 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.

11.9 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 (ie. electronic suspension may be replaced by conventional after market 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 after market 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).

11.10 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 riders' body must become trapped between the lower chain run and the rear wheel sprocket.

- 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.

11.11 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).

11.12 Wheels

- Wheels may be replaced and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
- 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.
- Rim diameters are free.

11.13 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.
- Front calipers may be altered or replaced from those fitted to the homologated motorcycle.
- Rear calipers may be altered or replaced from those fitted to the homologated motorcycle.
- Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle.
- Brake shoes and 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 calipers 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 materials for discs and brake calipers (ie. aluminium beryllium etc) is not allowed.
- Anti Lock Braking Systems (ABS) are not permitted.
- Brake lever protection is optional.

11.14 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.

11.15 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.

11.16 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.

11.17 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.

11.18 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.
- Wind screen may be replaced.
- Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- 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.
- 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%.
- 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.

11.19 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.

11.20 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.
- 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.

11.21 The following items MAY BE removed

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

11.22 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).

11.23 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 (ie. 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

FORMULA 600 SIDECAR TT SPECIFICATIONS

Formula 600 Sidecars must comply with the following requirements.

I Engine Types

The only permitted engines for this class are:

- 501 - 600cc, 4 stroke, 4 cylinder, Production based
- The Triumph 3 cylinder 675cc and MV Agusta 3 cylinder 675cc engines are eligible for this class.
- Rotary engines are not permitted.
- Over-boring is not permitted.
- Induction systems:
- Carburettor Engines: Any carburettor is permitted.
- Fuel injection engines: Fuel injection systems are permitted using only the throttle-bodies for that make 600cc machine.
- Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position.
- Any fuel pump may be used.
- Homologated fuel pressure regulator must remain unmodified.
- The fuel ignition ECU and Ignition Control Unit may be changed.
- The camshaft duration and lift is free.
- The cam chain or cam belt tensioning device is free
- Cam sprockets or cam gears may be modified or replaced to allow the timing of camshafts.

2 General Construction

- The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the rider 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 are 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, 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 are 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 are 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 1X.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, 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.

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 rider 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) 1575mm.
- 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.
- Ground clearance. The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebars on in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event.

Note: The imperial measurements are no longer used so the Metric figures have been rounded up to nearest mm the differences were 0.1mm and 0.2mm.

5 Streamlining and Bodywork

- The streamlining must be easily detachable for Technical Inspection. Aerofoils or spoilers are not permitted on streamlining.
- The forward extremity of the streamlining shall not be more than 400mm in front of the line taken from a vertical tangent to the front tyre.
- The extreme rear edge of the streamlining must not be more than 400mm to the rear of the line taken from a vertical tangent to the rear tyre.
- The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times.
- 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 rider and the engine, this protection must prevent direct contact between the riders 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.
- RIDER. The rider 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.

9 Airbox

- An airbox must be used with all engines.
- The airbox intake sizes are restricted as follows:
 - If I 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, and to the top of the rear wheel rim flange on the outside.
- The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle.
- The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.
- Provision for the checking of the sidecar wheel tyre pressure is allowed.

18 Exhaust Pipes

- The exhaust system must fulfil all the requirements concerning noise control. 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 Warning Light

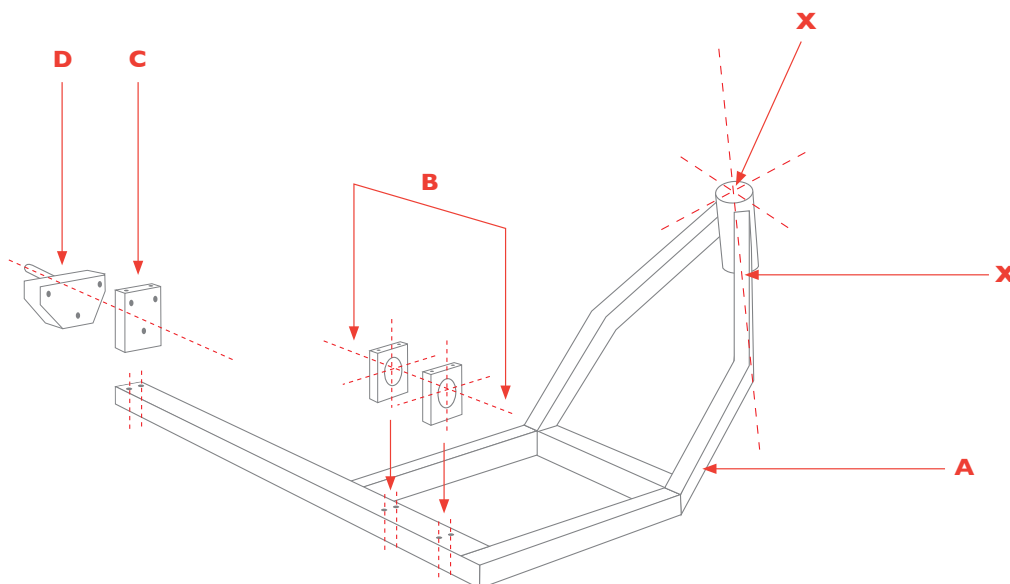
- Sidecars must be equipped for the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.
- The light must be installed at least 100mm off the ground, located in 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 Traction Control

- Any electronic traction control system is forbidden. Wheel speed sensors are not permitted.

24 Rear View Mirror

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



APPENDIX C

Note: This appendix is to be finalised on publication of 2015 FIM Regulations.

SUPERSPORT SPECIFICATIONS

Machines must comply with the 2015 FIM Supersport Regulations. These are obtainable on the following websites:

- FIM: <http://www.fim-live.com/en/sport/official-documents-ccr/codes-and-regulations/>
- ACU: www.acu.org.uk

A manufacturer's 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.

The following amendments apply to the Supersport TT class:

1 Tyres

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

2 Windscreen

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

3 Fuel Tank

- The FIM Regulation is modified by the addition of the following:-
 - The unleaded filler baffle may be removed from the fuel tank. It is permitted to modify the standard manufacturer's tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 22 litres.

4 Engine

- Valves can be changed.

5 Noise Limits

- There is no maximum noise limit at the 2015 TT for TT Supersport motorcycles.

6 Safety Lights

- A functioning red light must be 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 approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of Race Direction 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 rider when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.

APPENDIX D

Note: This appendix is to be finalised on publication of 2015 FIM Regulations.

TT SUPERSTOCK REGULATIONS

Machines must comply with the 2015 FIM Superstock Regulations. These are obtainable on the following websites:

- FIM: <http://www.fim-live.com/en/sport/official-documents-ccr/codes-and-regulations/>
- ACU: www.acu.org.uk

A manufacturer's 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.

Verification of Machines

- In the TT Superstock Race a dynamometer will be used to check power output (motorcycles must be submitted for these checks no later than noon on Wednesday 28th May).

The following amendments apply to the Superstock TT class:

1 Tyres

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

2 Windscreen

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

3 Fuel Tank

- The FIM Regulation is modified by the addition of the following :-
 - The unleaded filler baffle may be removed from the fuel tank.
 - It is permitted to modify the standard manufacturer's tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres.

4 Brakes

- The Anti-Lock system (ABS) can be disconnected or removed and its ECU can be dismantled or removed. The ABS rotor wheel can be removed, modified or replaced.

5 Bodywork

- Bodywork material may be changed.

6 Safety Lights

- A functioning red light must be 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 approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of Race Direction 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 rider when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.

APPENDIX E

LIGHTWEIGHT TT RACE – TECHNICAL REGULATIONS

Machines must comply with general technical rules as per ACU Standing Regulations and 2015 IOMTT 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, 2006 or later:

Verification of Machines

- In the TT Lightweight Race a dynamometer will be used to check power output (motorcycles must be submitted for these checks no later than noon on Wednesday 3rd June 2015).

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. 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 homologated.

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).

4 Wheels and Tyres

- Wheels may be replaced. Magnesium, Carbon fibre or composite wheels are not permitted.
- 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 but brackets must be mounted to the frame at the original mounting points.
- 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.
- The position of the tank mounting points on the frame must remain as standard.
- Fuel tank materials may be changed.
- The position of the tank mounting points on the frame must remain as standard.
- 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 maybe 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 must remain as homologated, no polishing lightening or surface treatments may be added.
- 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 & Throttle bodies

- Throttle bodies can be changed, bored out or polished.
- Engine fuel/ignition ECU must remain as per the homologated machine.
- The addition of a fuelling only "power commander" type device plugged in to the existing wiring loom is permitted.
- The maximum rpm of the stock machine must be retained.
- All machines will be tested on the Dyno during practice week and selected machines post race to check ECU and RPM limiter.
- Bell mouths may be modified or replaced.
- Standard Air boxes may be modified or replaced.

10 Transmission

- Gearbox maybe changed or modified.
- 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 alternator, starting system, starter crank gear and starter shaft may not be altered, replaced or removed from those fitted to the homologated motorcycle.
- The engine must start using the standard on board electric start.
- The original wiring harness maybe modified.

12 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.

13 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.

14 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 (fixed brackets must remain).

15 The following items MAY BE removed

- Instruments, instrument bracket and associated cables, tachometer, speedometer and wheel spacers, radiator fan and associated wiring and upper chain guard.

16 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.

17 Fuel

- Only Unleaded fuel as specified in the 2015 IOMTT regulations is permitted. The use of fuel additives is strictly prohibited.

18 Radiator and Oil Cooler

- Original radiator and oil cooler can be replaced. An oil cooler can be added if not fitted as standard.

19 Safety Lights

- A functioning red light must be fitted at the rear of the motorcycle. 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/rear bodywork 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 Race Direction 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 rider when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.
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APPENDIX F

TT Zero Technical Specifications.

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 2012 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 rider to ensure a machine and equipment used in competition is mechanically and structurally in a safe condition and fit for the intended purpose.
- ACU Events (Isle of Man) Ltd ("the organisers") reserve the right to withhold credentials to any team, any vehicle or any rider 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 Machine Eligibility

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

4 Streamlining

The streamlining of solo 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.
- b. Any part of the streamlining which faces rearwards must be finished with round edges of 3.5mm minimum radius.
- c. The rider must be completely visible from either side, except for the riders 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 riders 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.
- j. Bodywork must not protrude more than 200mm beyond the rear tyre.
- k. The maximum height of the back of the rider'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 rider. For feet forward configurations bodywork behind the rider must not be higher than the rider's helmeted head.
- l. Bodywork in front of the rider must not be higher than the rider's shoulders.
- m. Total side area behind the rider must be at least 20% greater than the total side area in front of the rider.
- n. 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.
- o. No movable or fixed aerodynamic devices are permitted. (Note see also a. above)
- p. 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 the vertical, without any part of it other than the tyre coming into contact with the ground. In race conditioned 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 Trannx 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) IEC60786 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 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 motorcycle's 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 600 volts nominal between two points (ie. 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 of the meeting.

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 onboard 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 lighting 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 rider and to marshals.
- When seated in a normal riding position, the rider 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 be also operated from outside the motorcycle. This breaker must be clearly identified as such. The use of a lanyard attached to the rider 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 rider, 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 and keep the power voltages and currents away from the rider 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 provide 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 volt to earth, the insulation resistance must reach the following value: 250k Ohms.
- For equipment with more than 300 volt 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 rider. 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 rider must activate this horn when Yellow Flags are displayed on the course.

27 Safety Lights

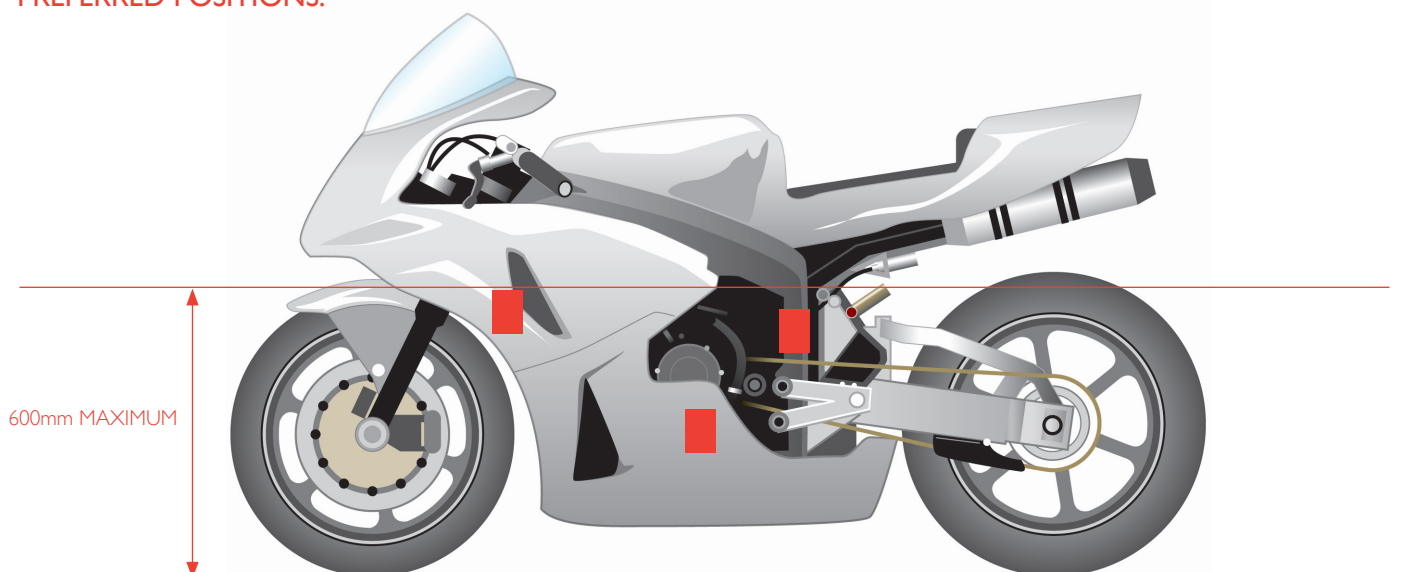
- A functioning red light must be fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. Lights must comply with the following:
 - Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from 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 approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of Race Direction 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 rider when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.
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APPENDIX G

TRANSPONDERS

- An AMBTranX 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 as clear a 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 POSITIONS:



APPENDIX H

