



ISLE OF MAN

FUELLED BY



MØNSTER
ENERGY

INTERNATIONAL ISLE OF MAN TOURIST TROPHY RACES

2016 REGULATIONS

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International Isle of Man Tourist Races - 2016 Regulations

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Introduction

Welcome to the 2016 Isle of Man TT Races Fuelled by Monster Energy!

Dear TT Competitors and Teams,

Welcome to the 2016 Isle of Man TT Races Fuelled by Monster Energy!

For this year we have taken the chance to completely re-write what you will have previously known as the Supplementary Regulations. But this document has become much more than that and we have tried to construct a one-stop manual for anyone interested in taking part in our event. So as well as the technical regulations, the sporting rules and all of the other things you would expect to find in this document, we have added everything we think you might need to know when travelling to the Island for the 2016 edition of this famous race.

I must encourage all of you to read this document in full because it contains a lot of new information for 2016 and a significant number of changes across many areas. To get the most out of your TT experience and to ensure it is as hassle free as possible, it is very much in your own interests to do this and to understand everything that has been outlined, especially the changes against the previous year.

Our team is on hand to help you right through the entry process, up to the event itself starting in late May. Contact details for my colleague Sophie at the Department of Economic Development and for Michelle at Race Organisers ACU Events are contained in the document and they should be your first port of call if you have any issues.

That just leaves me to wish you the best of luck for your 2016 racing season and on behalf of everyone involved in the organisation of the Isle of Man TT Races, we look forward to welcoming you to the Island in just a few months' time.



Paul Phillips

TT Business Development Manager

Isle of Man Department of Economic Development

Section 1

Organisation

THE ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY

- 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 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 on behalf of the Promoters from the 28th May to 10th June 2016.
- **ACU Permit Number:** **ACU 45472**
- **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 2016 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.

CONTACT INFORMATION

ACU Events Ltd

Michelle Haynes

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

Tel: 01788 566405

E-mail: michelle.haynes@acu.org.uk

Department of Economic Development

Sophie Lowney

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

Tel: 01624 686876

E-mail: sophie.lowney@gov.im

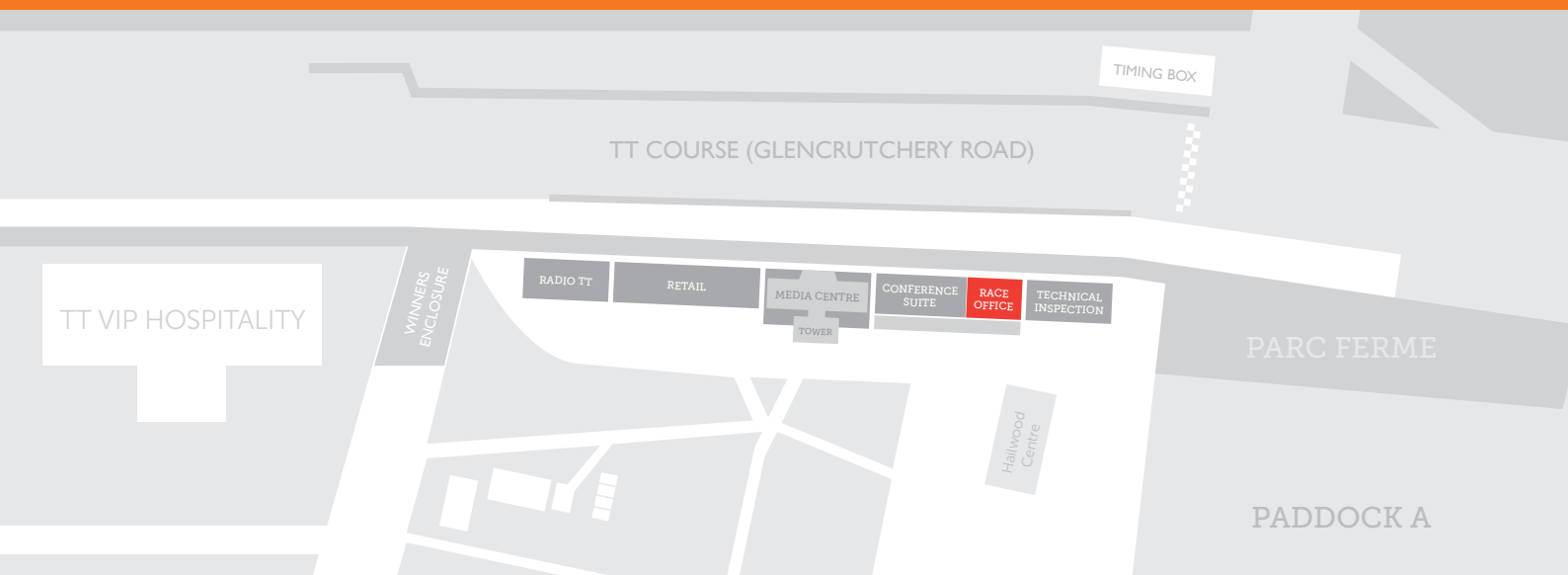
Address for all correspondence during the event:

TT Race Office, TT Grandstand, Douglas, Isle of Man, IM2 6DA | Tel: 01624 644628

RACE OFFICE OPENING HOURS

Friday 27th May	10:00 to 12:00	14:00 to 20:00
Saturday 28th May	10:00 to 12:00	14:00 to 22:00
Sunday 29th May	13:00 to 17:00	
Monday 30th May	10:00 to 12:00	15:30 to 22:00
Tuesday 31st May	10:00 to 12:00	15:30 to 22:00
Wednesday 1st June	10:00 to 12:00	15:30 to 22:00
Thursday 2nd June	10:00 to 12:00	15:30 to 22:00
Friday 3rd June	10:00 to 12:00	15:30 to 22:00
Saturday 4th June	09:00 to 20:00	
Sunday 5th June	11:00 to 12:00	
Monday 6th June	08:00 to 17:30	
Tuesday 7th June	10:00 to 12:00	
Wednesday 8th June	08:00 to 17:30	
Thursday 9th June	10:00 to 12:00	
Friday 10th June	08:00 to 17:30	
Saturday 11th June	10:30 to 12:00	

How to find us



SENIOR OFFICIALS

Race Management Team

Clerk of the Course	Gary Thompson MBE BEM
Deputy Clerk of the Course	Lizzie Kinvig
Assistant Clerk of the Course(Start Line/Pit Lane)	Stuart Drummond
Department of Economic Development	Paul Phillips
Team and Competitor Liaison Officer	John Barton
Team and Competitor Liaison Officer	Richard Quayle
Technical Director	Adrian Gorst
Chief Medical Officers	Dr Gruff Evans/Dr Gareth Davies/Dr Sally Symons

Stewards of the Meeting

Chief Steward	Neil Hanson
Steward	Edric Costain
Steward	Phil Taubman

Other Senior Officials

Chief Technical Officer	Keith Spencer
Chief Timekeeper	Kevin Brookes
Course Inspection Officer	Shaun Counsell
Chief Incident Officer	Sean Crellin
Secretary of the Meeting	Michelle Haynes
Chief Travelling Marshall	Tony Duncan
Chief Official Car Driver	David Mylchreest
Chief Press Officer	Simon Crellin
TT Development Officer	Sophie Lowney
TT Development Officer	Bruce Baker

Section 2

Qualifying and Race Programme 2016

Saturday 28th May

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

Monday 30th May

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

Tuesday 31st May

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

Wednesday 1st June

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

Thursday 2nd June

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

Friday 3rd June

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

Qualifying and Race Programme Continued



RACE DAY 1

Saturday 4th June

- 11:00hrs	RST Superbike TT Race	6 laps
- 14:00hrs	Sure Sidecar TT Race 1	3 laps
- 15:55hrs – 16:30hrs	Supersport/Lightweight Qualifying	
- 16:35hrs – 16:50hrs	TT Zero Challenge Qualifying	

RACE DAY 2

Monday 6th June

- 10:45hrs	Monster Energy Supersport TT Race 1	4 laps
- 12:25hrs – 13:05hrs	Sidecar Qualifying (2 laps)	
- 14:00hrs	RL360 Superstock TT Race	4 laps
- 16:07hrs	TT Lightweight Qualifying (1 lap)	
- 16:28hrs	TT Zero Challenge Qualifying	

RACE DAY 3

Wednesday 8th June

- 10:45hrs	Monster Energy Supersport TT Race 2	4 laps
- 12:35hrs	Sidecar Qualifying (1 lap)	
- 13:45hrs	Bennetts Lightweight TT Race	4 laps
- 15:40hrs – 16:00hrs	Senior TT Qualifying	
- 16:25hrs	SES TT Zero Race	1 lap

RACE DAY 4

Friday 10th June

- 10:15 hrs	Sure Sidecar TT Race 2	3 laps
- 12:45hrs	Pokerstars Senior TT Race	6 laps

Section 3

Entering the Isle of Man TT Races fuelled by Monster Energy

ENTRIES

- Applications for TT Race entries must be made online via the competitor's section of www.iomtt.com no later than Friday 26th of February 2016.
- Any entries received after the closing date may not be accepted.
- The entries and the allocation of riding numbers will be based upon data compiled from each riders fastest lap speed, per class, set in racing conditions, in either of the past two years.
- Where a rider has entered a class for the first time or the first time in more than two years, an estimated speed has been allocated using data from other previous performances.
- The maximum number of starters for the Superbike, Superstock and Senior TT Races will be 72. The maximum number of starters for all other classes will be 78.
- More entries than are allowed to start the races may be accepted for qualifying. The fastest qualifiers (72 or 78 as above) in each class will start the races, which may mean that a rider will meet the qualification standards but not get to race.
- Newcomers with an accepted entry are guaranteed a race start provided they meet the qualification criteria in each class.
- Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.
- The Organisers reserve the right to refuse any entry.
- The Promoters will cover the cost of all entry fees necessary to enter the 2016 Isle of Man TT Races.

ENTRY SYSTEM

- There are quite a few changes to the appearance of the system ([see over for a full user guide](#)) so please contact the promotor if you require assistance:

Bruce Baker:	bruce.baker@gov.im	+44 1624 686877
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Sophie Lowney:	sophie.lowney@gov.im	+44 1624 686876
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USING THE ISLE OF MAN TT ENTRY SYSTEM

- If you have previously used the online TT entry system you will notice a number of changes to the way it works and these changes are intended to make things simpler. Firstly, if you have ever set up an account on the entry system, whether it be for the TT, MGP or Classic TT Races, then that account will still be valid so please don't create a new one as this will confuse things for you when you want to find your results and history.
- The first screen you will see when you open the link will give you the options of 'Laptime Manager', 'Results' and 'Entry Manager'. Select 'Entry Manager' to start your TT 2016 entry.
- The next screen you will see is called 'Entry Manager'. The easiest way to use the system is to click on the tab at the top of the screen named 'About Me'. Go through this list and fill in all of the details, e.g. profile, personal info, contacts, sponsors, bio, transponders, licences and medical. If you have used the system previously, this information will already be in there but please make sure it is up to date.
- You must make sure that your sponsor details are correct and allocated to each race that you are entering as this information will appear in the printed official TT Race Guide.
- Also under the 'About Me' tab, at the bottom of the list you will see 'Motorcycle Manager', 'Team Manager' and 'Transport Manager', these are for:

Motorcycle Manager

Here you will need to enter the details of all of the motorcycles that you will be entering on in TT 2016.

Team Manager

Here you can enter the name of your team. If you are a sidecar team, the entry should be made by the driver and here you will need to identify who is your passenger. Note that both sidecar drivers and passengers must have their own accounts created on the system with their own personal information entered but the actual TT entry should be made by the driver. The passenger therefore only needs to complete the 'About Me' section on their own account.

Transport Manager

Here you will need to provide details of any vehicles that you will be bringing to the paddock. This information is important as it is used to plan the paddock layout. If the information isn't accurate and you bring more or larger vehicles than you have specified on your entry, there may not be space in the paddock for you.

- Once you have completed all of these sections, you are then ready to submit an entry. Click on the 'Entries' tab and select the TT 2016 event from the left hand menu. For each race class that you choose to enter, click on the + sign to attach the correct machine and sponsor. This is where it is important to have completed all of this information first, as above. Once this page is completed, click 'Next' and do the same with the vehicles that you are going to bring to the paddock which you will select from the list that you have already provided, as above.
- Continue to make your way through the entry process by clicking 'Next' to move on to the next page. You will need to provide your travel details and your bank details.
- You are then ready to finalise and submit your entry. You have the opportunity to amend your entry up until the 29th February 2016. After this date you may be permitted to amend details however this must be done via the Helpdesk only. Please note that sponsor information must be provided by 31st March 2016 for inclusion in the printed official TT Race Guide.

CHANGE OF COMPETITOR

- No application for a change of competitor will be considered if an entry submitted by the substitute competitor (or on his/her behalf by a licensed entrant) for TT 2016 has already been refused.
- A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course.

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 must also 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

- Competitor's 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.

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.

Section 4

Eligibility

COMPETITOR ELIGIBILITY

- 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. Sidecar 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 26th May 2016.
- To enter this event, all competitors must hold a "TT Mountain Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees. An application form for such a licence can be found at Appendix K.
- Any competitor who wishes to be nominated as, or replace, a sidecar passenger, must hold a TT Mountain Course Licence as a passenger.

NEWCOMER COMPETITOR ELIGIBILITY

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

ENTRANT ELIGIBILITY

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

MACHINE ELIGIBILITY

- All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 for solos and Group B2 for sidecars and with these TT Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.
- All Superbike, Superstock and Supersport machines must be on the 2016 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 qualifying according to the qualification criteria as laid down in these Regulations.

Superbike and Senior TT Races

- For machines complying with the Technical Regulations as outlined at Appendix A to these Regulations.
 - Over 750cc up to 1000cc 4 cylinders 4 stroke
 - Over 750cc up to 1000cc 3 cylinders 4 stroke
 - Over 850cc up to 1200cc 2 cylinders 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.

Superstock TT Race

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

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.

TT Zero Race

- For machines complying with appendix F of these Regulations.

NOTE: 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.

Section 5

Signing-On and Briefings

SIGNING-ON

- Signing on will take place in the TT Media Centre on Friday 27th May and the Race Office on Saturday 28th May.

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

- FMN Approval (Start Permission) for holders of International licences not issued by the ACU/SACU.
- 2016 Road Race Licence.
- 2016 TT Mountain Course Licence.
- Transponders – one for each machine.
- Next of Kin and mechanic/team contact details, both in the Isle of Man and at home.

SIGNING ON PERIODS

Friday 27th May	1300hrs – 1700hrs	(TT Media Centre)
Saturday 28th May	1000hrs – 1200hrs	(Race Office)

- 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 or 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.

COMPETITORS BRIEFINGS

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

Solos Only

- | | |
|---------------------|--------------------|
| • Friday 27th May | 14:00 and 16:00hrs |
| • Saturday 28th May | 10:30hrs |

Solo Newcomers Only

- | | |
|---------------------|----------|
| • Friday 27th May | 18:00hrs |
| • Saturday 28th May | 12:00hrs |

Sidecars Only

- | | |
|---------------------|--------------------|
| • Friday 27th May | 15:00 and 17:00hrs |
| • Saturday 28th May | 11:00hrs |

Solo Newcomers Only

- | | |
|---------------------|----------|
| • Saturday 28th May | 10:00hrs |
|---------------------|----------|

French Speakers - Solo & Sidecars

- | | |
|---------------------|----------|
| • Friday 27th May | 18:45hrs |
| • Saturday 28th May | 09:30hrs |

Note: All newcomers (Solos, Sidecar drivers and passengers) must take part in their respective speed controlled lap on Saturday 28th May.

TECHNICAL BRIEFINGS

- Technical briefings for team managers plus one mechanic per competitor will be held in the Conference Centre adjacent to the Race Office at the following times:

- | | | |
|------------|-------------------|----------|
| - Solos | Sunday 29th May | 09:00hrs |
| - Sidecars | Sunday 29th May | 10:30hrs |
| - TT Zero | Thursday 2nd June | 10:00hrs |

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

Section 6

Technical Inspections

NUMBER PLATES

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

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

- Black 9005
- Blue 5010
- Yellow 1003
- Red 3020
- White 9010
- Green 6002

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

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

The minimum dimensions of side numbers are:

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

The minimum dimensions of front numbers are:

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

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

PRE-PRACTICE AND QUALIFYING TECHNICAL INSPECTIONS

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

Saturday 28th May

Newcomer Solos and Sidecars	16:00hrs – 16:30hrs
Supersport / Lightweight TT	16:30hrs – 18:30hrs

Monday 30th May

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

Tuesday 31st May

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

Wednesday 1st June

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

Thursday 2nd June

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

Friday 3rd June

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

RACE DAY 1

Saturday 4th June

TT Superstock & TT Supersport	14:00hrs – 15:50hrs
TT Zero	15:50hrs – 16:30hrs

RACE DAY 2

Monday 6th June

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

RACE DAY 3

Wednesday 8th June

Sidecars	10:00hrs – 11:30hrs
Senior TT	14:00hrs – 15:15hrs

PRE-RACE TECHNICAL INSPECTIONS - MACHINES

- All machines bearing the correct number plates and transponders must pass through the Technical Inspection bay for inspection and approval prior to each race, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. 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 4th June

SUPERBIKE TT RACE

Nos 60 upwards	08:45hrs – 0:915hrs
Nos 30 – 59	09:15hrs – 09:45hrs
Nos 1 – 29	09:45hrs – 10:15hrs

SIDECAR TT RACE 1

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

Monday 6th June

SUPERSPORT TT RACE 1

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

SUPERSTOCK TT RACE

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

Wednesday 8th June

SUPERSPORT TT RACE 2

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

LIGHTWEIGHT TT RACE

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

TT ZERO CHALLENGE

All machines	15:15hrs – 16:10hrs
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Friday 10th June

SIDECAR TT RACE 2

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

SENIOR TT RACE

Nos 60 upwards	1000 hrs – 1030 hrs
Nos 30 – 59	1030 hrs – 1100 hrs
Nos 1 – 29	1100 hrs – 1130 hrs

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

VERIFICATION OF MACHINES

- The Organisers reserve the right to examine, require dynamometer checking and dismantling of any motorcycle that has started in any qualifying session or race, and for this purpose, to impound it and retain it in official custody for as long as may be required. Fuel samples may be taken, fuel tanks measured and weights checked.
- In the Superbike, Superstock and the Lightweight TT classes a dynamometer will be used to check power output. Motorcycles must be submitted for these checks prior to Wednesday 1st June.
- At least the first three machines plus up to three at random as selected by the Technical Director will be required to undergo a post-race dynamometer check and may be dismantled for technical examination. Similar checks and dismantling may be required for machines entered in other races. Fuel samples will be taken, fuel tanks measured and weights checked.
- Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Inspection Officials. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.
- The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either qualifying or races. Helmets and clothing must also be presented for re-inspection subsequent to any incident.
- All costs relating to the verification of machines are to be met by the team or competitor.
- Any competing motorcycle or equipment left unattended, on or adjacent to the circuit, after taking part in a qualifying session or race, may be taken charge of by the Organisers. The Organisers accept no responsibility for any such motorcycle or equipment.

CHANGE OF MACHINE

- An entrant wishing to change the make or type of motorcycle, after entries have closed must apply to the Organisers, prior to the meeting and during the meeting to the Race Office for approval by the Clerk of the Course. The competitor must qualify on the make, type and capacity of the machine to be raced.
- A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course.

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 Street
Douglas
Isle of Man
IM1 1LE

Tel: +44 (0)1624 686520

Fax: +44 (0)1624 686709

- 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.

FUEL TANKS /CAPACITIES

- In the interest of safety, the use of ready-fuelled replacement tanks in the pit will not be permitted. Replacement tanks are permitted but must be empty and may only be filled when securely attached to the machine. Refuelling during the progress of any race must be carried out at the competitors designated pit. It is forbidden to open tank filler caps until the machine is stationary at its allotted pit and the engine is switched off. Penalty may be disqualification. The use of temporary filling material to reduce the capacity of the tank is forbidden, and any material placed in fuel tanks will not be taken into account when tanks are measured.

- **Superbike TT Race and Senior TT Race**

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

- **Supersport TT Races**

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

- **Superstock TT Race**

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

- **Lightweight TT Race**

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

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

OIL CONTAINMENT

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

MACHINES ENTERED IN TWO RACES

- It is permitted to enter the Superbike, Senior and Superstock TT Races on the same machine provided that this machine meets the requirements of these regulations for both classes. A competitor wishing to race one machine in two classes must indicate their intention to do so during the entry process and must then complete a separate declaration when signing on. Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the Superstock qualifying results).

TRANSPONDERS AND AUTOMATIC TIMING

- All qualifying sessions and races will be officially timed using a transponder-based automatic timing system. It is the responsibility of each competitor to provide and properly fit a fully charged AMB TranX 260 transponder or a directly compatible equivalent at their own expense. A separate transponder must be provided for each machine entered.
- The identification number(s) of the transponder must be the same as the identification number(s) submitted during the entry process for each machine and class. No additional transponder device is permitted on the machine during qualifying or races.
- Any application for a change of transponder identification number must be made to the Clerk of the Course at least two hours before the start of a qualifying session or race.
- See also Appendix G.

SAFETY LIGHTS

- A functioning red light must be fitted at the rear of all machines. It must be switched on at all times when the machine is on course. Lights must comply with the following:
 - Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
 - Mounted on the seat approximately on the machine centre line in a position approved by the Chief Technical Officer. In case of a dispute over the mounting position or visibility, the decision of 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 competitor when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.

PERSONAL EQUIPMENT

- While qualifying and racing, competitors are required to wear an identification disc attached around the neck by a material approved by a Technical Official or an identity label attached on the inside of the leathers adjacent to the zip. The disc or identity label must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.
- The use of Kevlar suits is prohibited.
- 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 competitor's personal equipment is permitted.

ON-BOARD CAMERAS

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

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

CAMERA MOUNTINGS

- 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 on page 23). 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 on page 23) 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 host TV broadcast rights holder on the day of a qualifying session or race.
- It is the responsibility of each competitor to manufacture and fit the brackets prior to signing on.
- The host TV 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 the host TV broadcast rights holder.
- Secondary cameras will be mounted during the event in consultation with competitors and teams, without any prior requirement for brackets, using a combination of heavy duty tack and cable ties (for example, position C on the diagram on page 23 for a face shot).

RECORDER MOUNTINGS

- The primary cameras (POV and rear blister) have separate recorder units. These need to be fitted in an easily accessible location on each machine where the ambient temperature does not exceed 50 degrees centigrade.
- Recorders will generally be fitted by the host TV broadcast rights holder, on the day of a qualifying session or race.
- It is the responsibility of each competitor and team to identify an adequately ventilated location for the recorders, ensuring that the ambient temperature does not exceed 50 degrees centigrade, with up to 10 watts of heat being dissipated by the equipment. Locations are typically under the seat or towards the front section of the frame (positions D and E respectively on the diagram on page 23).
- The host TV broadcast rights holder will liaise with competitors and teams to establish the required mounting for the recorder units, subject to the location identified.
- The host TV broadcast rights holder will then supply a specification for the recorder mounting and a plastic moulded dummy unit to check the alignment of any required mounts. The specification and dummy components will be available from the host TV broadcast rights holder.

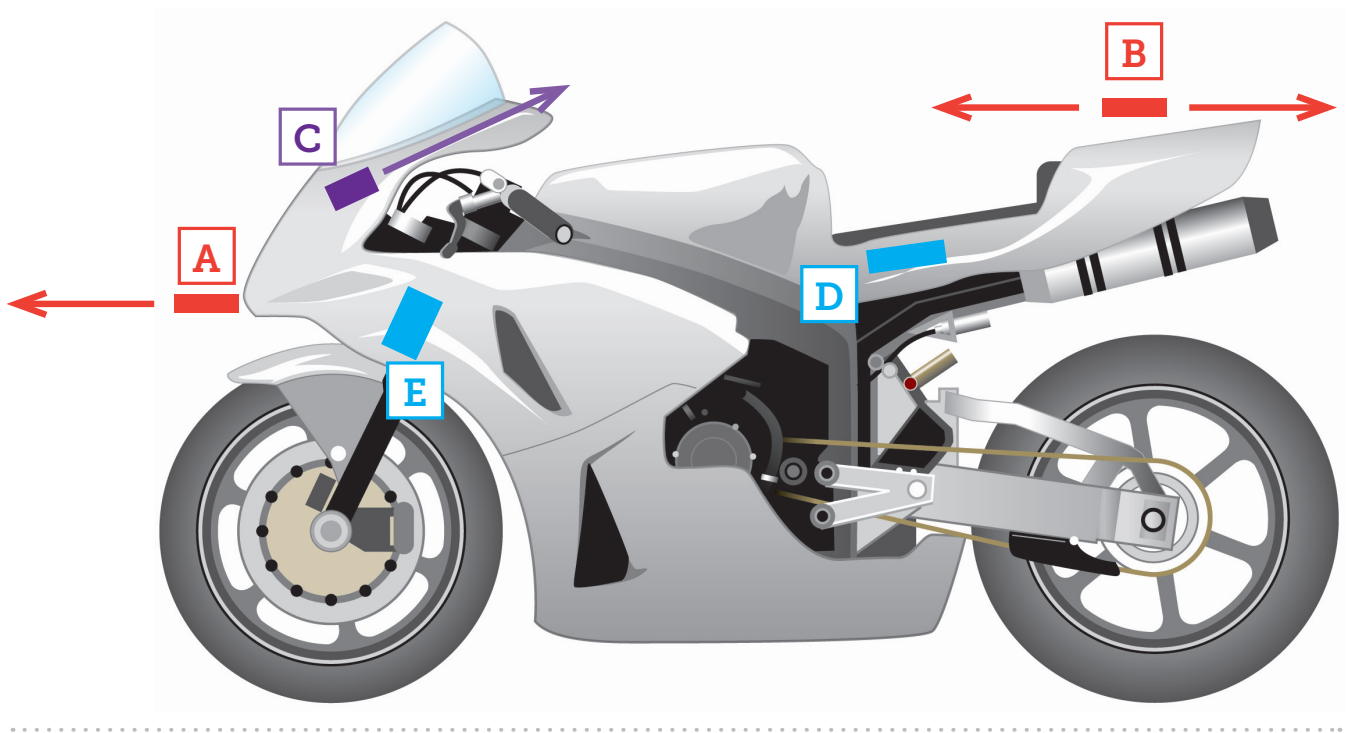
CABLING

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

DATA RECORDERS

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

CAMERA AND RECORDER LOCATIONS



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

MACHINE TESTING

- Jurby Airfield will be available for testing during practice week for a small fee of £40.00 per rider at the following times: Airfield gates open at 9am with testing between 10am and 2pm on Tuesday 31st May, Thursday 2nd June and Friday 3rd June (times may change dependent on weather).
- Andreas Racing Association will also be running test sessions on Thursday 26th May 5pm to 8pm and Sunday 29th May 10am to 3pm for the Pre and Post TT Race competitors however TT competitors are welcome to attend. For further information please contact Gordy 07624 491063 or Lizzie 07624 200470.
- Arrangements for testing outside of the above times may be possible by prior arrangement contacting Gordy 07624 491063 or Lizzie 07624 200470.

Section 7

Qualifying and Race Procedure

THE COURSE

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



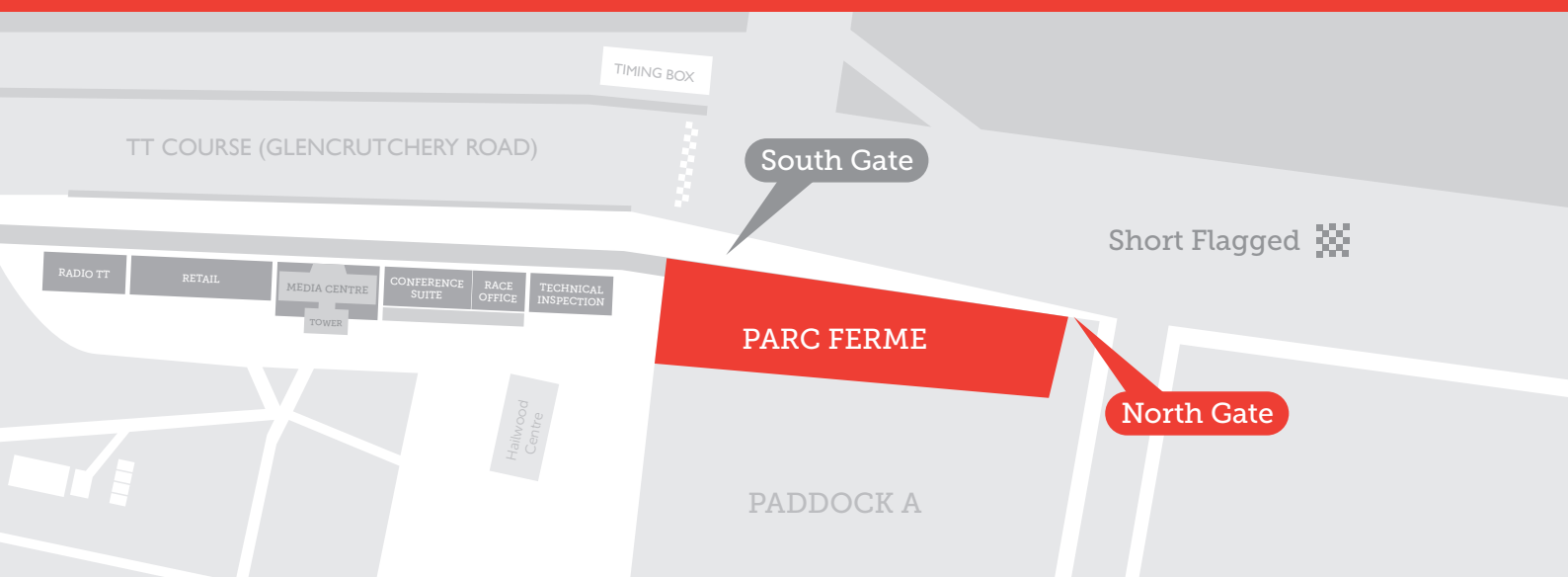
QUALIFYING SESSIONS

- Qualifying Sessions will normally start at 18:20hrs with competitors starting in pairs from the Start Line. Instructions to competitors and teams to move onto the Start Line or any delays to the start of qualifying will be announced by the Clerk of the Course.
- The testing of pit lane speed limiters for solo machines will be allowed at the end of the solo practice session once the last Sidecar has departed pit lane. Pit Lane speed testing will continue until the first Sidecar passes through Cronk ny Mona at which time the Clerk of the Course will announce the cessation of Pit Lane testing.
- When starting another lap, competitors should be mindful of other competitors who may be on a flying lap and as such, keep to the left when starting. Competitors on a flying lap should be aware of other competitors joining the course and as such keep to the right as they pass through the start/finish line.
- Competitors re-joining the Course to commence a lap will do so via the South ramp in Parc Ferme.
- When leaving the Course at the end of a lap, competitors will return to the Parc Ferme area via the Return Road. Competitors are to ride slowly down the Return Road and not exceed 40kph, as pedestrians will be in and around this area.

SHORT LAPPING OF QUALIFYING SESSIONS

- During any qualifying, the Clerk of the Course may decide to flag off competitors between Governor's Bridge and the Finish Line. In this case the foreshortened lap and the time recorded at the flagging off point will be counted towards qualification for the races. There will be no time gained by proceeding at excessive speeds from the point at which the chequered flag is displayed and the Finish Line.
- Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Parc Ferme.

Short Lapping



RACE START PRELIMINARIES

First Signal - 45 minutes before start

- Tyre Warmers must be fitted to all machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers, will not be allowed to start the race for which he/she has entered.
- On instruction from the Clerk of the Course, pit crews may enter Pit Lane to fill up their respective fuel fillers. For the Superbike and Senior TT Races only, in addition teams must bring in a five-litre jerry can, which they will use to top up the fuel fillers after the first pit stop.

Second Signal - 30 minutes before start

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

Third Signal - 15 minutes before start

- Competitors marshalled to the starting grid and lined up in order. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the course conditions. Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used.
- The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.
- No batteries or other electrical supplies are permitted on the grid except a self-contained starting device. 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 assembly area to start line will close.
- Competitors will not start until the starting flag is dropped. Any competitor who starts before the starting flag is dropped, or who fails to start immediately the starting flag is dropped, may be penalised.
- A competitor, who is not in position to start within 10 seconds of the scheduled starting time, may only start 10 seconds after the last competitor is scheduled to start. Their starting time may at the discretion of the Clerk of the Course be adjusted to coincide with the new starting position (normal interval times will be observed). Only during the start procedure is a competitor permitted to stop on the course adjacent to his pit. At all other times a competitor must use the pit access road and stop in front of his designated pit.

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 delayed, reduced in number of laps and if necessary, postponed until the following day or another designated day as instructed by the Clerk of the Course

PIT LANE

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

REFUELLING DURING PIT STOPS

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

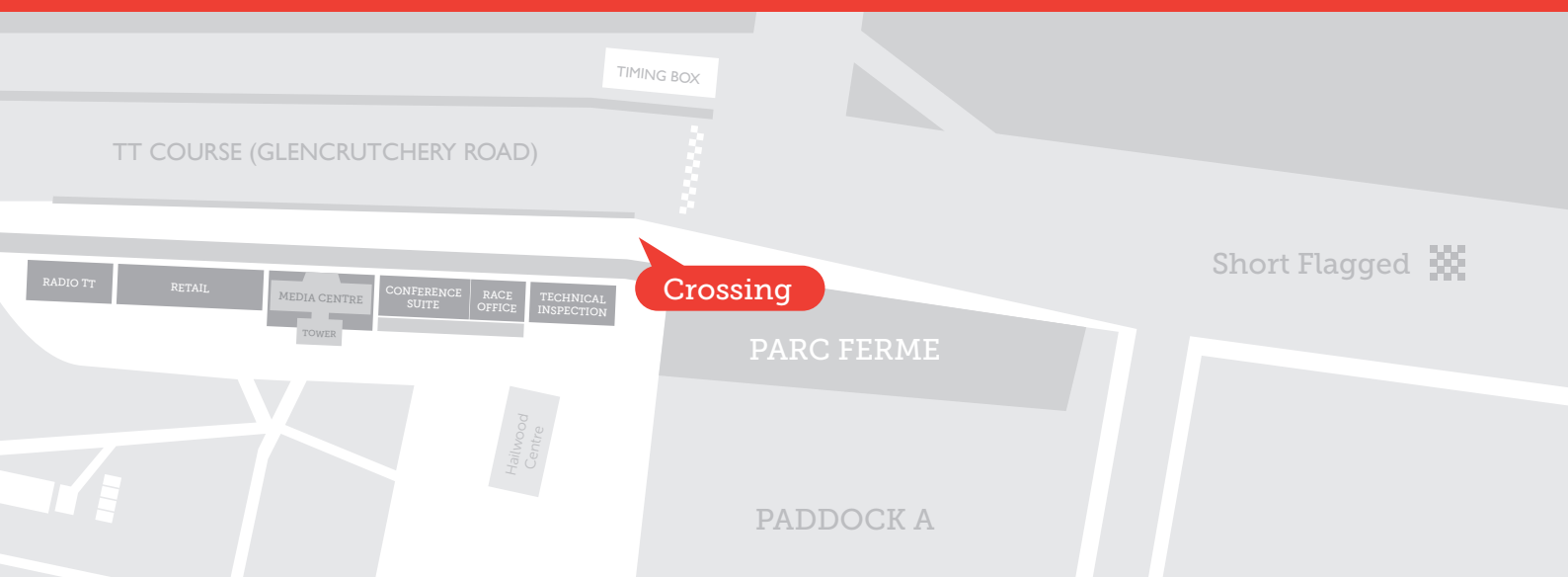
Conditions

- The TT Pit Lane is a Licenced Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:
 - a. There must be no smoking or naked lights. Engines must be stopped whilst the machine is being refuelled. Any electrical equipment used or taken within 14ft of refuelling equipment must be either intrinsically safe or flame proofed. This includes power tools, two-way radios, transistor radios, cameras etc. Spare batteries must be protected.
 - b. No jumper or booster batteries will be allowed in pit lane. Machines must start off their own battery unless an exemption has been granted for remote self-contained starter.
 - c. Filling or refuelling of tanks must not commence until an announcement is made from Race Control. It must be completed no later than thirty minutes before the start time. The specified PPE must be worn when filling or refuelling tanks.
 - d. When refuelling tanks are being filled or drained, only those persons immediately involved and race officials are permitted in the pit area.
 - e. Refuelling tanks must be drained when the pit lane is closed towards the end of the race. The specified PPE must be worn when draining tanks.
 - f. Important Note: Refuelling of tanks must not take place once the race has started. Pit Crews need to ensure that tanks have enough fuel to complete two pit stops (Superbike and Senior TT Races).
 - g. When a competitor vacates his pit he must not carry unused fuel or empty drums that have contained fuel beneath the Grandstand.
 - h. The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification.

Attendants

- Each competitor is permitted up to three attendants. Bona fide Team Managers who are representatives of licensed entrants will, on application to the Clerk of the Course, be given an additional pass.
- IMPORTANT: All team members working in Pit Lane must wear the following Personal Protective Equipment (PPE):**
 - The attendant responsible for refuelling must wear a suit that meets the higher standard of SFI 3.2A/5 / FIA 8856-2000. The overalls must have collars, ankle and wrist cuffs and be zip up not pop stud. The attendant responsible for refuelling must wear a fireproof balaclava and fireproof gloves while refuelling.
 - Other members of the Pit Crew must wear a suit that meets the standard or is equivalent to the standard of EN11612 or SFI/3.2A/1. They must also wear a fireproof balaclava.
 - 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 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 and Pit Attendants at all times in the 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.

Crossing Pit Lane



Pit stops during races

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

MEANS OF PROPULSION

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

FINISH OF A RACE

- Competitors who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level.
- Competitors who cross the finish line without completing the designated number of laps but after the leading competitor on the road has been shown the chequered flag will be permitted to proceed on a further lap. However after a race has been won and 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 competitor must complete the full designated number of laps for the race and cross the finish line within a time decided by the Clerk of the Course. The competitor must be in contact with their machine.

STOPPING A RACE

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

END OF RACE PROCEDURE

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

INCIDENTS

- Unfortunately, incidents do occur on the TT Mountain Course. If it is necessary to deploy red flags at a specific location, the Clerk of the Course will either give authorisation for an 'All Course Red Flag' situation or a 'Part Course Red Flag' situation.
- In the event of a 'part course red flag' situation, red flags will be displayed from the Start Line to the end of the sector in which the incident has occurred. Thereafter the Course will have stationary yellow flags displayed which will identify an incident has occurred and those competitors who have passed the incident are to ride their machines back to the Parc Ferme at low speed. Overtaking is not permitted under such circumstances.
- Competitors not adhering to the above may be asked to meeting with the Clerk of the Course at which penalties may be imposed.

RETIREMENTS

- There may be occasions in which competitors need to retire from qualifying sessions or a race. Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.
- Competitors must also ensure that the Marshals inform Race Control that they have stopped so that their team are informed of the situation. A retired competitor should inform the Marshals whether they will arrange for their team to recover the machine or if they wish for the Official Recovery Service to retrieve the machine. Machines retrieved by the Official Recovery Service will be returned to the paddock and stored in the Technical Bays.
- Team personnel requiring information about a competitor who may have retired or been involved in an incident should report to the Competitors Retirement Office situated at the foot of the Control Tower adjacent to the Media Centre.

TOURING

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

LAST TRAVELLING MARSHAL

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

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.

DRUG AND ALCOHOL TESTING

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

WINNERS ENCLOSURE

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

GARLANDING CEREMONY

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

MOBILE PHONES

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

VEHICLE RECOVERY SERVICE


- A recovery service will operate throughout the qualifying sessions and races. Any machines collected will be returned to the Technical Inspection Bay. The Organisers do not accept any responsibility for any damage to any machine.

MACHINES ON THE PUBLIC HIGHWAY

- The law on the Isle of Man provides that no racing machines should be ridden on a public highway except during the period commencing three hours before, during and two hours after a scheduled road closure period from where the machine is kept, directly to the start of the course, from a point on the course directly to the place it is kept or vice versa, or between points on the course.
- During this same period the machine does not have to comply with either the Maintenance and Use Regulations or the Lighting Regulations.
- The competitor 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 their machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

FLAG SIGNALS

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

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

Important

- Only authorised officials are permitted to use these flags and no other flag or light signals of any kind are permitted.
- Only the Clerk of the Course or in his absence the Deputy Clerk of the Course can authorise a race to be stopped.

BEHAVIOUR DURING THE EVENT

- Competitors must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in the pit-lane.
- Competitors must at all times adhere to the provisions of the regulations.
- Competitors should use only the track and the pit-lane. However, if a competitor accidentally leaves the track then he may re-join it at the place indicated by the marshals or at a place which does not provide an advantage. The marshals may assist the competitor to the extent of helping them to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the competitor, working alone, with absolutely no outside assistance. The marshal may then assist them to re-start the machine.
- If the competitor intends to retire then they must park their motorcycle in a safe area as indicated by the marshals.
- If the competitor encounters a problem with the machine, which will result in their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- Competitors must not transport another person on their machine.
- Competitors must not ride or push their motorcycles in the opposite direction of the Course, either on the track or in the pit lane, unless doing so under the direction of an Official.
- No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or competitor, save for the signal from the time keeping transponder, from on-board cameras, or messages on a pit board or body movements by the competitor.
- Stopping on the track during qualifying and races is forbidden.
- A competitor involved in an incident will not be allowed to continue qualifying or racing until they have been passed medically fit by one of the event Medical Officers.

APPEALS

- 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 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 Race Secretary.

ACCEPTANCE OF RECORDS

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

Section 8

Qualification and allocation of riding numbers

QUALIFICATION

- To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a minimum of six laps on a solo machine or four laps on a sidecar machine. This applies to sidecar passengers as well as drivers.
- Newcomers must commence qualifying including completion of a speed-controlled lap on Saturday 28th May.
- All other competitors must have signed on and commenced qualifying by the end of Monday's session.
- Competitors who have qualified to start in any previous race on the TT Mountain Course (TT or Festival of Motorcycling) shall be required to complete a minimum of five laps for solos and three laps for sidecars, unless the Clerk of the Course grants permission otherwise.
- For all Isle of Man TT Race classes a minimum of two laps must be completed on each machine entered, one of which must be within the qualifying time. For TT Zero machines, one qualifying lap on the machine entered is required.
- Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.
- Sidecar drivers must qualify with the passenger with whom they intend to race. In the event of a change of passenger the driver must re-qualify with the new passenger.

QUALIFICATION CRITERIA

All Solo Classes (except TT Zero):

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

Sidecar TT Races:

- 117.5% 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 3rd June for the Superbike Race and Sidecar Race 1 taking place on Saturday 4th June.
- Qualifying times gained in subsequent qualifying sessions after Friday 3rd 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.

RIDING NUMBERS AND GRID POSITIONS

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

Section 9

Publicity and Merchandising

PUBLICITY

- Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout and pre-race parade, should this be requested by the Promoter.
- Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
- By entering the 2016 Isle of Man TT Races each competitor and team agree that the Promoter and the event sponsors may make use of their activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
- All competitors may be required to carry an event and/or sponsors logo.

MERCHANDISING

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

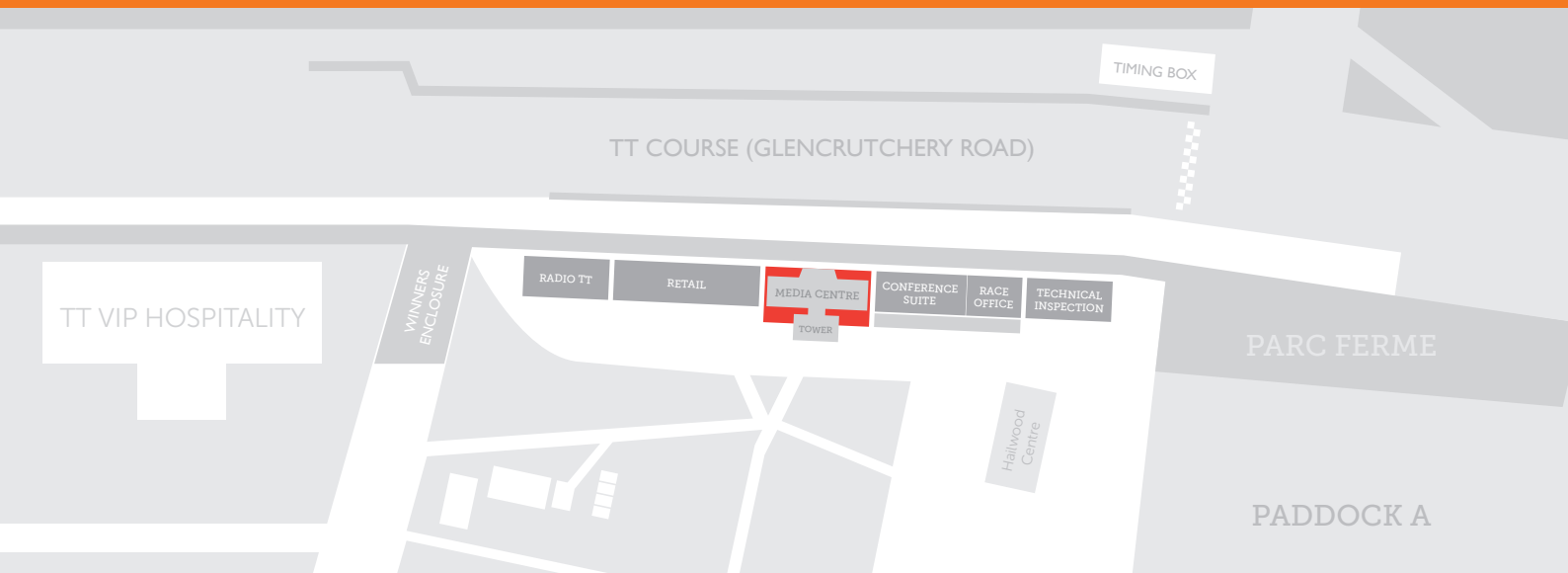
MISCELLANEOUS

- Competitors, sponsors, manufacturers, teams, team personnel and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting the official TT logo and/or any trademark and/or any copyright and/or image used or associated with the event without the prior written permission of the Promoter to do so.
 - All images, photographs, recordings or representations of the participation in the event or association with the event of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Promoter (such consent not to be unreasonably withheld). No consent is required for normal media reporting of the event.
 - All the broadcast, recording, terrestrial, cable, satellite, digital, video and rights in all other media (including but not limited to WAP or similar mobile communications platforms and/or devices, Internet, Interactive and/or other competitor accessed sources) are the property of the Promoter.
 - Any recording, broadcast, rebroadcast or reproduction without express permission of the Promoter is strictly prohibited. Competitors, entrants, teams, sponsors or manufacturers currently registered in the event may, subject to the prior written permission of the Promoter and subject to any conditions that they may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge except any that may be levied for technical and/or research purposes. Rights requested by sponsors, advertisers, or any other commercial use must be made in writing to the Promoter and will be subject to Licence, which may include a fee or charge.
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MEDIA CENTRE OPENING HOURS

Friday 27th May	17:00 to 20:00
Saturday 28th May	12:00 to 22:00
Sunday 29th May	09:00 to 12:00
Monday 30th May	12:00 to 22:00
Tuesday 31st May	12:00 to 22:00
Wednesday 1st June	12:00 to 22:00
Thursday 2nd June	10:00 to 22:00
Friday 3rd June	10:00 to 22:00
Saturday 4th June	08:00 to 20:00
Sunday 5th June	10:00 to 17:00
Monday 6th June	08:00 to 20:00
Tuesday 7th June	09:00 to 17:00
Wednesday 8th June	08:00 to 20:00
Thursday 9th June	09:00 to 17:00
Friday 10th June	08:00 to 20:00
Saturday 11th June	09:00 to 12:00

How to find us



Section 10

Championships, trophies, awards and prize presentations

THE TT SOLO CHAMPIONSHIP

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

1st £10,000 and the Joey Dunlop Trophy

THE SIDECAR TT CHAMPIONSHIP

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

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

THE TT PRIVATEERS CHAMPIONSHIP

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

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

2nd £500

3rd £250

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.

1st The Solo TT Manufacturers Trophy

MANUFACTURERS SIDECAR CHAMPIONSHIP AWARD

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

1st The Sidecar TT Manufacturers Trophy

RACE WINNERS TROPHIES

- All race winners' trophies will be retained by the Promoters, with a smaller replica being awarded which may be kept as a permanent memento.

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 TROPHIES

- All fastest lap trophies will be retained by the Promoters, with a silver replica being awarded which may be kept as a permanent memento.

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

TT Supporters' Club Trophy

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

Fred Hanks Trophy

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

Bill Boddice Trophy

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

Vernon Cooper Trophy

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

Peter Chapman Trophy

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

Dave Wells Trophy

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

Joe Craig Trophy

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

Terry Vinicombe Trophy

To a British Sidecar Crew on a British Chassis. Presented to the highest placed finisher in either race.

Martin Finnegan Trophy

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

Gavin Lee Trophy

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

REPLICAS AND FINISHERS AWARDS AND NEWCOMERS AWARDS

Silver Replicas

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

Bronze Replicas

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

Finishers Medals

Will be awarded to all other finishers.

Newcomers Medals

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

PRIZE PRESENTATIONS

Prize Presentation tickets should be requested from the Race Office during the event. Prize Presentations will take place at the following times and venues and all competitors are requested to attend:

2030hrs, Monday 6th June, Villa Marina, Douglas

Superbike TT Race

Sidecar TT Race 1

Supersport TT Race 1

2030hrs, Wednesday 8th June, Villa Marina, Douglas

Superstock TT Race

Lightweight TT Race

Supersport TT Race 2

TT Zero Race

TBC, Friday 10th June, TT Grandstand

Sidecar TT Race 2

Senior TT Race

Special Awards

Sidecar Manufacturers Award

Solo Manufacturers Award

TT Privateers Championship

Sidecar TT Champion

Solo TT Champion

Section 11

Travelling allowance, appearance fees and prize fund

TRAVELLING ALLOWANCE

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

The travel allowance is tiered as follows

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

APPEARANCE FEES

- Any team or competitor wishing to apply for additional appearance fees should do so in writing to the Promoter, providing information and justification to support the application.
- Requests must be made no later than the 26th of February 2016.
- Applications received after this date will not be considered.
- Payments to competitors and teams will be negotiated directly between the Promoter and authorised representatives of the individual competitors and teams.
- The following items will provide the basis for the payment criteria –
 - Potential media coverage value (team and / or competitor) achievable before, during and after event
 - Demonstrable ability to promote the TT and Isle of Man positively (team and / or competitor)
 - Social media reach
 - Previous performance at TT (team and / or competitor)
 - Previous recent performance at other high profile motorcycle international and domestic racing events (e.g. World Superbike Championship, British Superbike Championship, World Endurance Championship etc)
 - Size and scale of team (infrastructure etc) and presentation

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

- Any competitor receiving additional appearance support or riding for a team which is receiving additional appearance support does not qualify for the travel allowance payments.
- Competitors receiving additional appearance support will not be paid without the submission of an invoice which can be submitted on or after the 10th June 2016 and all payments will be subject to the normal Isle of Man Government payment terms.
- Provided that the services are deemed by the Promoter in its absolute discretion to have been fully or substantially performed payment shall be made within 30 days of receipt of the said invoice.
- Full or substantial performance shall require not less than the team and / or competitor(s) having made a definite and legitimate effort to perform the services.

PRIZE FUND

Superbike TT Race

Total Prize Fund: £57,400

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

Sidecar TT Race 1

Total Prize Fund: £30,050

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

PRIZE FUND

Superstock TT Race

Total Prize Fund: £22,700

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

Supersport TT Race 1

Total Prize Fund: £29,050

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

PRIZE FUND

Supersport TT Race 2

Total Prize Fund: £29,050

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

Lightweight TT Race

Total Prize Fund: £17,400

Position	Lap 1	Lap 2	Lap 3	Lap 4	Total
1	£250	£1,750	£3,000	£5,000	
2	£150	£500	£2,350	£3,000	
3	£100	£400	£2,000	£2,500	
4	£0	£0	£1,500	£1,500	
5	£0	£0	£1,000	£1,000	
6	£0	£0	£800	£800	
7	£0	£0	£600	£600	
8	£0	£0	£550	£550	
9	£0	£0	£500	£500	
10	£0	£0	£450	£450	
11	£0	£0	£400	£400	
12	£0	£0	£350	£350	
13	£0	£0	£300	£300	
14	£0	£0	£250	£250	
15	£0	£0	£200	£200	

PRIZE FUND

Sidecar TT Race 2

Total Prize Fund: £30,050

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

Senior TT Race

Total Prize Fund: £57,400

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

Section 12

Paddock, passes, grandstand tickets and welfare

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

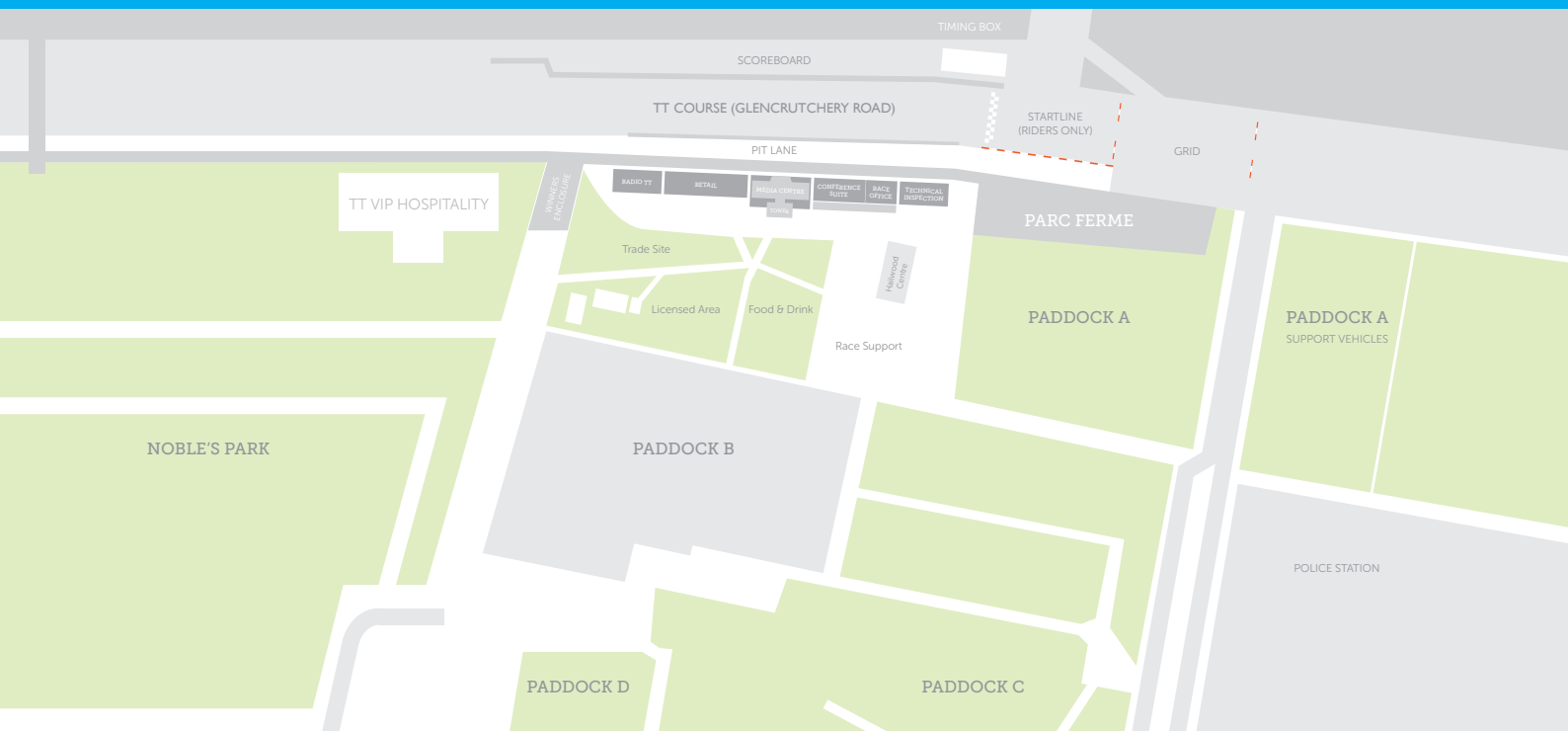
Fax: 01624 649049

Mobile: 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 decided by the Promoter and its appointed agent whose decision will be final. Teams and competitors will receive notification of their paddock parking position on arrival.
- The Paddock will open at 9:00am Monday 23rd May 2016
- 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 vehicle pass.

TT Paddock



PADDOCK A

- Paddock A will be reserved for the largest working trucks, i.e. those vehicles that carry the motorcycles 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 through the instillation of garage boarding.
- 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.
- Competitors of any team in Paddock A must take part in the Paddock Walkabout on Friday 3rd June wearing their team uniform. Competitors must be in position by 12:55hrs 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 competitors to sign.
- Teams requesting space in Paddock A should do so by contacting the Promoter directly. Teams will be required to supply a photograph of their vehicle and awning on application for space in this paddock.
- Set up in Paddock A, including the instillation of flooring and the construction of awnings and marquees will be allowed between 06:00hrs Monday 23rd of May to 08:00hrs Saturday 28th of May.
- No set up of any kind will be permitted between 08:00hrs and 22:00hrs on Saturday 28th of May and the paddock will be open to the public.
- Final set up will be permitted to take place between 22:00hrs on Saturday 28th of May and 08:00hrs on Monday 30th May. After this time no further set up will be permitted.
- During the set up period Paddock A will operate as a fenced off construction site and will feature manned security. Contractors engaged by teams operating in the area will do so under the guidance of the Promoter, its appointed agent and security guards.

Paddock B and 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 competitors 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 Promoter and its appointed agent where space permits.
- Absolutely no hospitality must be provided by service company vehicles.

Race Support Area B

- The Race Support Area B is reserved for smaller vehicles belonging to race support companies who provide a genuine service to competitors.
- Companies providing 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 Promoter 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-Resident Trader Licence.

CONTAINERS

- Containers will not be allowed in the paddock.

SCOOTERS

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

CARAVANS

- Competitors and teams bringing a caravan to the Isle of Man, will need to request approval to do so from the Department of Infrastructure who can be contacted on 01624 685950 or by e-mail at planning@gov.im

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.
- The following welding services are available during office hours – it is advisable to obtain a quote prior to having any work undertaken.
 - Phinik (IOM) Ltd, Unit 5 Springham Park, Braddan, 01624 625205
 - AB Metal Fabrications Ltd, Unit 5 Hills Meadow, Douglas, 01624 623918
 - Gallas Foundry, Riverside Industrial Estate, Pulrose Bridge, Douglas, 01624 615350

GENERATORS

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

ELECTRICAL SUPPLY

- Under no circumstances should anyone interfere with the electric supply from the power masters in the paddock. If an electric supply fails, please contact the 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 teams 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.

HOSPITALITY

- The Promoter will allow space located in Nobles Park for teams to operate hospitality services from. Any team wishing to request space in this area must do so in writing to the Promoter by Friday 26th of February 2016.
- Space will be allocated on a first come first served basis. Parking of vehicles will be controlled by the Promoter and teams using the area must adhere strictly to instructions given.
- Retailing of hospitality of any kind is not permitted by teams using the area. Hospitality offered must be for team personnel, guests and sponsors only. Retailing of merchandise or any other service is also not permitted.
- The Promoter will provide all fencing, waste facilities and power to teams using the area and will charge for these facilities at cost at the end of the event.
- Any other services such as toilets and security are the responsibility of the team.

CAR PARK PASSES

There are different types of car parking passes depending on the activity of the pass holder providing access to various areas around the TT Paddock and Noble's Park:

	Paddock A Support Vehicles	<i>Please proceed to Paddock A Support off Duke's Avenue</i>
	Paddock B,C,D	<i>Please proceed to Paddock B,C,D via Duke's Avenue</i>
	Trade Deliveries	<i>Please proceed to the TT Paddock via St Ninian's Road</i>
	Medical	<i>Please proceed to Noble's Park via St Ninian's Road</i>
	Host Media	<i>Please proceed to Noble's Park via St Ninian's Road</i>
	VIP Hospitality	<i>Please proceed to Noble's Park via St Ninian's Road</i>

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 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 <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✓ PIT LANE (with pit lane pass) ✓ PARC FERME ✓ GRID ✓ WINNERS ENCLOSURE ✗ VIP SUITE 	LEVEL 2 <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✗ PARC FERME ✗ GRID ✗ WINNERS ENCLOSURE ✗ VIP SUITE 	PROMOTER <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✓ PARC FERME ✓ GRID ✗ WINNERS ENCLOSURE ✗ VIP SUITE
VIP HOSPITALITY <ul style="list-style-type: none"> ✗ STARTLINE ✗ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✗ PARC FERME ✗ GRID ✗ WINNERS ENCLOSURE ✓ VIP SUITE 	VIP HOSPITALITY (PLATINUM) <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✓ PARC FERME ✓ GRID ✓ WINNERS ENCLOSURE ✓ VIP SUITE 	PIT LANE <ul style="list-style-type: none"> ✗ STARTLINE ✗ PIT RETURN LANE ✓ PIT LANE (with pit lane pass) ✗ PARC FERME ✗ GRID ✗ WINNERS ENCLOSURE ✗ VIP SUITE
HOST MEDIA <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✓ PIT LANE (with pit lane pass) ✓ PARC FERME ✓ GRID ✓ WINNERS ENCLOSURE ✓ VIP SUITE ✓ RESTRICTED AREAS (exceptions apply) 	PHOTO <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✗ PARC FERME ✗ GRID ✗ WINNERS ENCLOSURE ✗ VIP SUITE ✓ RESTRICTED AREAS (exceptions apply) 	JOURNALIST <ul style="list-style-type: none"> ✓ STARTLINE ✓ PIT RETURN LANE ✗ PIT LANE (with pit lane pass) ✗ PARC FERME ✗ GRID ✗ WINNERS ENCLOSURE ✗ VIP SUITE ✗ RESTRICTED AREAS (exceptions apply)
NO ACCESS TO PROHIBITED AREAS	NO ACCESS TO PROHIBITED AREAS	NO ACCESS TO RESTRICTED OR PROHIBITED AREAS

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 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 2016 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.
- 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 passes held by them withdrawn.
- Isle of Man TT 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.
- Isle of Man TT passes at all times remain the property of the Organisers and may be issued, altered or withdrawn at any time at the absolute discretion of the Organisers.
- Team and competitor pass allocation will depend on the number of classes entered by the competitor(s). The passes will be sequentially numbered and referenced for official use.
- Competitors 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.

GRANDSTAND FAMILY TICKETS

- Section 1 of the TT Grandstand is reserved for competitor's family and friends. A limited number of tickets are available from the Race Office.

WELFARE

Doctors

- Patients from the UK who are temporarily resident on the Island for a period less than three months are able to register with a GP as a temporary resident. Patients can ask to register at their nearest GP Practice. If they have any problems registering they can contact Family Practitioner Services on +44 (0) 1624 642694. Patients from outside the UK will be able to seek a consultation with a GP but this will be available on a private basis.
- The Manx Emergency Doctor Service is an 'out-of-hours' emergency service that will operate when your doctor's surgery is closed. The service is available from 6pm to 8am Monday to Friday, with 24-hour cover over weekends and bank holidays by telephoning 01624 650355. The out of hours service is only for emergencies that cannot wait until the next working day. If you think that you have a life-threatening emergency you should always call 999. This service operates 24 hours a day, 7 days a week.

Dentist

- National Health Service (NHS) urgent dental treatment for patients who are not registered with an NHS dentist may be provided by the Central Community Healthcare Centre, Westmoreland Road, Douglas, Isle of Man by telephoning either 01624 642785 or 01624 642389 during weekdays between the hours of 8.30 am and 4.00 pm.
- Outside of these hours or if it is a weekend or bank holiday, for advice regarding urgent dental treatment there is a duty Dentist on call for all Emergency Dental Care. They can assess your dental requirements and prescribe appropriate antibiotics, painkillers or provide dental treatment if it is required. This out of hours telephone number 07624 480365 should be called between the hours of 9.00 am to 11.00 am when a dental professional will be available to speak to.
- The charge for urgent and out-of hours care which includes not more than 2 extractions and not more than one permanent filling for unallocated patients, immediate treatment to relieve pain is - £16.50

BUS AND RAIL INFORMATION

- For enquiries telephone 01624 662525 or visit the website www.iombusandrail.info

TOURIST INFORMATION

- Visit 'The Welcome Centre' at the Sea Terminal or www.visitisleofman.com alternatively a pop-up Tourist Information Centre will be available during the event at the Media Centre.

TRAVEL AND ACCOMMODATION

Teams and competitors wishing to book ferry travel to the TT should do so using the Team and Competitors ferry booking form which is located at Appendix J.

For direct enquiries please contact:

Phil Kelly, Passenger Services Officer

Isle of Man Steam Packet Co Ltd

Douglas

Isle of Man

Telephone 01624 645693

Email philip.kelly@steam-packet.com

www.steam-packet.com

For all other travel and accommodation enquiries including Homestay and house rental please contact:

Regency Travel

64 Duke Street

Douglas

Isle of Man

Telephone 01624 694456

Email: sales@regencytravelholidays.com

Website: www.regencytravelholidays.co.uk

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Appendix A

Superbike and Senior TT Technical Regulations

Appendix A

Superbike and Senior TT Technical Regulations

Machines competing in the 2016 Isle of Man TT Races must comply with the IOM TT 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.

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

5. Machine Specifications

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

6. Engine configurations and displacement capacities

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

7. Minimum Weights

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

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

8. Number Plate Colours

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

9. Fuel

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

10. Tyres

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

11. Engine

Carburation Instruments/Fuel Injection System:

- Carburation instruments refer to throttle bodies and variable length intake track devices.
- Carburation instruments must remain as homologated.
- Bell mouths (including their fixing points) may be altered or replaced.
- The injectors must remain standard units as on the homologated motorcycle.
- Secondary butterflies may be removed if required along with associated parts, just the butterflies may also be removed leaving the remaining parts for engine braking control, the control arm actuating the primary throttle must remain standard.
- Engine Braking/Air Bleed; an auxiliary valve can be fitted to bleed air past the butterfly to the standard air inlets. The inlet of the 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.

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.

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.

Cam Sprockets:

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

Cylinders:

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

Pistons:

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

Piston Rings:

- No modifications are allowed.

Piston Pins and Clips:

- No modifications are allowed.

Connecting Rods:

- 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.

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).

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.

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.

Clutch:

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

Oil Pumps, Oil Sumps, Oil Lines and Water Pumps:

- Original equipment oil pumps are required but may be modified. Modifications may include:
 - a. Blueprinting
 - b. Changing the pressure relief spring.
 - c. Reducing gear and housing thickness.
- The external appearance must remain as homologated.
- Aftermarket oil sumps and the associated pump pick up will be allowed.
- Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
- The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated. Water pipes may be modified or replaced.

Radiator and Oil Coolers:

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

Airbox:

- Airbox must remain as originally produced by the manufacturer on the homologated motorcycle (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.

Fuel Supply:

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

Exhaust System:

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

Noise Limit:

- There is no maximum noise limit.

12. Electrics and Electronics

Ignition System:

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

ECU:

- Only a BSB spec Motec ECU or standard/kit ECU available from or listed by the manufacturer maybe used. The addition of a power commander type fuelling and ignition module only device 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 dynamometer by no later than noon on Wednesday of practice week).

Generators and Starter:

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

Additional Equipment:

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

Wiring Harness:

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

Safety Lights:

- A functioning red light must be securely fitted at the rear of the motorcycle and be switched on at all times during every practice/race session. Lights must comply with the following:
- Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- Mounted on the seat/rear bodywork approximately on the machine centre line, in a position 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 competitor when seated on the machine.
- Safety light power supply may be separated from the motorcycle main wiring and battery.

13. Frame and Body

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

14. 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.

15. 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).

16. 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 competitors' 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.

17. 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).

18. 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.

Please note from TT 2017 onwards; Replacement wheels must be made from aluminium alloys. Wheel rim diameter size (front and rear) – 17 inches. Front wheel rim width; 3.5 inches. Rear wheel rim width; 6 inches.

19. 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 (i.e. aluminium beryllium etc.) is not allowed.
- Anti-Lock Braking Systems (ABS) are not permitted.
- Brake lever protection is optional.

20.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.

21.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.

22.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.

23.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.

24.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.
- Windscreen 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.

25.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.

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

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

Note: Any type of lubrication, brake or suspension fluid may be used.

27. The following items may be removed:

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

28. 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)

29. The following items must be altered:

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

Appendix B

Sidecar TT Technical Regulations

Appendix B

Sidecar TT Technical Regulations

Sidecars TT machines must comply with the following requirements.

1. Engine Types

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

Allowed induction systems:

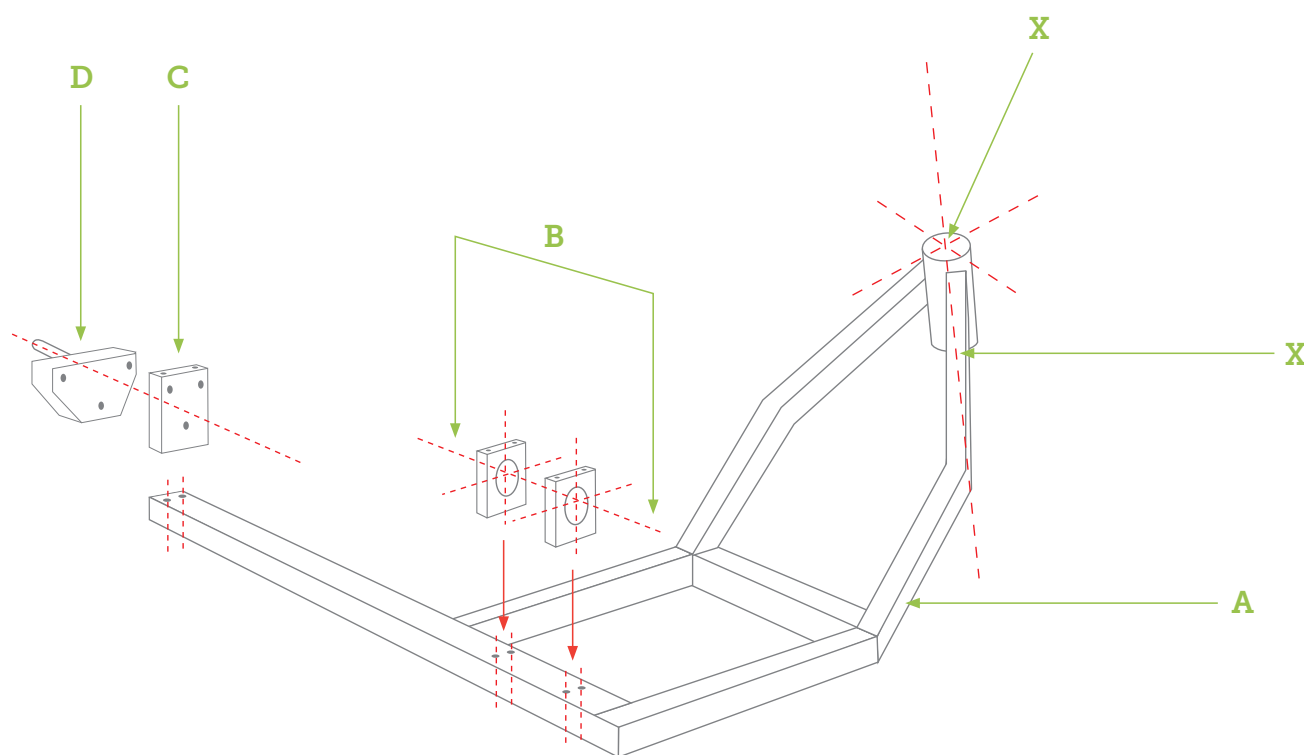
- Carburettor engines are not permitted.
- Fuel injection engines: Fuel injection systems are permitted using only the original homologated throttle bodies for that make 600cc/675cc machine.
- Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position.
- Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.
- 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.
- All engine modifications are allowed with the exception of bore and stroke.
- Everything below the head gasket is free.

2. General Construction

- The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the competitor nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
- The three road wheels may be disposed as to give two or three tracks.
- If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
- A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.
- The main frame (See Figure 1 A overleaf) 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 1 B overleaf) 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 1 C overleaf) 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 1 D overleaf) 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 1 X.X overleaf). Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.
- The front forks are to be either a leading / trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel.
- Minimum suspension travel to be 20mm.
- The rear swinging arm must be made of good quality steel or aluminium, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis are forbidden.

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

Figure 1: General Construction



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

3. Engine Position

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

4 Dimensions

- Weight (Minimum) 136.5kg. without fuel The addition of ballast to reach this weight is forbidden.
- Width (Overall Maximum) 1875mm.
- Wheelbase (Maximum) 1651mm.
- Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.
- Height (Overall Maximum) 800mm.
- The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with competitor, passenger and fuel must be not less than 65mm with the handlebars on in a straight position with a tolerance of 3mm. No device is permitted to reduce the 65mm ground clearance during the course of the event.
- 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.
- Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.
- A solid and effective protection must be fitted between the competitor and the engine, this protection must prevent direct contact between the competitors body or clothing and escaping flames or leaking fuel or oil.
- The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

6. Passenger Platform

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

7. Air Intakes

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

8. Oil and Coolant Containment

- In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- The surrounding edges of the tray must be at least 50mm above the bottom of the tray, measured vertically from the tray oil containment material must be fixed to this tray and the sides.
- The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.
- The rear face of the tray should be to the height of the swinging arm and the minimum width should be equal to the width of the rear tyre.
- The gear lever must exit via a rubber boot or two rubber curtains.
- The chain slot must have a rubber/brush curtain fitted.
- Holes for the engine mounts (hangers) must be sealed.
- All oil line retaining bolts or sump plugs must be locked wired.
- 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 1 intake is used a maximum of 103mm internal Diameter is permitted.
 - If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.
- The airbox must completely close around the induction bell-mouths.
- The carburettors or throttle-bodies may be entirely within the airbox.
- The engine must have a closed breather system.
- The engine breather must be connected and discharge in the airbox.
- The airbox must cover and collect fluids discharged from the bell-mouths.
- The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.
- This oil containment must hold a minimum of 1000 cc of oil.
- The airbox must be sealed to prevent spillage of oil or fuel.

10. Oil Catch Tanks

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

11. Wheels

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

12. Steering

- Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.
- Any form of remote steering is forbidden.
- Handlebar width 450mm minimum.

- Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.
- Whatever the position of the handlebars the front wheel must never touch the streamlining.
- Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

13. Throttle Controls

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

14. Control Levers

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

15. Brakes

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

16. Tyres

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

17. Mudguards and Wheel Protection

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

18. Exhaust Pipes

- 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 Safety Light

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

23.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

Supersport TT Technical Regulations

Appendix C

Supersport TT Technical Regulations

Machines competing in the 2016 Isle of Man TT Races must comply with the IOM TT Supersport 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.

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

4. Machine Specifications

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

5. Engine configurations and Displacement capacities

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

6. Minimum Weights

The minimum weights will be:

- 600cc four cylinders 161 kg
- 675cc three cylinders 161 kg
- 750cc two cylinders 161 kg

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

7. Fuel

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

8. Tyres

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

9. Engine

Fuel Injection systems:

- Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- The original homologated fuel injection system must be used.
- The fuel injectors must be stock and unaltered from the original specification and manufacture.
- Throttle bodies intake insulators may be modified.
- The injectors must be standard units as on the homologated motorcycle.
- Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the homologated machine.
- Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.
- Vacuum slides may be fixed in the open position.
- Butterfly cannot be changed or modified.
- Electrical controlled throttle valves, known as "ride by wire", may be only used if the homologated model is equipped with the same system. Soft ware may be modified but all safety systems and procedures designed by the original manufacture must be maintained.

Cylinder Head:

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

Camshaft:

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

Cam Sprockets or Gears:

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

Cylinders:

- Cylinders must remain as homologated.
- Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ration or resurfacing to repair a warped cylinder surface deck.
- Homologated materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as homologated.
- Cylinder capacity must remain at the homologated size.

Pistons:

- Pistons must remain as homologated, no Modifications allowed.
- Polishing and lightening is not allowed.

Piston Rings:

- Piston rings must remain as homologated. No modifications are allowed.
- All piston rings must be fitted.

Piston Pins and Clips:

- Piston pins and clips must remain as homologated. No modifications are allowed.

Connecting Rods:

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

Crankshaft:

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

Crankcase/Gearbox and all other Engine Cases: (ie. ignition case, clutch case)

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

Lateral covers and protection:

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

Transmission/Gearbox:

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

Clutch:

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

Oil Pumps, Water Pumps and Oil Lines:

- Modifications are allowed but pump housing, mounting points and oil feed points must stay as original.
- Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or treaded connectors.
- The water pump must remain as homologated no modification allowed.

Radiator and Oil Coolers:

- The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
- Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler.

- Radiator fan and wiring may be changed, modified or removed.
- Additional oil coolers are not allowed.
- Oil cooler must not be mounted on or above the rear mudguard.

Air Box:

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

Fuel Supply:

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

Exhaust System:

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

Electrics and Switches:

- Connectors and switches are free.

10. Ignition/Engine Control System (ECU)

- Spark plugs and plug gaps and wires may be replaced.
- Only the manufactures Standard ECU with the option of a fuelling module or the standard manufacturers kit ECU from the FIM approved Superstock / Supersport list, no fuelling module is allowed with the Kit ECU, or a 2016 MoTec M130 ignition/control system (ECU) with the 2016 BSS/MSVR control software can be used.
- The control software/firmware that will remove the ability to have traction control, launch control or anti-wheelie control.
- The Manufacturers Kit ECU may have a different part number with only different rpm and base ignition/fuel maps to match Supersport regulations. It must be the same physical ECU use the same calibration software, be directly exchangeable and operate in the same manner.
- The software and firmware must be supplied and approved by the machines manufacture.
- Throughout the season the manufacture may update the software and the updates must be made available to all users of the system with no charge.
- Optional equipment sold by the motorcycle manufacture for the homologated model is considered not homologated with the bike and must follow the requirements for approved electronics/ data loggers.
- The following strategies are not allowed, any ECU with this capability must have the functionality disabled:
 - Traction control
 - Launch control
 - Anti-wheelie
 - Closed loop engine braking
 - Corner by corner/ distance based adjustments
 - Competitor adjusted trims
- A (map) Mode switch is allowed it may change or trim the main fuel table and or ignition table.
- An engine brake mode switch is allowed it may switch to one optional setting.
- Note: the allowed strategies list will be revised each season in line with the FIM WSS rules.
- No additional electronics forming control systems will be allowed (i.e. external ignition/fuel cut traction control systems, engine throttle blipper servo motors, ignition expanders or injector modules. The Technical Director can inspect the software/firmware on any machine at any time.

11. Generator, Alternator, Electric Starter

- Generator must remain as Homologated.
- The electric starter must operate normally and always be able to attempt to start the engine during the practices and race (including the parc ferme).

12. Additional Equipment

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

13. Wiring Harness

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

14. Battery

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

15. Frame and Body

Frame Body and Rear Sub-frame:

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

16. Front Forks

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

17. Rear Fork (Swing Arm)

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

18. Rear Suspension Unit

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

19. Wheels

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

20. Brakes

- Front and rear brake discs may be changed but must fit the original caliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed if not homologated in the original machine.
- The brake disc carriers may be changed, but must retain the same offset and same type of mounting to the wheels.
- Replacement brake discs must be of ferrous material.
- Front and rear brake calipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- The front master cylinder must remain as originally produced by the manufacturer for the homologated machine, hand lever excluded.
- Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.
- Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp).
- Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- Additional air ducts are not allowed.
- In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.
- The use of brake lever protection is optional.

21. Handle Bars and Hand Controls

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

22. Foot Rest/Foot Controls

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

23. Fuel Tank

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

24. Fairing/Body Work

- Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction.

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

25.Seat

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

26.Fasteners

- Standard fasteners may be replaced with fasteners of any material and design.
- Aluminium fasteners may only be used in non-structural locations.
- Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- Internal engine bolts must remain of standard homologated materials or materials of higher weight.

- Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- Fairing/body work fasteners may be changed to the quick disconnect type.

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

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

Note: Any type of lubrication, brake or suspension fluid may be used

28. The following Items may be removed:

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

29. The following Items must be removed:

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

30. The following Items must be altered:

- Motorcycles must be equipped with a functional kill switch or button mounted at least on right handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- All 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 D

Superstock TT Technical Regulations

Appendix D

Superstock TT Technical Regulations

Machines must comply with the 2016 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 manufacturers model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the technical rules.

1. Verification of Machines

- In the Superstock TT Race a dynamometer will be used to check power output (motorcycles must be submitted for these checks no later than noon on Wednesday 1st June).

2. 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.

3. 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.

4. Fuel Tank

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

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) and able to be switched on and off by the competitor when seated on the machine.
 - Safety light power supply may be separated from the motorcycle main wiring and battery.

Appendix E

Lightweight TT Technical Regulations

Appendix E

Lightweight TT Technical Regulations

Machines must comply with general technical rules as per ACU Standing Regulations and 2016 IOM TT Regulations. Anything that is not authorised and prescribed in these Technical Regulations is forbidden. 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.

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 fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

7. Battery

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

8. Engine

- Bore and Stroke must remain as per the standard machine.
- Original OEM cylinder head, pistons, valves, cylinders may be modified, polished or lightened. Gas flow modifications normally associated with individual tuning is permitted.
- Compression ratio of the engine may be changed. Capacity must not exceed 650cc.
- Pistons may be replaced.
- Conrods may be modified or replaced but the material must remain as homologated and the rods must be the same weight or heavier than standard.
- Crankshaft 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.
- The ignition pickup must be in its original position. It cannot be slotted or moved.

10. Transmission

- Gearbox may be 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 may be 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. Breathers

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

14. Engine Crash Covers

- All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.
- The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.
- Plates or crash bars from aluminium or steel are also permitted in addition to those covers outlined above. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.

- FIM approved covers will be permitted without regard of the material or dimensions.
- Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.
- The Technical Director has the authority to refuse any cover not complying with the above.

15. 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.

16. 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).

17. 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.

18. 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.

19. Fuel

- Only Unleaded fuel as specified in the 2016 IOM TT Regulations is permitted. The use of fuel additives is strictly prohibited.

20. Radiator and Oil Cooler

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

Appendix F

TT Zero Technical Regulations

Appendix F

TT Zero Technical Regulations

1. TT Zero Introduction

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

2. Important Notes

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

3. Machine Eligibility

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

4. Streamlining

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

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

5. Inclination

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

6. Transponder Timing

- All machines must have a working transponder (AMB 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) IEC 60786 Controllers for electric road vehicles. This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors.

9. Dimensions

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

10. Conformity

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

11. Accumulator (storage battery)

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

12. Operating Voltage

- The voltage is limited to 600 volts nominal between two points (i.e. higher charging voltages are permitted).

13. Charging the Accumulator

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

14. Energy Recovery

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

15. Use of Outside Energy Sources

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

16. Charging from the Mains

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

17. Electrical Safety

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

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

18. General Circuit Breaker – 'Emergency Stop'

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

19. Power Indicator

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

20. Fuses (over-current trip switches)

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

21. General Electric Safety

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

22. Insulation Resistance

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

23. Dielectric Strength

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

24. Capacitors

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

25.Accumulator Fastening

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

26.Horn

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

Appendix G

Fitting of Transponders

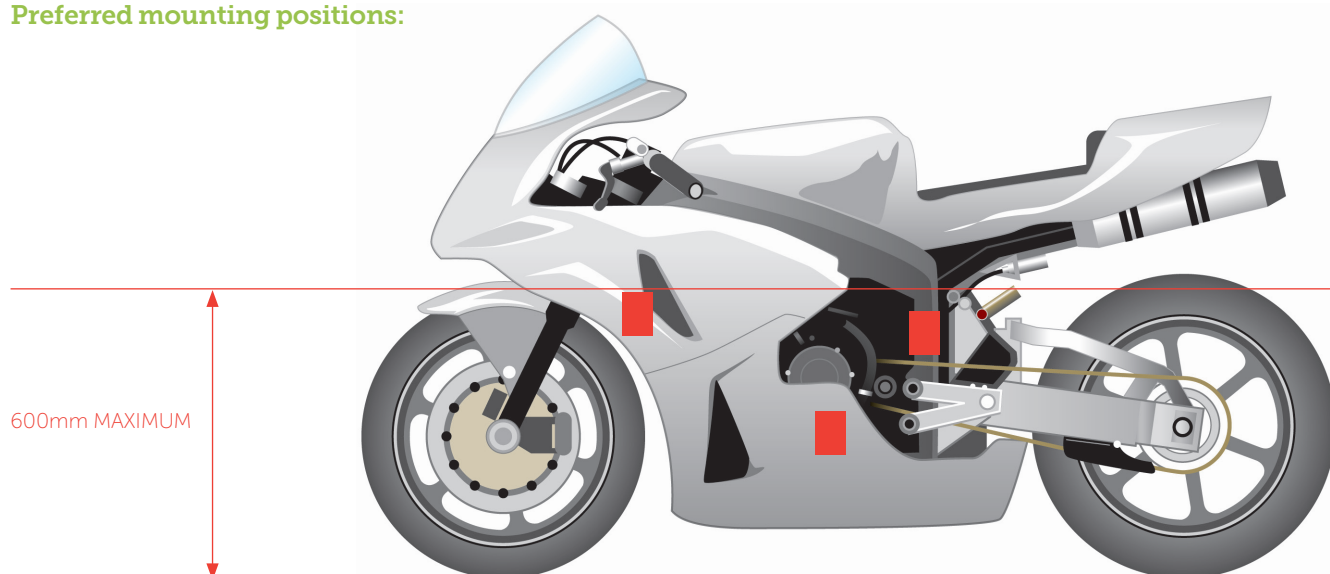
Appendix G

Fitting of Transponders

General Rules:

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

Preferred mounting positions:

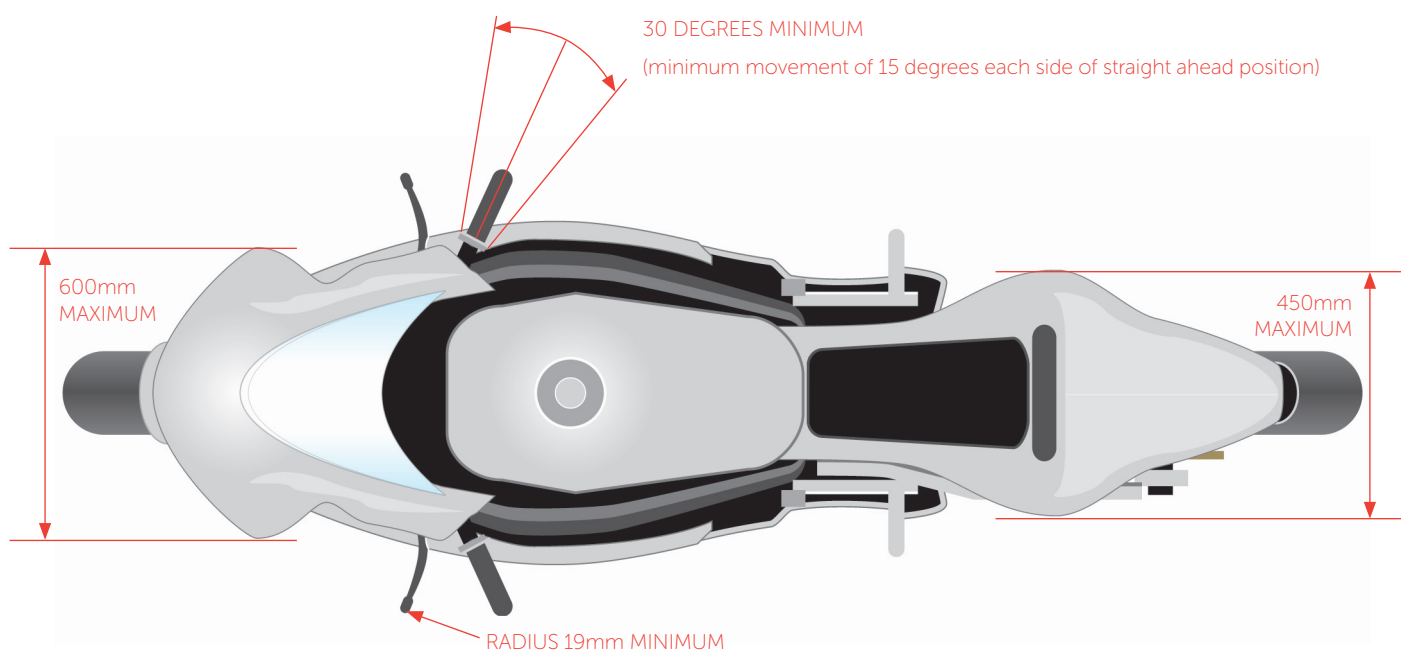
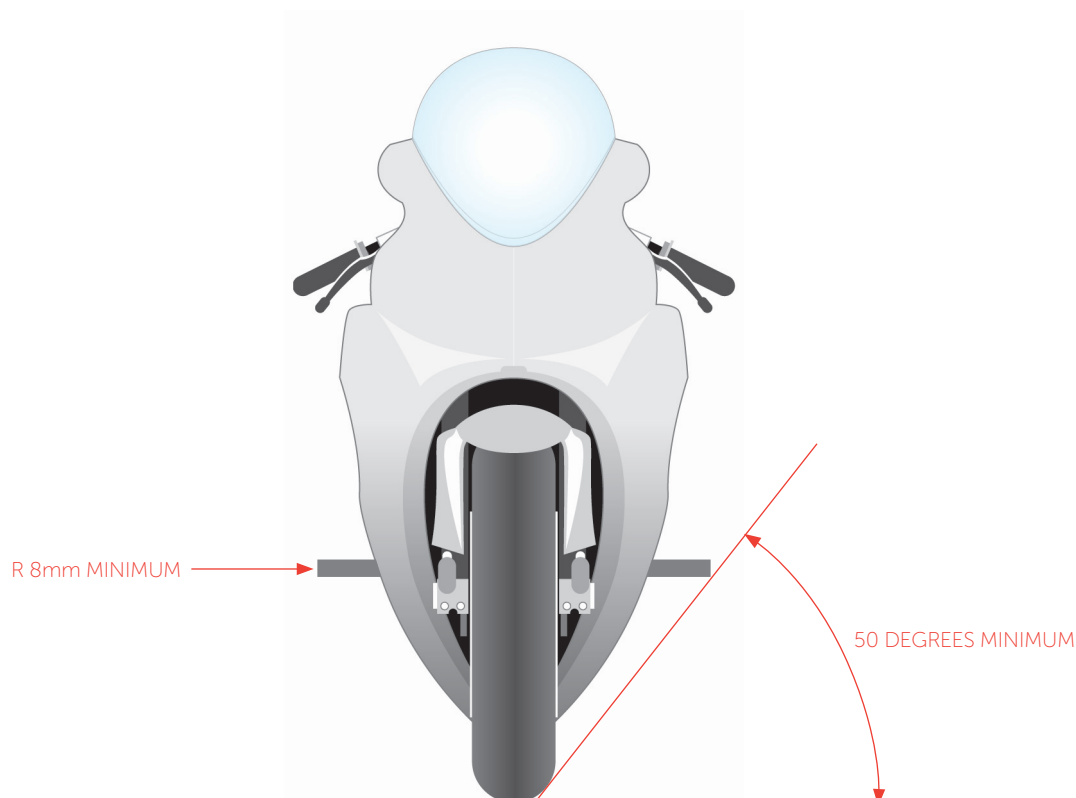


Appendix H

Clearances and Lean Angles

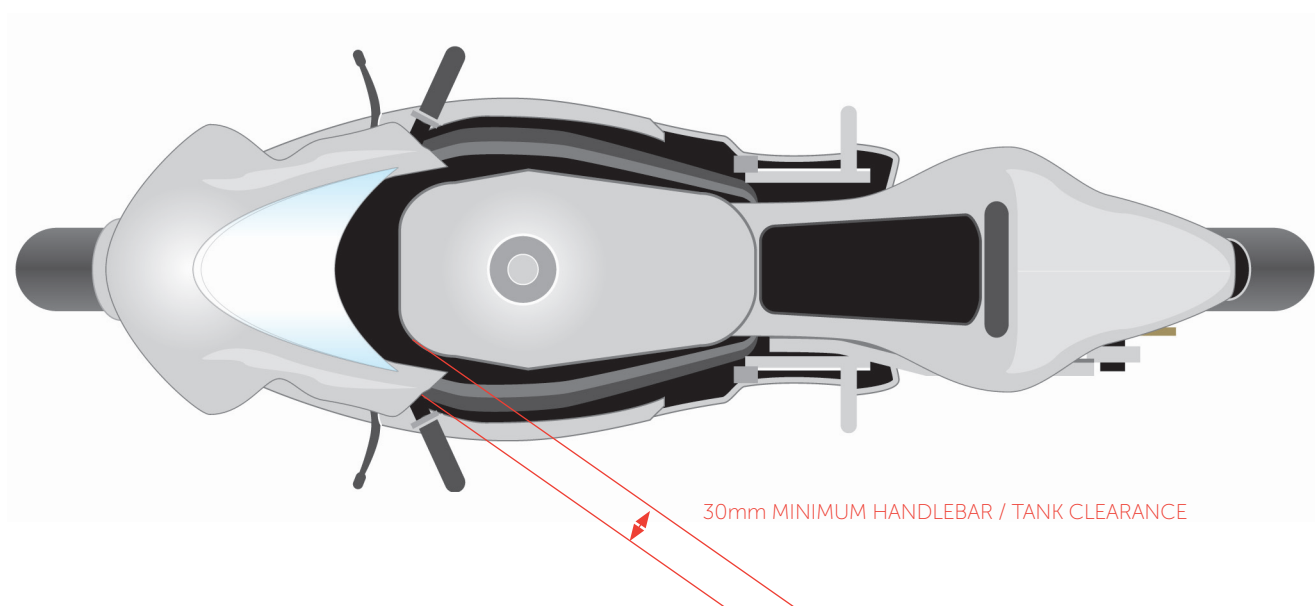
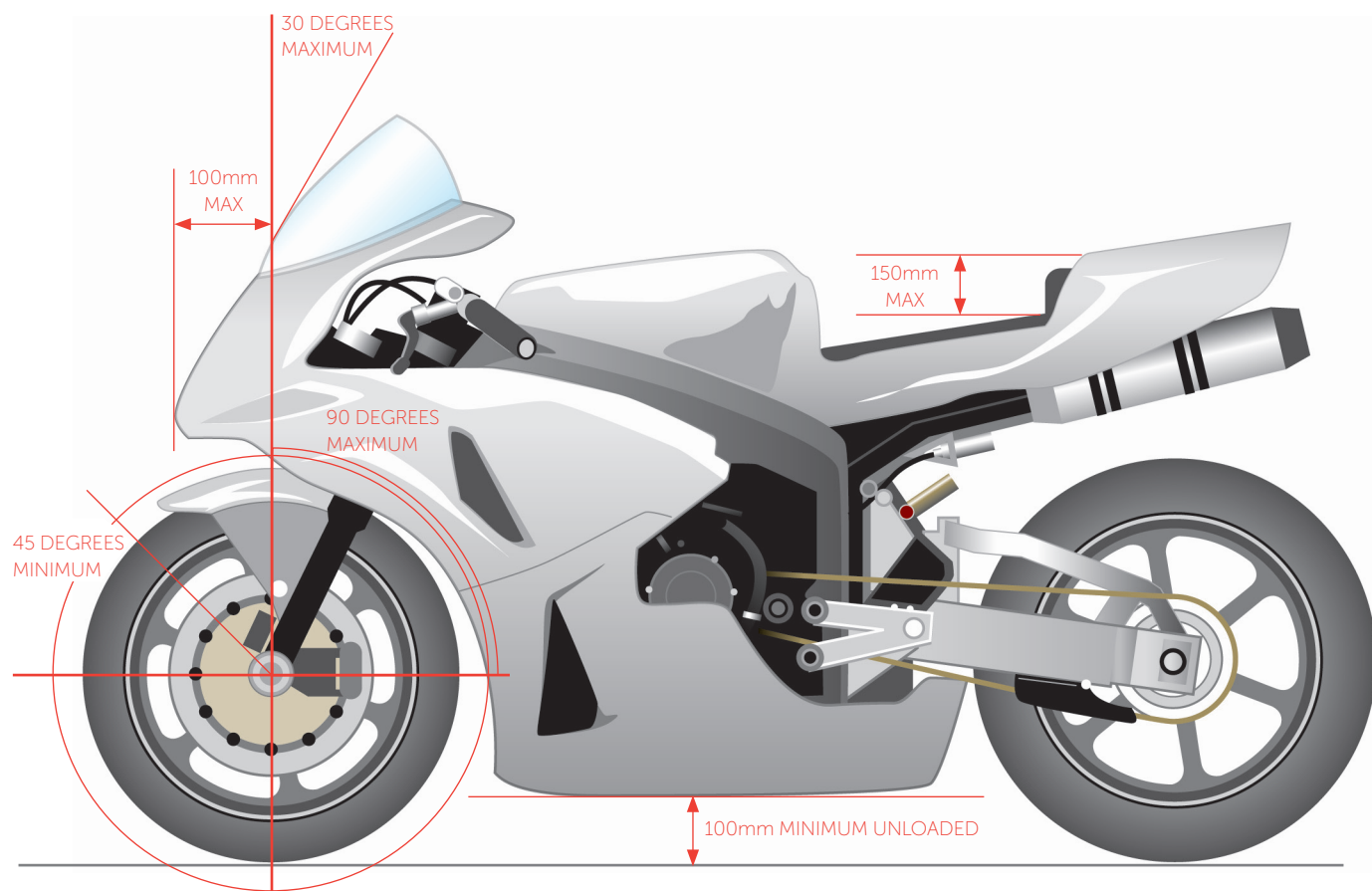
Appendix H

Clearances & Lean Angles



Appendix H

Clearances & Lean Angles



Appendix I

Headline Media Statistics

Appendix I

Headline Media Statistics

TELEVISION

- The Isle of Man TT Races is the UK's biggest non terrestrial motorsport property and has a global TV audience of 28.7m (as per Kantar Media Report).
- In the UK the TT peaked at over 1m for the Superbike Race show in 2015 and averages 3/4 of a million for the other race shows, which form part of a 14 show run (plus repeats) on ITV4. Total cumulative audience figure for 2015 on ITV4 was over 10m.
- On ITV4 TT is regularly the highest watched non terrestrial show in its time slot. The Superbike Race was the highest watched non terrestrial show on TV across the entire day this year.
- TT is shown by major broadcasters in the US, Australia, pan Asia and South America as well as Eurosport.

PRINTED MEDIA

- Print Media 2015 - over 7000 articles worldwide (as per O'Leary Analytics Report).

SOCIAL MEDIA

- Official TT Facebook Page Likes – 570k.
- Maximum daily reach: 2,000,499 people on 11/06/2015.
- Over 9 million people had the chance to see a post from the official Isle of Man TT page during TT fortnight.
- Official TT Twitter Followers - 82k.
- Official TT YouTube Channel – 67k subscribers, 14.1m views.

ONLINE MEDIA

- The official TT website boasts 2.73 million unique users, with 4.4 million sessions and 13.75 million page views for the period July 1st 2014 to July 1st 2015.
- MCN on-line TT related stories doubled year on year with 6 million page impressions.

TRACKSIDE ATTENDANCE

- TT 2015 visitor numbers - 42,100 including 34% of which were first time visitors.
- TT 2015 visitor average spend - £740pp.
- TT 2015 visitor average stay – 7 nights.

Appendix J

TT Sailings - 2016 Booking Form

Appendix J

TT Sailings - 2016 Booking Form

FOR COMPETITORS AND SUPPORT VEHICLES ONLY (NOT MOTORCYCLES)

COMPETITORS NAME: _____

CLASSES ENTERED: _____

OUTWARD (please tick one)

FROM: Heysham	TO: Douglas	DATE: Tuesday 24th May	TIME:	<input type="checkbox"/>	14:15	<input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Wednesday 25th May	TIME: 02:15	<input type="checkbox"/>	and	14:15 <input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Thursday 26th May	TIME: 02:15	<input type="checkbox"/>	and	14:15 <input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Friday 27th May	TIME: 02:15	<input type="checkbox"/>	and	14:15 <input type="checkbox"/>

RETURN (please tick one)

FROM: Douglas	TO: Heysham	DATE: Thursday 9th June	TIME: 19:45	<input type="checkbox"/>	(S/Sport & L/Weight only)
FROM: Douglas	TO: Heysham	DATE: Saturday 11th June	TIME: 20:00	<input type="checkbox"/>	
FROM: Douglas	TO: Heysham	DATE: Sunday 12th June	TIME: 09:30	<input type="checkbox"/>	and 20:30 <input type="checkbox"/>
FROM: Douglas	TO: Heysham	DATE: Monday 13th June	TIME: 08:45	<input type="checkbox"/>	

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

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

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

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

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

	VEHICLE				*TRAILER / CARAVAN (TOWED)		
	Make and Model	Length	Height	Width	Length	Height	Width
Car							
Van							
Motorhome							
Truck / Lorry							

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

PLEASE NOTE: It is extremely important that the vehicle measurements declared are accurate. Shipment will not be guaranteed if any vehicle is in excess of the dimensions stated above. Please advise us of any change in vehicle dimensions.

An invoice will be sent to the Lead Passenger confirming booking details, charges and payment methods etc. All bookings must be paid no later than Friday 6th May 2016. If payment has not been received by this date it will be assumed that your booking is no longer required and will be cancelled.

Appendix J

TT Sailings - 2016 Booking Form Cont.

LEAD PASSENGER DETAILS

TEAM NAME: _____

LEAD PASSENGERS SURNAME: _____ TITLE: _____ INITIALS: _____

ADDRESS: _____

TELEPHONE: (Home) _____ (Mobile) _____

E-MAIL: _____

IMPORTATION OF CARAVANS TO THE ISLE OF MAN

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

The Secretary to the Planning Committee, DOI, Planning and Building Control Division, Murray House, Mount Havelock, Douglas, Isle of Man, IM1 2SF, Telephone +44 1624 686911, E-mail caravan@gov.im

ADDITIONAL PASSENGERS DETAILS

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

THIS SECTION IS TO BE COMPLETED BY STEAM PACKET COMPANY BOOKING OFFICE

BOOKING REFERENCE:

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

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

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

RETURNING YOUR FORM

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

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

Appendix K

2016 Mountain Course Licence Application

Appendix K

2016 Mountain Course Licence Application

ATTACH YOUR PHOTO

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

This licence is a requirement for ALL competitors taking part in any event held on the TT Mountain Course. The fee is £25.00 (in addition to any other licence fee). All applicants except holders of an FIM International licence or an MCUI National Licence must complete Section 3 Medical Report, on the reverse of this form. ACU and SACU licence holders must have held a National licence for Road Racing for a minimum of 12 months prior to the closing date for entries. Competitors from other Federations must have held an FIM International Non - Championship licence for Road Racing for a minimum of 12 months prior to the closing date for entries.

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

ALL APPLICANTS: must have competed satisfactorily in at least six Road Race Days in the period of 31st March 2015 to 6th May 2016. A minimum of 2 of the 6 required race days must be in the 2016 season.

FOR ALL NEWCOMERS: 3 of the 6 required race days must show the rider as having finished the race and have an average race speed equal to or greater than 90% of their respective CLASS winner. (ACU National licence upgrade criteria).

ALL APPLICANTS: One result will be permitted from each racing day of a short circuit Road Race meeting to a maximum of 2 per meeting. One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2. Qualifying for the 2015 TT or Manx GP/Classic TT races will count as one race day and finishing in a 2015 TT or Manx GP/Classic TT race will count as a second race day. A competitor who competes in both the TT and Manx GP/Classic TT may count a maximum of 3 results.

CLOSING DATES FOR RECEIPT OF APPLICATION FORMS: 11th May 2016. Completed forms should be sent together with the 6 race result sheets and fee to ACU Road Race Department, ACU House, Wood Street, Rugby Warwickshire, CV21 2YX.

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

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

First Names _____ Mr/Mrs/Ms/Miss Surname _____
Address _____
Postcode / Zip _____ Date of birth _____
E-mail Address _____
Daytime Telephone Number _____ Evening _____
Do you hold an ACU or SACU National Licence for Road Racing? State Yes or No _____
If you answered 'YES' please state the licence number: Number _____
Do you hold an FIM Non-Championship licence for Road Racing? State Yes or No _____
If you answered 'YES' which federation issued that licence? Federation _____
Please state the expiry date of your licence: Expiry Date _____
Please tick the event you intend to enter: TT ☐ MGP ☐

NEWCOMER APPLICANTS: Please indicate the date you participated in the prescribed Newcomer Training ____ / ____ / ____
(Please note: this must have been completed before submitting this application)

YOUR SIGNATURE _____ **DATE** _____

SECTION 2 – PAYMENT (TOTAL PAYMENT £25.00)

I am paying by: Cheque/Postal Order made payable to 'ACU Ltd' ☐ Credit or Debit card, give card details below ☐
Card Number
Expiry Date Issue No. Start Date Last 3 Digits on Signature Panel
Cardholder's Name _____ Cardholder's Signature _____

SECTION 3 – MEDICAL REPORT

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

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

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

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

Further details:

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

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

Signature of doctor _____ Date _____

PLEASE DO NOT WRITE IN THIS SPACE

Appendix L

Useful Contacts

Appendix L

Useful Contacts

Promotors (Department of Economic Development)

Sophie Lowney	TT Development Officer	07624 455236	sophie.lowney@gov.im
Bruce Baker	TT Development Officer	07624 468722	bruce.baker@gov.im

Secretary of the Meeting (ACU Events Ltd)

Michelle Haynes	TT Race Secretary	01788 566405	michelle@acu.org.uk
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Rider Liason

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

Media Enquiries

Simon Crellin	Chief Press Officer	07624 246222	simon@redpointpr.co.uk
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Travel Enquiries

Phil Kelly	Passenger Services Officer	01624 645693	philip.kelly@steam-packet.com
Regency Travel	Official Travel Partner	01624 694456	sales@regencytravelholidays.com

Paddock Enquiries

Lloyd Mister	Paddock Manager	07624 483945	lloyd.mister@im.g4s.com
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