



**ISLE OF MAN**

**2010 INTERNATIONAL ISLE OF MAN TOURIST TROPHY RACES**

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**REGULATIONS**

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## I. ANNOUNCEMENT

ACU Events Limited ("the organisers"), a Company incorporated in Great Britain (Number 5781002) whose Registered Office is at ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX, England, will organise the Isle of Man TT Races from the 29<sup>th</sup> May to 11<sup>th</sup> June 2010.

The Department of Tourism and Leisure ("the promoters"), an Isle of Man Government Department, whose Registered Office is St Andrews House, Finch Road, Douglas, Isle of Man, IM1 2PX, are the commercial rights owners of the Isle of Man TT Races and associated trademarks.

- ACU Permit Number: ACU 27589
- FIM Classic Meeting Number: FIM TBC

The TT Races have 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 National Sporting Code of the ACU and its appendices, these Supplementary Regulations and any further instructions issued or official announcements made ("the Regulations"). 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, England, and priced £8.00.

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## 2. OFFICIALS

### Stewards of the Meeting:

Chief Steward (Appointed by the ACU)	Don Ryder
Steward	Geoff Karran MBE
Steward	Martin Moore MBE

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### FMN Delegates

Delegates from MCUI and other FMN's	As appointed
<i>Race Management Team</i>	
Race Director	James Parker
Clerk of the Course	Eddie Nelson
Safety Officer	Dr Paul King
Medical Director	Dr David Stevens MBE
Department of Tourism and Leisure Representative	Paul Phillips
Assistant / Judicial Clerk of the Course	Gary Thompson MBE BEM
Deputy Clerk of the Course (Operations)	Phil Taubman
Deputy Clerk of the Course (Paddock / Start / Finish)	Peter Cain
Chief Technical Officer	Willy Clucas
Technical Director	Colin Hurst
Chief Timekeeper	Kevin Brookes
Chief Medical Officer	Heike Romer
Chief Incident Officer	Allan Killip MBE / Ned Bowers
Chief Press Officer	Simon Crellin
Rider Liaison Officers	John Barton / Richard Quayle
Secretary of the Meeting	Emma Connop

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### Address for all correspondence:

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

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Tel: 01788 566413  
Fax: 01788 573585  
E-mail: [emma.connop@acu.org.uk](mailto:emma.connop@acu.org.uk)

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### 3. COURSE

The meeting will be held on the Isle of Man TT Mountain Circuit which is 60.70km (37.73 miles) in length, on highway which is closed to the public during practice and race periods. ACU Course Licence no TT001

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### 4. PROGRAMME OF RACES

Wednesday 9th June

16:30 hrs                      TT Zero Race                      1 lap

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### 5. ELIGIBILITY

#### a) Riders

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. 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.

To be eligible to take part in this event an entry must have been accepted and the rider subsequently qualified in another solo class. In addition to enter this event all competitors must hold a "TT 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 is enclosed with these Supplementary Regulations.

#### b) Entrants

Entrants must be in possession of a valid National Entrants or FIM Sponsors Licence for Road Racing.

#### c) Machines

All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 for solos and with these TT Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.

#### d) Personal Equipment

While practicing and racing, riders are required to wear an identification disc attached around the neck by a material approved by the Technical Official. Thin chains should be avoided. The disc 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.

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### 6. ENTRIES

*Applications for the TT Zero Race entries must be made on the official entry form and returned not later than **Friday 26<sup>th</sup> March 2010***

*All completed entry forms should be returned to:*

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

Tel: 01788 566413, Fax: 01788 573585, E-mail: emma.connop@acu.org.uk

**Any entries received after the closing date will not be considered.**

An entry may also be made by fax or by any other electronic means of communication provided the entry is received not later than the closing date. For the purpose of completing an entry form the entrant's signature may be an original written signature, a fax of the signature, or, in the case of web-based electronic submission of entry (primarily by the use of an internet entry form), the organisers may accept that the entry form has been duly signed if the entrant has positively agreed to be bound by the regulations.

The promoters will continue to cover all entry fees (including Insurance), necessary to enter the 2010 Isle of Man TT Races.

Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.

**Entry forms not completed in full will be returned to the applicant. The organisers reserve the right to refuse any entry.**

## 7. TRAVELLING ALLOWANCE AND APPEARANCE FEES

Whilst no concessions for competitors are currently available directly from any travel companies accessing the Isle of Man, the promoters will offer a travelling allowance to all competitors travelling to the Island.

The allowance will be paid in GBP and will only be available by electronic payment direct to a bank account of the riders and drivers choosing.

All teams and competitors qualifying for an allowance must include their bank details on the entry form. No payments will be issued using any other means.

Any team wishing to apply for travelling allowance should do so in writing providing information and justification to support the application to the promoters at:

TT Festival and Motorsport Arrangement Group, Willow House, Main Road, Onchan, Douglas, Isle of Man , IM3 1AJ  
E-Mail: [iomtt@gov.im](mailto:iomtt@gov.im)

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

### ***The following items will provide the basis for the payment criteria for teams contesting TT Zero***

- Potential media coverage value (team and / or rider) achievable before, during and after event
- Demonstrable ability to promote the TT and Isle of Man positively (team and / or rider)
- Previous performance at TT (team and / or rider)
- Size and scale of team (infrastructure etc)
- Travel and other costs

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

Teams and competitors receiving additional appearance support will not be paid without the submission of an invoice which can be submitted on or after the 30<sup>th</sup> June 2010 and all payments will be subject to the normal Isle of Man Government payment terms.

Provided that the services are deemed by the promoter in its absolute discretion to have been fully or substantially performed payment shall be made within 30 days of receipt of the said invoice.

Full or substantial performance shall require not less than the team and / or rider(s) having made a definite and legitimate effort to perform the services.

## 8. Paddock

The paddock will be organised by the promoter and its appointed agent G4S (Isle of Man) Ltd.

The Paddock Manager for G4S (Isle of Man) Ltd will be Chris Heyes.

Tel 01624 649021

Fax 01624 649049

Mob 07624 495105

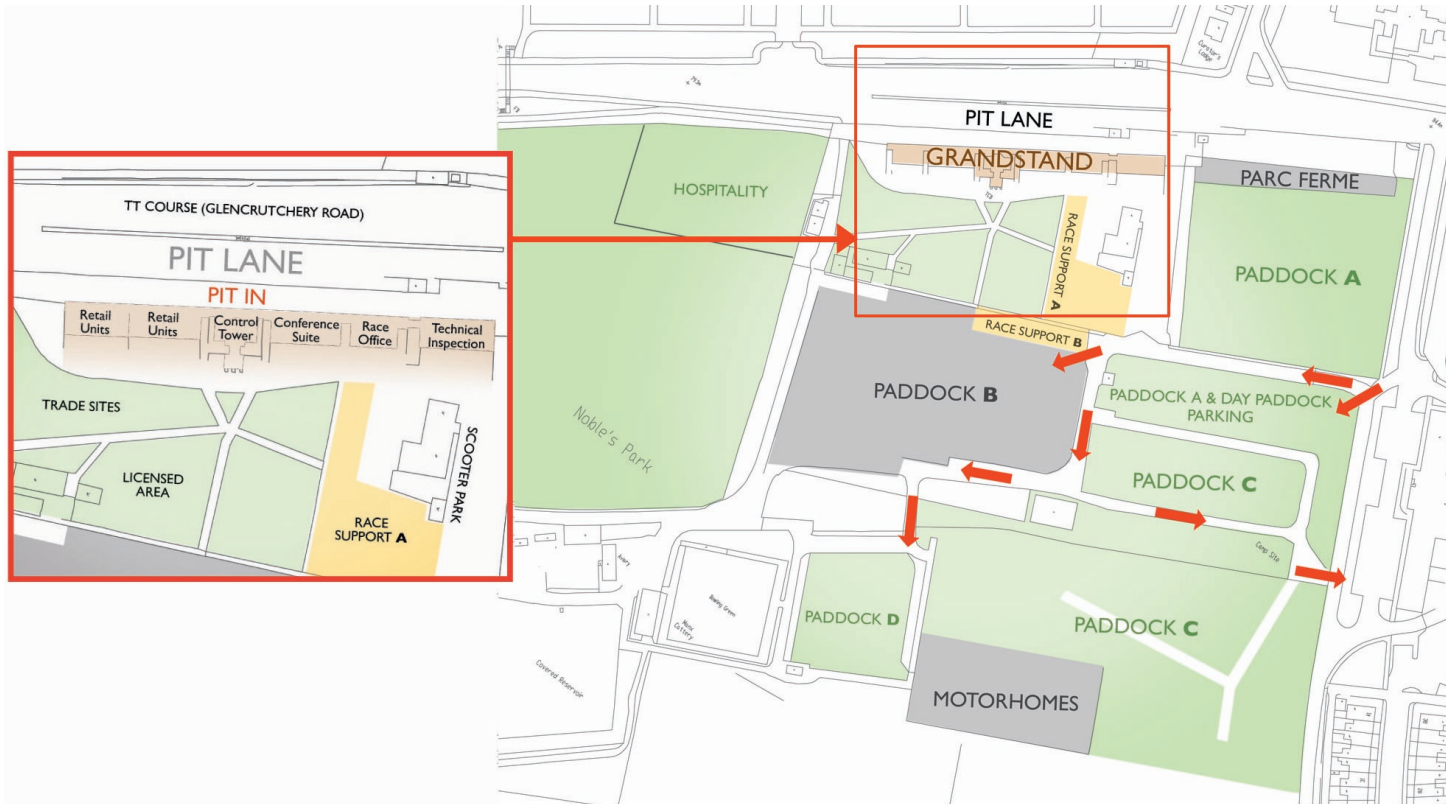
E-mail [chris.heyas@im.g4s.com](mailto:chris.heyas@im.g4s.com)

Parking of all team vehicles will be under the control of the promoter and its appointed agent and all teams must respect the instructions received.

Space will be allocated by the promoter and its appointed agent based on the information submitted by competitors on their entry form. The paddock parking position will be made by the promoter and its appointed agent and the decision will be final. Teams and / or competitors will receive notification of their paddock parking position on arrival.

The Paddock will open at 9:00am on Monday 24<sup>th</sup> May 2010.

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



### **Paddock A**

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

When 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.

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

Riders of any team in Paddock A will take part in the Paddock Walkabout on Saturday 5<sup>th</sup> June wearing their team uniform. Riders must be in position by 9:55am and will be expected to remain at their awning to sign autographs for up to one hour.

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

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### **Paddock B**

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

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

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### **Paddock C**

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

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

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### **Paddock D**

TT Zero teams will be situated in Paddock D.

Paddock D will also 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.

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### **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 supplying tyres to competitors are the only service companies entitled to erect working awnings.

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

Absolutely no hospitality must be provided by service company vehicles.

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### **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 01624667808.

## **Private Cars**

Private cars are not permitted into any area of the Paddock other than the Team and Competitors Car Park. The vehicles must display a Team and Competitors Car Park vehicle pass to gain access to this area.

## **Containers**

Containers will not be allowed in the paddock.

## **Scooters**

Scooters can be used for paddock transportation by riders and team personnel only (not children). A designated, secure scooter park will be available adjacent to Paddock A.

## **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.

## **Fire Extinguishers**

All competitors / race support / trade personnel using the paddock will need to supply a 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 / Welders**

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

## **Generators**

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

## **Electrical Supply**

Under no circumstance should anyone interfere with the electric supply from the power masters in the paddock. If an electric supply fails, please contact the Paddock Manager in the first instance. Teams and competitors are required to have all electrical equipment PAT tested prior to use.

## **Security**

The paddock will be covered 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 1900hrs and 0700hrs.

## **Rubbish Removal**

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

## **Shower Block and Toilet areas**

Showers and Toilet areas will be cleaned between the hours of 0700hrs to 2100hrs. All areas will be checked and cleaned every hour.

## **General Notice**

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



## 9. PERSONNEL PASSES

*There are different types of personnel passes depending on the activity of the pass holder:*

Official Pass	(Red)
Promoter Pass	(Black)
Pit Team Pass	(Yellow)
Team Pass	(Blue)
VIP Guest Pass	(Green)
Guest Pass	(Orange)
Event Support	(White)

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### **Official Pass (Red)**

The Official Pass is issued to the personnel who operate in roles on behalf of the race organisers and promoters and will require access to all areas.

### **Promoter Pass (Black)**

The Promoter Pass is issued to the personnel who operate in roles on behalf of the promoters and will have access to all areas except Pit Lane.

### **Pit Team Pass (Yellow)**

The Pit Team Pass is issued to the personnel who work or do a professional activity during the event inside the restricted areas (Parc Ferme, Winners Enclosure, Start Line and including the Pit Lane).

Under no circumstances should Pit Team Passes be allocated or distributed to guests and any such passes will be withdrawn. Each solo rider and sidecar driver will be allocated a maximum of three Pit Team Passes. One additional Pit Team Pass for Team Managers may be allocated upon application to the Clerk of the Course.

Fire retardant overalls must be worn by all personnel in Pit Lane and this rule will be strictly enforced.

### **Team Pass (Blue)**

The Team Pass is issued to the personnel who work or carry out a professional activity during the event inside the restricted areas (Parc Ferme, Winners Enclosure Start Line) but not the Pit Lane. Under no circumstances should Team Passes be allocated or distributed to guests and any such passes will be withdrawn.

### **VIP Guest Pass (Green)**

The VIP Guest Pass is issued by the promoters and provides access to the Official Isle of Man TT Hospitality facility. Additional access to restricted areas (Parc Ferme, Start Line) will be granted by the promoter and such access will be marked on the pass. There will be four VIP Guest Passes, one for each race day, and will only be valid for the race day identified on the pass. This pass does not allow access to the Winners Enclosure or Pit Lane.

### **Guest Pass (Orange)**

The Guest Pass is issued by the organisers and/or promoters and provides access to restricted areas Parc Ferme and Start Line. This pass does not allow access to the Winners Enclosure or Pit Lane.

### **Event Support Pass (White)**

The Event Pass is issued to the personnel who work or carry out a professional activity during the event inside the restricted areas who are not race officials. This includes but is not restricted to personnel carrying out maintenance contractor work, cleaning and hospitality.

## 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 2010 Isle of Man TT Races, the team and / or competitor are deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions and to ensure the observance thereof.

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

Isle of Man TT 2010 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 reserves 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.

2010 Isle of Man TT Races issued passes at all times remain the property of the organisers and may be issued, altered or withdrawn at any time at the absolute discretion of the organisers.

Team and competitor pass allocation will depend on the number of classes entered by the rider(s). The passes will be sequentially numbered and referenced for official use and riders and teams will be required to identify their teams pass holders on their entry form to allow the organisers to allocate individual passes to individual persons. Allocation will be worked out per rider based on the classes entered as follows –

<i>Classes</i>	<i>Pit Team</i>	<i>Team</i>
Superbike	3	2
Superbike / Snior / Superstock	3	3
Superbike / Senior / Superstock / Supersport	3	4
Supersport	3	2
Sidecar	3	4
TT Zero	3	2

Riders and teams wishing to request additional passes may do so in writing stating the reason for the request, number of passes required and names of the individuals those passes are to be assigned to. These requests will be considered by organisers.

## 10. INSURANCE

Competitors holding licences issued by a FMN other than the ACU or SACU must submit with the Entry Form (or send to the TT Race Office not later than Friday 30<sup>th</sup> April 2010 ) a Starting Permission countersigned and stamped by the FMN which issued their licence. This must confirm that, during the meeting and the official practice, they 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:-

- \$35,000 (US Dollars) - Death
- \$70,000 (US Dollars) - Temporary Partial Disablement
- \$250,000 (US Dollars) - Medical Treatment
- \$100,000 (US Dollars) - Repatriation costs

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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

### Reciprocal Health Agreement

The Isle of Man Health Service is not part of the UK NHS and, except for immediately necessary and emergency treatment which does not require admission to hospital, visitors to the Isle of Man (including UK residents) who require treatment will be expected to pay for it.

ACU and SACU competitors are only covered by the ACU Insurance Policy for treatment required as the result of injuries sustained in an accident during Official practice, qualifying or racing on the TT Mountain Course.

It is therefore strongly recommended that all visitors to the Isle of Man ensure that they have appropriate insurance in place which will cover any treatment costs and repatriation to the UK by air ambulance if that should prove necessary.

This new situation applies to the competitor and every member of his team and family. This insurance can be obtained from Lockton International details below.

Note At the time of writing these new Insurance requirements are still liable to change and clarification and further details may be published by way of Bulletins and Final Instructions.

*Increased Insurance benefits can be arranged either in the Race Office at the Grandstand (during the TT fortnight) or by application to:*

Lockton International, 19 Spring Gardens, Manchester, M2 1FB

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Tel:	0044(0)161 828 3300
Fax:	0044(0)161 828 3335
Web	<a href="http://www.locktonmotorsport.com">www.locktonmotorsport.com</a>
E-mail	<a href="mailto:dawn.luby@uk.lockton.com">dawn.luby@uk.lockton.com</a>

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### 10a 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 3 hours before, during and 2 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 between points on the course.

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

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

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

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

## 11. SIGNING-ON / BRIEFING

### a) **Signing-on**

All competitors must sign-on at TT Conference Centre, TT Grandstand, between the following times:

- Friday 28th May 1300hrs - 1630hrs
- Saturday 29th May 1000hrs - 1200hrs

All transponders, helmets, leathers, boots, gloves and identity tags must also be produced for inspection / approval.

A declaration must be signed by each competitor, regarding any injury / illness sustained since the issue of their current International licence. This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.

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### b) **Competitors Briefings**

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

#### **Solos Only**

- Friday 28th May 1700hrs
- Saturday 29th May 1000hrs French Speakers
- Saturday 29th May 1130hrs Newcomers.
- Saturday 29th May 1430hrs
- Monday 31st May 1500hrs

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All Solo newcomers must attend the briefing on Saturday 29th May at 1130hrs. Following this briefing, newcomers will be taken on a tour of the circuit with an experienced instructor. For all Sidecar newcomers there will be a similar tour following the briefing at 1330hrs. All Newcomers must arrive and sign-on in time to attend the briefing on Saturday and must join the tour following such briefing or they may be disqualified. All newcomers must take part in the speed controlled lap on Saturday 29th May. Applications for a dispensation to the above rule must be made in writing to the Clerk of the Course by 1000hrs on 29th May 2010.

### c) **Technical Briefings**

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

- 0900hrs Sunday 30th May for Solos
- 1030hrs Sunday 30th May for Sidecars
- 1600hrs Friday 4th June for TT Zero

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

## 12. TECHNICAL INSPECTIONS

### a) Number plates

- TT Zero Race : Green Plates with White numbers

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

- Green : 6002

**All number plates and numbers must be supplied by competitors.**

- Each machine must display one front and two side number plates for practice and races, so that both front and side numbers are clearly visible to the public and marshals on both sides of the road and must comply with the following regulations:
- Front Numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides
- The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight. The minimum dimensions of the figures are as follows:-

Height of figure		Width of figure		Width of stroke	Space between 2 figures
Front	160mm	Front	80mm	25mm	15mm
Side	120mm	Side	60mm		

Each machine must display an ACU decal in a prominent position on the machine during practice and racing. The decal will be supplied by the organisers.

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

### b) Pre-Practice and Qualifying Technical Inspections

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

#### *Saturday 5th June*

TT Zero 1630 hrs - 1700 hrs

#### *Monday 7th June*

TT Zero 1400 hrs – 1430 hrs

### c) Pre-Race Technical Inspections - Machines

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

**Competitors must ensure that their machines are presented at the times listed:**

Wednesday 9th June

**TT Zero Race**

All Machines : 1430 hrs – 1500 hrs

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

Machines must be ready to race.

After pre-race examination machines must immediately be placed in the Parc Ferme. Tyre warmers may then be fitted and all personnel then immediately leave the Parc Ferme. No other work may be carried out on any machine until 45 minutes prior to the start of the race.

**d) Verification of Machines**

The organisers reserves the right to examine and require dynamometer checking and / or dismantling of any motorcycle that has started in any practice or race, and for this purpose, to impound it and retain it in official custody for as long as may be required. Machines will be weighed.

Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Control Official. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.

The organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either practice or races. Helmets and clothing must also be presented for re-inspection subsequent to any incident.

All costs relating to the verification of machines are to be met by the team or competitor.

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

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

**e) Change of Motorcycle**

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

**f) Metallic Material**

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

### 13. FLAG SIGNALS/BEHAVIOUR DURING EVENT

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

Manx National Flag	Start
Yellow and Red striped flag	Oil, water or other substance is affecting adhesion on this section of the Track
White Flag with "SUN" or "S"	Sun dazzle warning
White Flag with "V"	Bad visibility warning
White Flag	Slow moving car, ambulance or similar vehicle on track

**Note:** It is forbidden for a rider to overtake another rider during the display of the white flag. Overtaking the slow moving vehicle is permitted.

Black and White chequered flag	Finish of race or practice session
Yellow Flag (Stationary)	Danger; slow down, overtaking forbidden
Yellow Flag (Waved)	Danger; slow down, prepare to stop, overtaking forbidden
Green Flag	Course Clear
Red Flag	The practice or race is being interrupted, the Red Flag will be shown waved at each marshals post. Riders will be directed by the marshals.
Black Flag with Orange Disc displayed with rider's number	That competitor to stop immediately

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.

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

## 14. PRACTICES AND QUALIFYING

### a) General

During any practice or qualifying period, the Clerk of the Course or his Deputy may decide to flag off riders between Governor's Bridge and the finishing line. In this case the foreshortened lap and the time recorded at the flagging off point will be counted towards qualification for the races.

Information regarding retirements during practice or qualification will be available from the Race Office.

### b) Practice and Qualifying Periods

#### - Saturday 5th June

1745 hrs – 1830 hrs      TT Zero Race Qualifying 1

#### - Monday 7th June

1615 hrs – 1700 hrs      TT Zero Race Qualifying 2

### c) Orange Jackets

All newcomers are required to wear an orange jacket during practice. These must be collected from the Race Office during signing on. This does not apply to sidecar passengers.

### d) Newcomers

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

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## 15. QUALIFICATION

To start a race, a newcomer to the TT Circuit, qualifying for the first time must complete a total of at least 6 laps on a solo machine or 4 laps on a sidecar machine. This applies to sidecar passengers as well as driver. Newcomers must have signed on, attended a briefing and a newcomers course tour on Saturday 29<sup>th</sup> May, and commenced qualifying including completion of a speed controlled lap by the end of Tuesday's qualifying session and should have completed 3 laps by the end of Wednesday's qualifying session, or they may be disqualified.

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

Competitors who have qualified to start in any previous race on the Mountain Circuit (TT or Manx Grand Prix) shall be required to complete a minimum of 5 laps for solos and 3 laps for sidecars, unless the Clerk of the Course grants permission otherwise.

For the TT Zero Race a minimum of 1 complete lap must be completed which must be within the qualifying criteria of 50 minutes.

Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.

All qualifying, including that on race days will be officially timed and count towards qualification.

### Qualification times

The qualification regulations will only be waived at the absolute discretion of the Race Management Team whose decision will be final.



## 16. CHANGE OF NUMBER

The organisers reserve the right to re-allocate numbers on conclusion of qualifying.

Applications for changes of machines and / or riders deemed, by the organisers, to have as their object a change of number, will be refused.

All queries relating to number changes will be handled by the Rider Liaison Officers.

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## 17. CHANGE OF RIDER

No application for a change of rider will be considered if an entry submitted by the substitute rider (or on his / her behalf by an entrant) for TT 2010 has already been refused.

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

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## 18. RACE PROCEDURE

### **a) Start Preliminaries**

#### **First Signal - 45 minutes before start.**

Competitors take possession of machines in assembly area. Engines may be started for warm up period. Adjustments may be made.

#### **Second Signal - 30 minutes before start.**

#### **Third Signal - 15 minutes before start.**

Competitors marshalled to starting grid and lined up in order. Riders on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the course conditions. Tyre warmers may be used on the grid, powered by a generator. Only one generator per machine may be used - no topping up. The generator must be of the "hand carried" type and have a maximum output capacity of one kilowatt for use with tyre warmers only. The noise limit of the generator is 65 dB/A. No batteries or other electrical supplies are permitted on the grid. 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. Exit gate from warm-up/assembly area to start line will close.

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

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

### **b) Start Procedure**

Competitors will be started singly at 10 second intervals.

In exceptional circumstances, the start of any race may be officially delayed, and if necessary, postponed until the following day or another designated day.

### **c) Means of Propulsion**

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

#### **d) Finish of a race**

Riders who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level. Riders who cross the finish line without completing the designated number of laps but after the leading rider on the road has been shown the chequered flag will be permitted to proceed on a further lap but after a race has been won and where in the opinion of the Clerk of the Course it is no longer possible to qualify for a cash award or replica, he will order all competitors to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate. To be counted as a finisher in the race and to be included in the race results a rider must complete the full designated number of laps for the race and cross the finish line within a time decided by the Clerk of the Course. The rider must be in contact with his/her machine.

#### **e) Stopping a race**

A race will not be stopped prematurely unless the Clerk of the Course deems it necessary, but if stopped before the leading competitor has completed the race distance the race will be declared abandoned.

The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.

The Clerk of the Course may, notwithstanding the previous paragraphs, declare a result of any race based on such assessment as he thinks appropriate and, in doing so, may apply Sections 10 and 12 of the ACU Standing Regulations for Road Racing to such extent (if any) as he thinks appropriate in the circumstances.

In the event of the Clerk of the Course stopping a race prematurely due to 'force majeure' circumstances, waved red flags will be displayed at various points on the Course on the instructions of the Clerk of the Course or his Deputy. Stationary yellow flags will be displayed at intermediate marshals' posts. In addition a suitable warning board will be displayed at Governors' Bridge indicating that all competitors will be stopped at the start/finish line by means of Red Flag and Red Lights. In the event of the Clerk of the Course shortening (as opposed to stopping) a race, this decision may be given to all riders at various points on the course. In these circumstances the chequered flag will be displayed at the start/finish line.

#### **f) End of Race Procedure**

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

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## **19. 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 on the Official Notice Board in the Race Office.

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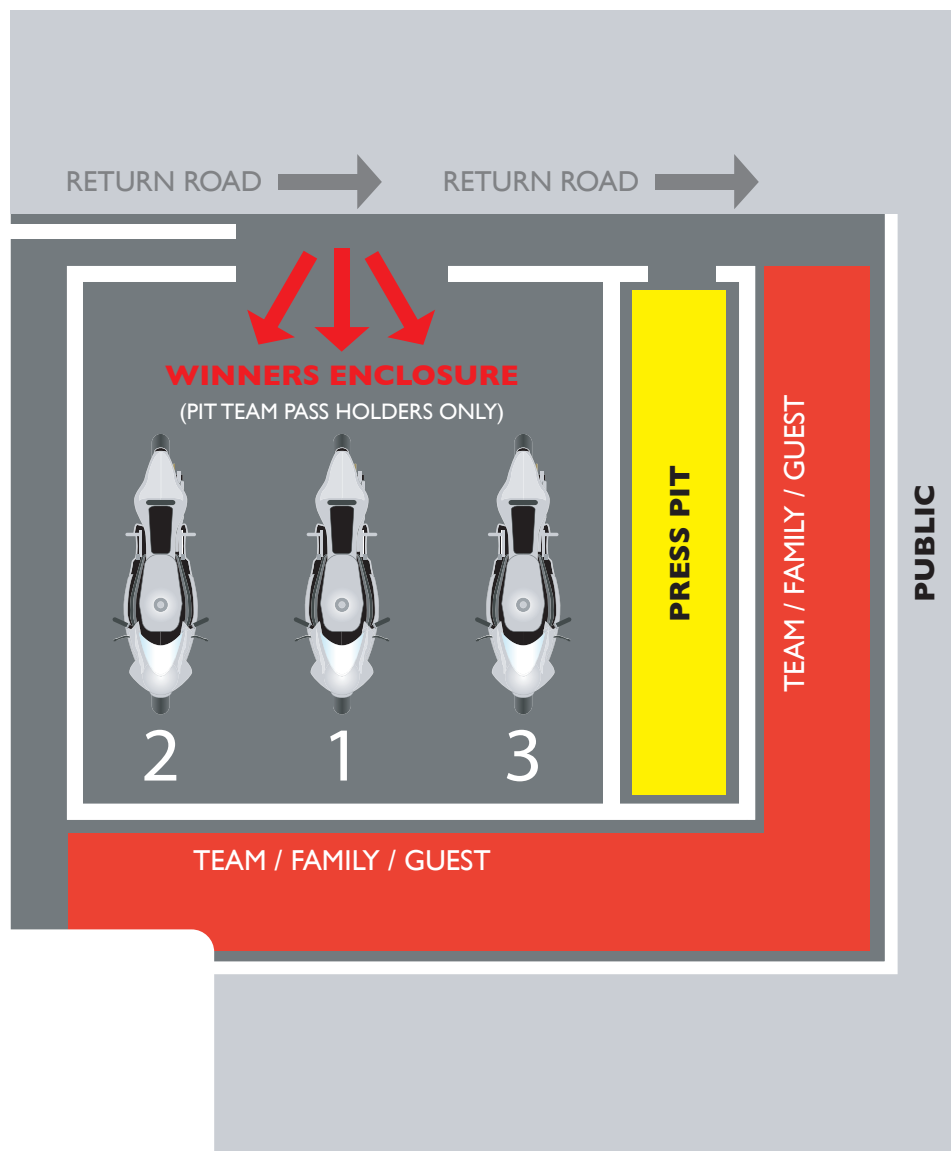
## **20. DRUG AND ALCOHOL TESTING**

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

## 21. 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.

The Winners Enclosure will be separated into three distinct areas and certain passes will allow access to certain areas of the Enclosure. The centre of the enclosure will be the area the first three finishing machines will be parked. Only the competitors and their crew who have a pit team pass will be allowed in this area. No other pass holders will be permitted in this area. Outside of the main Enclosure will be two other areas. One will be clearly identified as a 'press pit' and will be for Gold and Silver Press Pass holders only. The remaining area will can be accessed by individuals with an Official Pass, Promoter Pass or Team Pass.



## 22. GARLANDING CEREMONY

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

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## 23. AWARDS

All trophies will be retained by the organisers and the winners will receive an award which may be kept as a permanent memento.

- **Race Winners Trophies**

TT Zero Race - TT Zero Race Trophy

- **Silver Replicas**

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

- **Bronze Replicas**

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

- **Finishers Medals**

Will be awarded to all other finishers.

- **Fastest Lap**

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

- **Newcomers Medals**

The top three newcomers in each class will receive an engraved medal.

- **Club Team Award**

A Club affiliated to any FMN may nominate one team of three Competitors in each race. The Club Secretary must sign a declaration confirming that all drivers were registered members before the start of Practice. The Competitors will be required to sign a declaration stating that they represent one Club only.

Entry Details - Entries must be made on the official form available from the Race Office. The completed form must be lodged at the Race Office no later than 1700 hrs on the day preceding the race, along with an entry fee of £25 per team. No changes will be accepted after that time except that, in the case of a postponement of a race to another day, one or more riders may be substituted, no later than 1700 hrs on the day preceding the day to which the race is postponed.

A medal will be awarded for the team who complete the total distance of the race in the shortest aggregate time. A medal will also be awarded to each driver and passenger:

## 24. PRIZE PRESENTATIONS

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

### ***1930hrs, Monday 7<sup>th</sup> June, Villa Marina, Douglas***

Superbike TT Race  
Sidecar TT Race 1  
Supersport TT Race 1

### ***1930hrs, Wednesday 9<sup>th</sup> June, Villa Marina, Douglas***

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

### ***2000hrs, Friday 11<sup>th</sup> June, TT Festival Entertainment Zone, Douglas Promenade***

Senior TT Race  
Special Awards  
Solo TT Champion  
Sidecar TT Champion

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## 25. TRANSPONDERS AND AUTOMATIC TIMING

All qualifying sessions and races will be officially timed using a transponder based automatic timing system.

It is the responsibility of each competitor to provide and properly fit a fully charged transponder Type AMB TranX 260 or a directly compatible equivalent at his own expense. A separate transponder must be provided for each machine entered.

The identification number(s) of the transponder must be the same as the identification number(s) on the Entry Form for that machine and class. No additional Transponder/Lap Recorder device is permitted on the machine during practice or races.

Any application for a change of Transponder identification number must be made to the Clerk of the Course at least two hours before the start of qualifying session or race.

See also Appendix B.

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## 26. ON BOARD CAMERAS AND GLOBAL POSITIONING SYSTEMS

The broadcast rights holder will nominate riders to carry cameras and / or global positioning systems on their machines. The installation of the camera, GPS and associated equipment is further subject to the approval of the Chief Technical Officer. No other riders or machines may carry on board cameras or GPS.

A machine carrying a starting number between 1 and 15 must carry an on-board camera if requested to do so by the broadcast rights holder. The camera will be fitted by the broadcast rights holder who will have the freedom to decide on the positioning of the camera and framing of the shot.

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## 27. VEHICLE RECOVERY SERVICE

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

## **28. STEWARDS OF THE MEETING**

The first 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 Chief Steward.

Appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Secretary of the Meeting.

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## **29. ACCEPTANCE OF RECORDS**

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

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## **30. 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.

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## **31. PUBLICITY**

Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout and pre-race parade, should this be requested by the Promoter.

Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during event promotional purposes.

All competitors, who qualify for an award shall attend the podium ceremony. Failure to attend the podium ceremony may result in a penalty being imposed by the organiser and/or promoter.

In signing the 2010 Isle of Man TT Entry Form each competitor and team agree that the promoter and the event sponsors may make use of his/her activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.

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

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## **32. MERCHANDISING**

The competitor and team will authorise the Promoter to use and reuse and licence the use of images and representations of the competitor and team motorcycles competing in the event (including the manufacturer's name and logo), and the name, images and representations of the competitor and team and team paraphernalia including (in so far as the same appears on the clothing worn by the competitor or on team paraphernalia or on the motorcycles participating in the event) the logo and decals of all sponsors of the competitor and/or team for the purpose of producing merchandise exploiting the reputation of the event.

The competitor and team acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the event and games including individual elements of the event.

The competitor and team authorise the Promoter to use and licence others to use all event images and other material relating to the event in marketing and packaging material and commercial advertisements exploiting the event or merchandise of the event or any individual elements of the event.

The competitor and team shall assist the Promoter and those authorised by it with the promotion of the event and production and promotion of merchandise associated with the event.

### 33. MISCELLANEOUS

Riders, sponsors, manufacturers, teams, team personnel and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting the official TT logo and/or any trademark and/or any copyright and/or image used or associated with the event without the prior written permission of the Promoter to do so.

All images, photographs, recordings or representations of the participation in the event or association with the event of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Promoter (such consent not to be unreasonably withheld). No consent is required for normal media reporting of the event.

All the broadcast, recording, terrestrial, cable, satellite, digital, video and rights in all other media (including but not limited to WAP or similar mobile communications platforms and/or devices, Internet, Interactive and/or other competitor accessed sources) to Championship Events are the property of the Promoter.

Any recording, broadcast, rebroadcast or reproduction without express permission of the Promoter is strictly prohibited. Competitors, entrants teams, sponsors or manufacturers currently registered in the event may, subject to the prior written permission of the Promoter and subject to any conditions that they may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge except any that may be levied for technical and or research purposes. Rights requested by sponsors, advertisers, or any other commercial use must be made in writing to the Promoter and will be subject to Licence, which may include a fee or charge.

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## PRIZE MONEY

### TT ZERO RACE

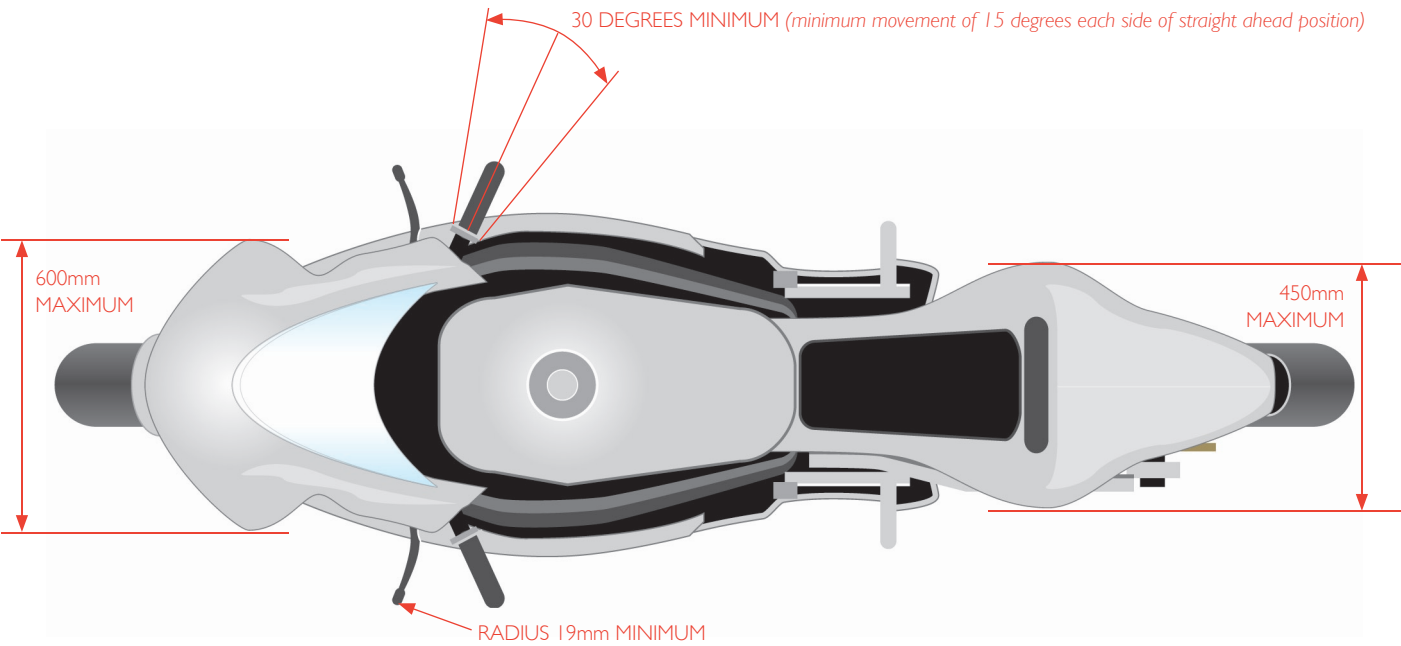
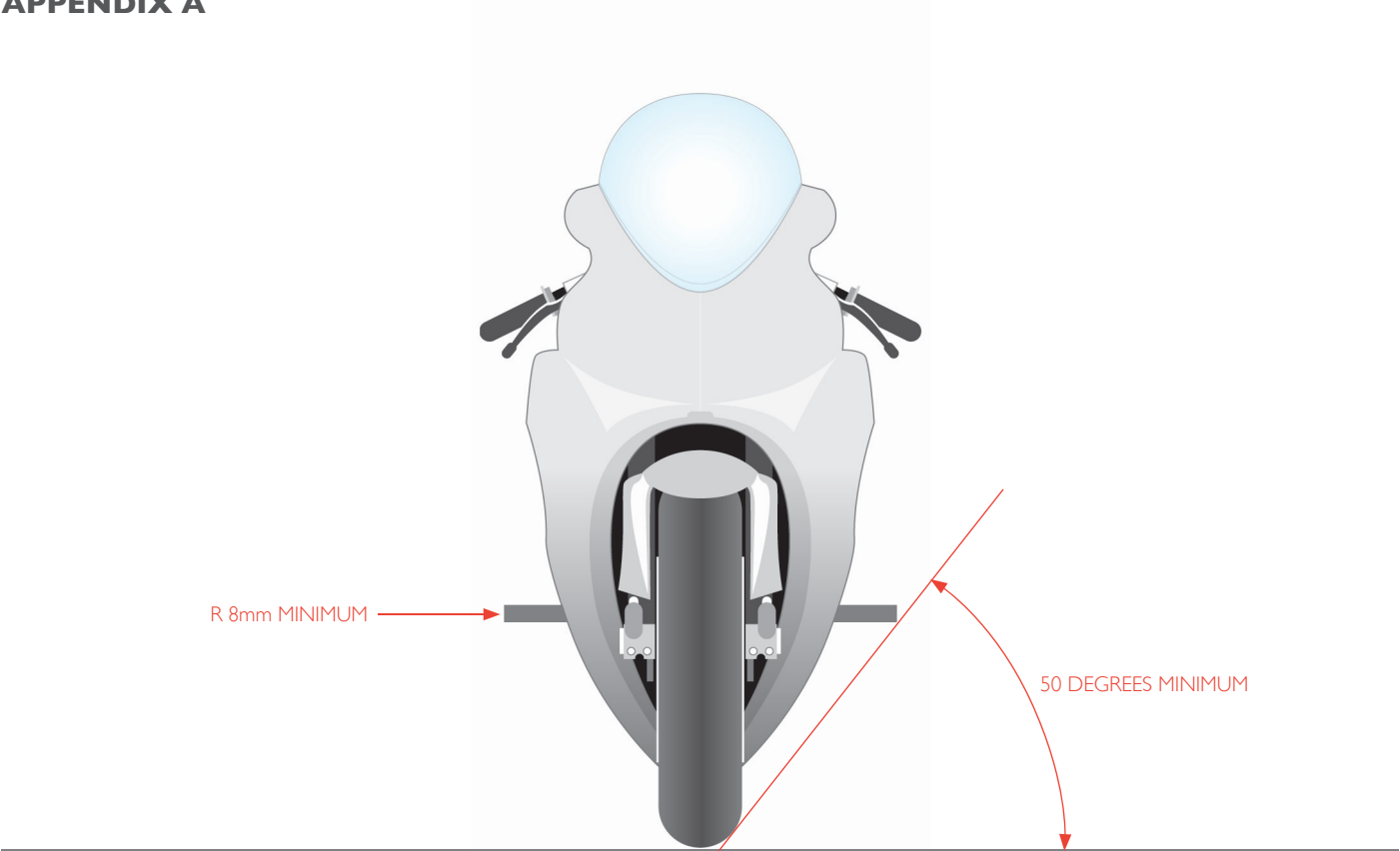
<b>Position</b>	<b>Total</b>
1	£3,000
2	£1,500
3	£1,000
4	£500
5	£250

*Total Prize Fund – £6,250*

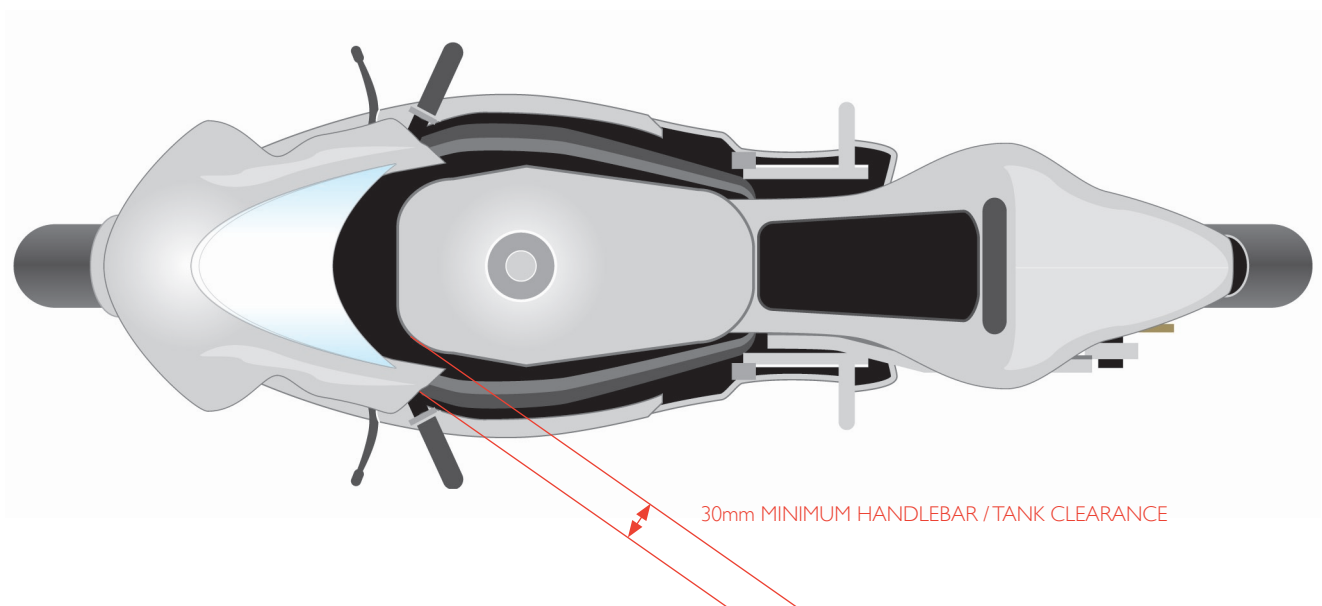
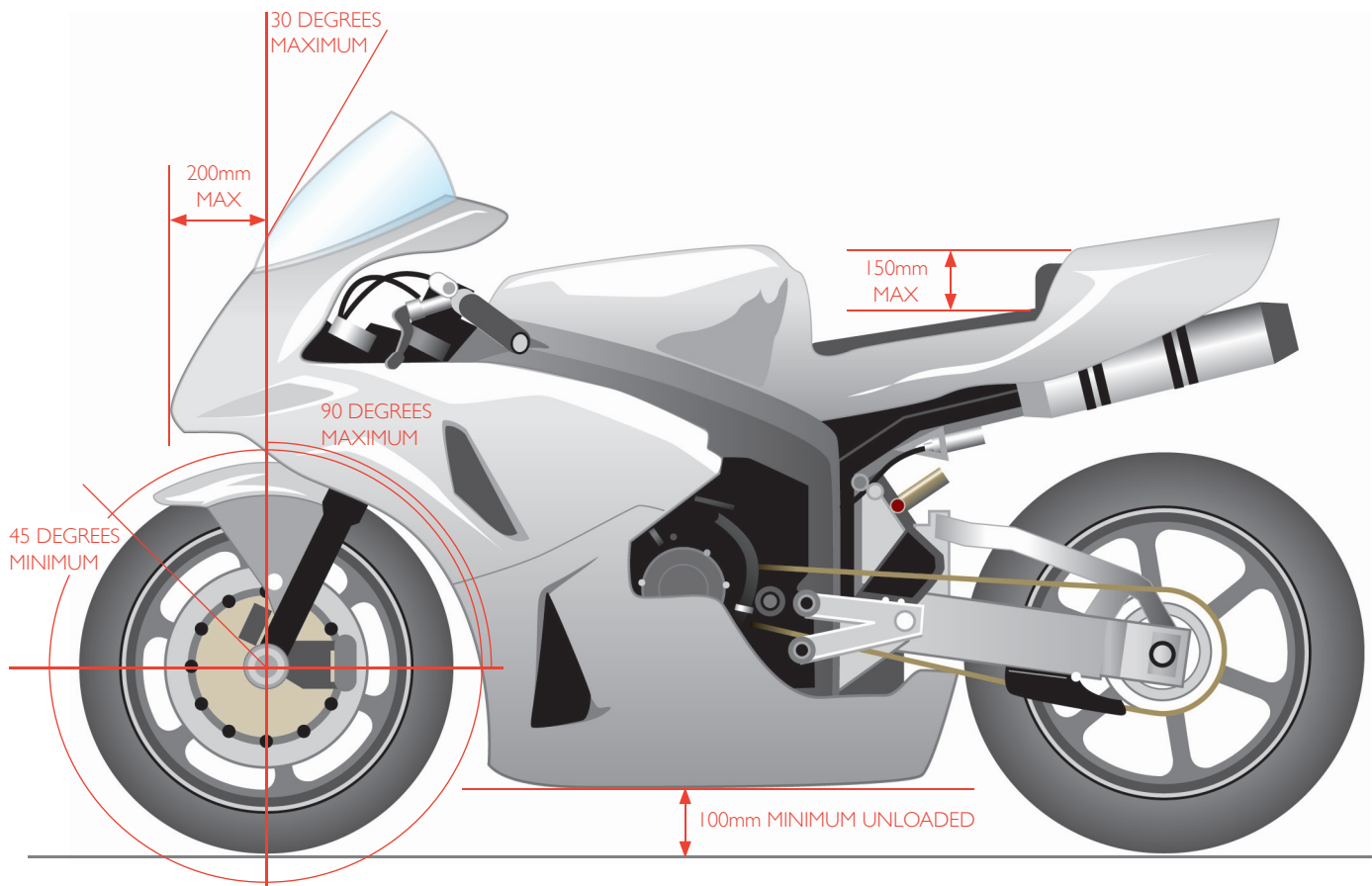
#### **TT Zero Race**

*£10,000 to the first team to complete a lap at over 100mph average during the race. In the case of multiple 100mph laps being achieved during the race the award will be made to the highest placed finisher.*

APPENDIX A





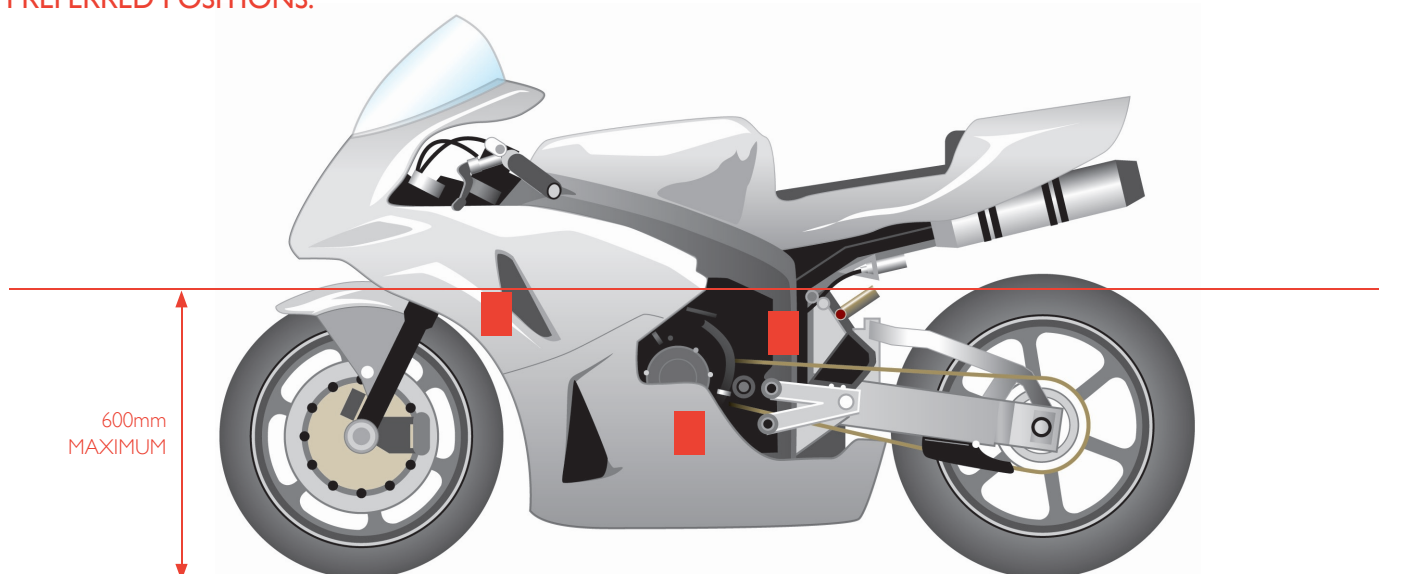


## APPENDIX B

### Transponders

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

### PREFERRED POSITIONS:



## APPENDIX C

### TT ZERO RACE Technical Specifications.

#### 1. TT Zero Race - 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 Race 2010 event, special conditions apply;

The Clerk of the Course may on the advice of the Technical Director; disqualify any vehicle, or equipment, the construction or condition of which is deemed to be unsafe or inappropriate. It is the responsibility of the rider to ensure a machine and equipment used in competition is mechanically and structurally in a safe condition and fit for the intended purpose.

The ACUE Ltd ("the organisers") reserve the right to withhold credentials to any team, any vehicle or any rider deemed to be unsafe or unfit (according to the stated rules and the spirit of the event i.e. to be competitive, safe, commercially sensitive) to take part in the TT Zero Race). This can be done at any time for any reason and is at the absolute discretion of the Clerk of the Course. 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 entrants by Bulletins or Final Instructions. It will be the responsibility of the teams to conform to the amended rules. These rules form part of a larger regulatory framework.

#### 3. General Specification

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

#### 4. Streamlining

*The streamlining of solo machines must correspond to the following specifications. Feet forward configurations within the criteria listed below are permitted.*

- a. Air foils or spoilers may only be fitted when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm.
- b. Any part of the streamlining which faces rearwards must be finished with round edges of 3.5mm minimum radius.
- c. The rider must be completely visible from either side, except for the riders hands and forearms which may be obscured by bodywork.
- 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 wheel.
- i. Bodywork must not protrude more than 200mm beyond the rear wheel.
- j. The maximum height of the back of the rider's seat is 150mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the rider. For feet forward configurations bodywork behind the rider must not be higher than the rider's helmeted head.
- k. Bodywork in front of the rider must not be higher than the rider's shoulders.
- l. Total side area behind the rider must be at least 20% greater than the total side area in front of the rider.
- 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. (Note 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 the vertical, without any part of it other than the tyre coming into contact with the ground. In race conditioned the motorcycle must be capable of affecting a standing start on an uphill slope with a gradient of 18%.

#### 6. Transponder timing

All machines must have a working transponder (AMB Trannex 260) fitted during competition and practice.

## **7. Weight classes**

Motorcycles minimum is 100 kg and up to 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 meters and the maximum width must not exceed 1 meters.

## **10. Conformity**

It is the duty of each competitor to prove to the Technical Director of the meeting that his/her vehicle 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 vehicle's official accumulator.

**IMPORTANT:** *You WILL be required to declare the chemistry of your battery. This information will be used to ensure adequate provision exists for incident handling on the race course.*

## **12. Operating voltage**

The voltage is limited to 500 volts between two points

## **13. Charging the accumulator**

The vehicle's accumulators must be charged at the times and locations determined by the organiser of the meeting.

## **14. Energy recovery**

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

## **15. Use of outside energy sources**

The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the vehicle is strictly prohibited. The cooling system must be driven only by the vehicle's official accumulator.

Vehicle 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 machine may be charged from a provided 240 volt single phase supply of 13 Amps maximum. The charging system must be separate from the machine 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 vehicle'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 vehicle no more than 50 volts are allowed.

The voltage is limited to 500 volt between two points. In cases where the voltage of the power circuit exceeds 42 volt, this power circuit must be separated from the onboard circuit by an adequate insulator.

Symbols warning of 'High Voltage' must be displayed on or near the electrical equipment protective covers; the symbol must comprise a black flash of lighting inside a yellow triangle with a black border. The sides of the triangle must be as large as reasonably practical.

The power circuit consists of all those parts of the electrical equipment which are used for moving the motorcycle. The on-board circuit consists of all those parts of the electrical equipment which are used for signalling, lighting or communication.

All parts of the electrical equipment must be protected to the equivalent of IP 44 type protection (dust proof and splash proof). However, it is recommended that IP 55 type protection be used (fully dust – and splash proof).

## **18. General circuit breaker – ‘Emergency Stop’**

Two emergency stops are required as a stop has to be easily accessible both to the rider and to marshals.

When seated in a normal riding position, the rider must be capable of interrupting all electrical transmission between the accumulators and the energy consumers by means of a spark-proof general circuit breaker situated in front of him. This breaker must be located in such a way that it can be also operated from outside the vehicle. This breaker must be clearly identified as such. The use of a lanyard attached to the rider to operate this breaker as an alternative to a button is permitted.

The general circuit must also include a second general circuit breaker which should be located behind the rider, and be positioned taking into account that the bike may be on one side following an incident. This must be operated by a red button, and identified with a yellow disc of at least 8 cm in diameter reading 'Emergency' in red or black 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.

1. A low voltage switch (e.g. push button) as a control for a contactor relay in which the contactor can be mounted down near the motor and keep the power voltages and currents away from the rider and top side of the bike.

2. 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 that they are completely isolated from the main power accumulators.

## **19. Power Indicator**

When the vehicle is in a powered on state, there must be a clear visual indicator showing on the rear of the bike. This must be a flashing red light mounted on the rear bodywork and be visible from at least 10m away, from the side or rear. The light must flash between 1 – 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 currents trips rated according to the diameter of the individual conductors. Over-current trips must under no circumstances replace the circuit breaker (Emergency Stop Button).

## **21. General electric safety**

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

## **22. Insulation resistance**

Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth.

For equipment with up to 300 volt to earth, the insulation resistance must reach the following value: 250 k Ohms.

For equipment with more than 300 volt to earth, the insulation resistance must reach the following value: 500 k 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 vehicle conducting electrically 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 vehicle and be protected against short-circuits and leakage. The accumulator must be attached to the body using metal clamps with an insulating covering.

The fixing method must be designed in such a way that neither the accumulator nor the fastening device itself nor its anchorage points can come loose, even when subjected to a crash. A solid partitioning bulkhead must separate the location of accumulator from the rider. Each accumulator box must include an air intake with its exit.

## **26. Horn**

All vehicles must be fitted with an acoustic horn, capable of generating 90 dB(A) when activated.



