



ISLE OF MAN
FESTIVAL OF MOTORCYCLING 2017

SUPPLEMENTARY REGULATIONS

Contents

Isle of Man Festival of Motorcycling 2017 Regulations

WELCOME	01
---------	----

General Rules

SECTION 1	ORGANISATION	02
SECTION 2	QUALIFYING AND RACE PROGRAMME	06
SECTION 3	ENTERING THE ISLE OF MAN FESTIVAL OF MOTORCYCLING	08
SECTION 4	ELIGIBILITY	12
SECTION 5	SIGNING-ON AND BRIEFINGS	14
SECTION 6	TECHNICAL INSPECTIONS	16
SECTION 7	QUALIFYING AND RACE PROCEDURE	26
SECTION 8	COMPETITOR QUALIFICATION AND ALLOCATION OF RIDING	38
SECTION 9	PUBLICITY AND MERCHANDISING	40
SECTION 10	PADDOCK, PASSES, GRANDSTAND TICKETS AND WELFARE	42

Technical Regulations

APPENDIX A	ADDITIONAL MANX GRAND PRIX ONLY REGULATIONS	44
APPENDIX B	ADDITIONAL CLASSIC TT ONLY REGULATIONS	50
APPENDIX C	CLASSIC TT SPECIFIC RULES AND REGULATIONS	57
APPENDIX D	FITTING OF TRANSPONDERS	62
APPENDIX E	GUIDE TO MACHINE PREPARATION	64

Further Information, Applications and Forms

APPENDIX F	FESTIVAL OF MOTORCYCLING SAILINGS - 2017 BOOKING FORM	67
APPENDIX G	2017 MOUNTAIN COURSE LICENCE APPLICATION	70
APPENDIX H	USEFUL CONTACTS	74

Introduction

Welcome to the 2017 Isle of Man Festival of Motorcycling

Dear Competitors and Teams

Welcome to the 2017 Isle of Man Festival of Motorcycling

I must encourage all of you to read this document in full because it contains a lot of information. To get the most out of your 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.

The Manx Motor Cycle Club (MMCC) and Department of Economic Development (DED) teams are on hand to help you right through the entry process, up to the event itself starting in August. Contact details for Ann Kinvig and Heather Cleator at the Manx Motor Cycle Club and Sophie Lowney at the Department of Economic Development 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 2017 racing season and on behalf of everyone involved in the organisation of the Isle of Man Festival of Motorcycling, we look forward to welcoming you to the Island in August.

Gary Thompson MBE BEM

Clerk of the Course

Section 1

Organisation

THE ISLE OF MAN FESTIVAL OF MOTORCYCLING

- The Isle of Man Festival of Motorcycling is a two week celebration of motorcycling and motorcycle sport, held annually on the Isle of Man. The festival includes the Classic TT presented by Bennetts, the Manx Grand Prix Races, the Manx International Classic Trial and the Vintage Motor Cycle Club Rally along with a number of smaller supporting events.

CLASSIC TT AND MANX GRAND PRIX RACE ORGANISATION

- The Isle of Man Department of Economic Development are the promoters and commercial rights owners of the Classic TT Races and have appointed the Manx Motor Cycle Club as race organiser for the event.
- The Manx Motorcycle Club are the promoters, commercial rights owners and race organisers of the Manx Grand Prix Races.
- The Isle of Man Festival of Motorcycling has been granted the status of Classic Event by the FIM Management Council in recognition of its major contribution to the development of the motorcycle and the establishment of the sport internationally.
- The status of the meeting is International. It will be held under the 2017 ACU National Sporting Code and its appendices, these Supplementary Regulations ("the Regulations") and any further instructions issued or official announcements made. Copies of the ACU Handbook, containing the ACU National Sporting Code and appendices, are obtainable from Auto Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX and priced £8.00.

- **ACU Permit Number:** ACU 50008
 - **FIM Classic Meeting Number:** IMN 196/08
 - **Temporary Course Certificate Number:** TT001
-

Section 1

Organisation

CONTACT INFORMATION

Manx Motor Cycle Club Ltd

Caroline Etherington

Secretary of the Meeting

Tel: 01624 644648
E-mail: caroline@mgp.co.im

OR

Ann Kinvig

Assistant Race Secretary

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

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

Heather Cleator

Race Admin Assistant

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

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

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

All correspondence during the event:

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

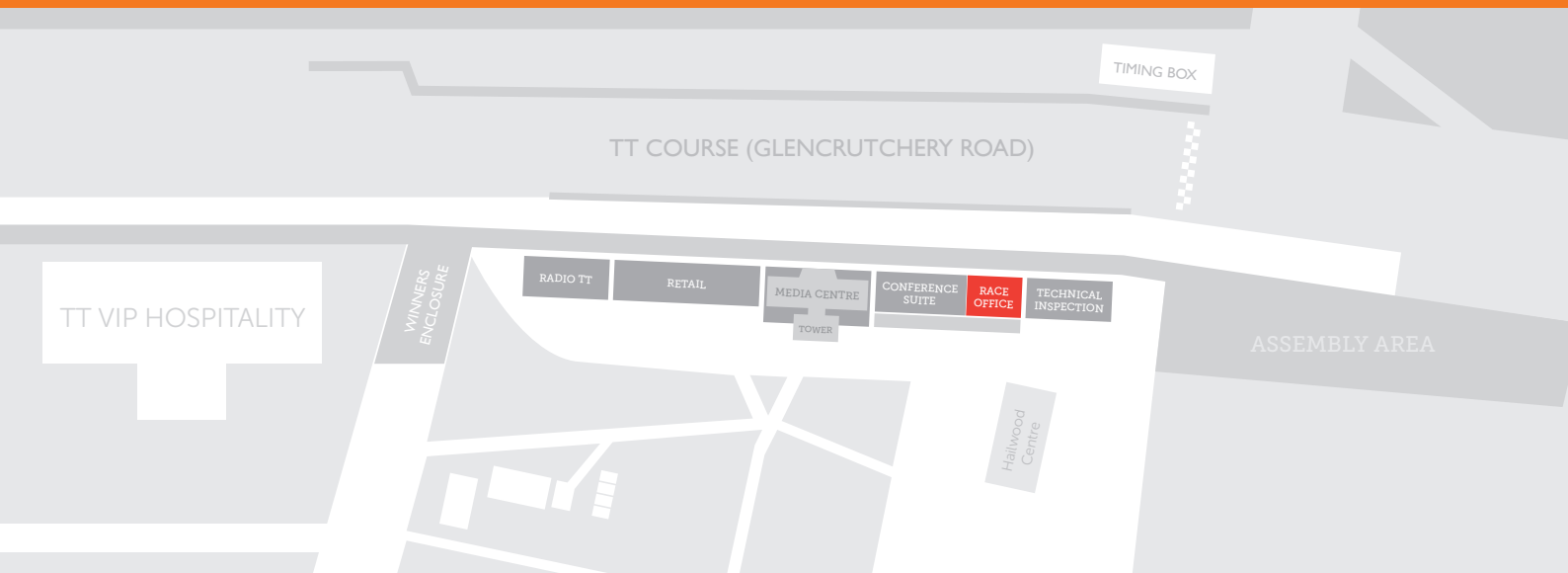
Tel: 01624 644649
E-mail: ann@mgp.co.im

Any team or competitor needing to send anything over to the Island during the event should send it for their own attention c/o the address above.

RACE OFFICE OPENING HOURS

Thursday 17 August	14:30 - 19:30	
Friday 18 August	12:00 - 19:00	
Saturday 19 August	09:00 - 12:30	14:30 - 21:00
Sunday 20 August	11:00 - 13:00	
Monday 21 August	10:00 - 12:30	14:30 - 21:00
Tuesday 22 August	10:00 - 12:30	14:30 - 21:00
Wednesday 23 August	10:00 - 12:30	14:30 - 21:00
Thursday 24 August	10:00 - 12:30	14:30 - 21:00
Friday 25 August	10:00 - 12:30	14:30 - 21:00
Saturday 26 August	09:30 - 19:30	
Sunday 27 August	11:00 - 13:00	
Monday 28 August	08:00 - 19:00	
Tuesday 29 August	11:00 - 15:00	
Wednesday 30 August	08:00 - 17:00	
Thursday 31 August	11:00 - 15:00	
Friday 1 September	08:00 - 17:00	

How to find us



SENIOR OFFICIALS

Senior Officials

Clerk of the Course	Gary Thompson MBE BEM
Deputy Clerk of the Course	Lizzie Kinvig
Assistant Clerks of the Course	Peter Cain / Ruth Costain
Chief Timekeeper	Kevin Brookes
Chief Medical Officers	Dr Gruff Evans / Dr Gareth Davies / Dr Sally Simmons
Chief Technical Officer	Peter Maddocks
Deputy Chief Technical Officers	Jeff Kirby / Trevor Denning / Jo Marsh
Official Measurer	Keith Spencer
Classic TT Eligibility Officer	Mark George
Course Inspection Officer	Shaun Counsell
Chief Incident Officer	Juan Killip
Chief Travelling Marshal	Tony Duncan
Chief Official Car Driver	David Mylchreest
Secretary of the Meeting	Caroline Etherington
Chief Press Officer	Simon Crellin

MGP Team & Competitor Liaison Officers

Carolynn Sells
Nick Jefferies
Rodger Wibberley

Classic TT Team & Competitor Liaison Officers

John Barton
Richard Quayle

Stewards of the Meeting

Chief Steward	Neil Hanson
Steward	Edric Costain
Steward	Marian Broadhead

Section 2

Qualifying and Race Programme 2017

Saturday 19th August

- 17:20 - 17:45hrs MGP & Classic TT Newcomers (speed controlled) (untimed)
- 17:35 - 18:30hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No Newcomers)
- 18:35 - 19:30hrs CTT Junior / CTT Senior / MGP Lightweight (No Newcomers)
- 19:35 - 20:05hrs All Newcomers (untimed)

Monday 21st August

- 18:20 - 19:05hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No Newcomers)
- 19:10 - 19:45hrs CTT Junior / CTT Senior / MGP Lightweight (No Newcomers)
- 19:48 - 20:05hrs All Newcomers

Tuesday 22nd August

- 18:20 - 19:05hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No MGP Newcomers)
- 19:10 - 19:45hrs CTT Junior / CTT Senior / MGP Lightweight (No MGP Newcomers)
- 19:48 - 20:05hrs All MGP Newcomers

Wednesday 23rd August

- 18:20 - 19:10hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 19:15 - 20:05hrs CTT Junior / CTT Senior / MGP Lightweight / Newcomers B

Thursday 24th August

- 18:20 - 19:10hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 19:15 - 20:05hrs CTT Junior / CTT Senior / MGP Lightweight / Newcomers B

Friday 25th August

- 18:20 - 19:20hrs CTT Junior / CTT Senior / MGP Lightweight / Newcomers B
- 19:25 - 20:05hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A

Qualifying and Race Programme Continued 

RACE DAY 1

Saturday 26th August

-	11:30hrs	Bennetts Senior Classic TT Race	4 laps
-	13:25 - 14:00hrs	MGP Senior / MGP Junior / All MGP Newcomers Qualifying	2 laps
-	13:55 - 14:35hrs	CTT Junior / CTT Superbike Qualifying	1 lap
-	14:45 - 15:25hrs	Classic TT Lap of Honour Pre 1975 Vintage Parade	1 lap
-	16:15hrs	Lightweight Classic TT Race	4 laps
-	18:10 - 18:40hrs	MGP Lightweight / All MGP Newcomers Qualifying	2 laps

RACE DAY 2

Monday 28th August

-	10:15hrs	Junior Classic TT Race	4 laps
-	12:10 - 13:05hrs	MGP Senior / MGP Junior / MGP Lightweight Qualifying *	2 laps
-	14:00hrs	Superbike Classic TT Race	4 laps
-	16:00 - 16:30hrs	Classic TT Lap of Honour Post 1975 Retro Parade	1 lap
-	17:00hrs	Manx Grand Prix Newcomers Race	4 laps

* MGP Newcomers may participate if they wish but laps will not count as qualifying for the Newcomers race

RACE DAY 3

Wednesday 30th August – Manx Grand Prix Race Day

-	10:15hrs	Junior Manx Grand Prix Race	4 laps
-	13:15hrs	Lightweight Manx Grand Prix Race	4 laps
-	15:15 - 15:50hrs	MGP Senior Qualifying	1 lap

RACE DAY 4

Friday 1st September – Manx Grand Prix Race Day

-	10:15hrs	Senior Manx Grand Prix Race	4 laps
---	----------	-----------------------------	--------

Section 3

Entering the Isle of Man Festival of Motorcycling

ENTRIES

- Applications for the Manx Grand Prix must be made online via the MGP competitor's section of www.manxgrandprix.org no later than **Monday 10th April**.
- Applications for the Classic TT must be made online via the Classic TT competitor's section of www.iomtt.com no later than **Wednesday 31st May**.
- Any entries received after the closing date may not be accepted.
- The entries and the allocation of riding numbers will be based upon data compiled from each competitor's fastest lap speed, per class, set in racing conditions, in either of the past two years.
- Where a competitor 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 all Races will be 80.
- More entries than are allowed to start the races may be accepted for qualifying. The fastest qualifiers (80 as above) in each class will start the races, which may mean that a competitor will meet the qualification standards but not get to race.
- Newcomers with an accepted entry are guaranteed a race start in the MGP Newcomers Race provided they meet the qualification criteria in their respective class.
- Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.
- The Organisers reserve the right to refuse an entry.

ENTRY FEES

- The Promoters of the Classic TT Races will cover the cost of all entry fees necessary to enter the Classic TT Races 2017.

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

ACU/SACU licence holders	£425
Non ACU/SACU licence holders	£322

For additional information see Appendix A

USING THE ISLE OF MAN FESTIVAL OF MOTORCYCLING ENTRY SYSTEM

- 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 2017 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 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 2017.
 - **Team Manager**
Here you can enter the name of your team if you have one and select the competitors who are part of that team.
 - **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 correct 2017 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 10th April 2017. 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 30th June 2017 for inclusion in the printed official 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 Isle of Man Festival of Motorcycling 2017 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 Organisers undertake to insure each rider, indemnifying him/her against any third party claims made arising out of the races or official practice, excluding claims by other riders, entrants, sponsors or mechanics.
- 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

- 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

- The cost for Medical Treatment and Repatriation will be as follows:

MCUI licence holders	£130 (Ireland)
All other UEM licence holders	£180 (Europe)
The Rest of the World	£250 (USA, NZ, Australia, South Africa etc)

- You must arrange the appropriate cover with your own Federation or purchase such cover from the event insurers in the Race Office during signing-on periods.
- Proof of this additional cover will be required before riders maybe permitted to commence practice and must be produced at signing-on and must be translated into English.
- 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 Isle of Man Festival of Motorcycling.

JURISDICTION

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

TRAVEL AND ACCOMMODATION

Teams and competitors wishing to book ferry travel to the Isle of Man Festival of Motorcycling should do so using the Team and Competitors ferry booking form, which is located at Appendix E.

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

Section 4

Eligibility

COMPETITOR ELIGIBILITY

- ACU and SACU licence holders must have held as a minimum a National Licence for Road Racing for a minimum of 12 months prior to the first day of practice.
 - Competitors from other FMN's must have qualified to hold an FIM International Non-Championship licence for Road Racing for a minimum of 12 months prior to the first day of practice.
 - All competitors must be over 18 years of age on the 19th August 2017.
 - To enter this event, all competitors must also hold a "TT Mountain Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees. An application form for such a licence can be found at Appendix G.
-

NEWCOMER COMPETITOR ELIGIBILITY

- The only competitors regarded as newcomers are those who have not previously taken part in any motorcycle race run over the TT Course. A rider who has previously competed on the TT Course only as a TT sidecar driver or passenger will be regarded as a Newcomer.
- Competitors entering the MGP Newcomers Race may also enter for the Lightweight, Junior or Senior Manx Grand Prix Races, however they may not apply to enter two races run on the same day. They may compete in these races only if they have started in the Newcomers Race and achieved the qualifying time for the other races entered.
- All Newcomers must complete the prescribed TT Course newcomer training with a qualified ACU coach before 30th June in order to qualify for an ACU Mountain Course Licence and to be able to take part in the event if their entry is accepted by the Organisers. Any Newcomer rider who hasn't completed the prescribed newcomer training before the closing date of Wednesday 31st May may wish to wait for confirmation of acceptance before undergoing the training. Four laps with two different instructors is the minimum requirement and laps must be signed by a qualified ACU Coach.
- Classic TT and MGP Newcomers who apply to enter the event will be sent an email by the MMCC requesting completion of a racing CV on the required form.
- A Newcomer taking part in the Classic TT Race immediately prior to the Manx Grand Prix is not eligible to enter the Newcomers Race, ie competitors may not enter both Classic TT and Newcomers A/B.
- All Newcomers (MGP and Classic TT) must complete a Speed Controlled Lap. Following this lap Classic TT Newcomers will also practice in a Newcomers only session for the first 2 practice sessions and MGP Newcomers will also practice in a Newcomers only session for the first 3 practice sessions. All Newcomers may only compete in one race per day.
- All newcomer Competitors are required to wear an orange jacket during Practice and Qualifying. These must be collected at the Newcomers briefings.

ENTRANT ELIGIBILITY

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

MACHINE ELIGIBILITY

- All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 and with these Isle of Man Festival of Motorcycling Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.
- All spare machines (marked as "T Bikes") of the same make and model must be declared during the signing-on process and competitors must ensure the machine qualifies during practice according to the qualification criteria as laid down in these Regulations.
- Machines which are considered eligible for Classic TT races will not normally be accepted for the Manx Grand Prix classes.
- Competitors may be permitted (on application to the Clerk of the Course) to change machine to any other eligible machine on which the competitor has qualified to race or has raced during the meeting.

Manx Grand Prix Classes

- See Appendix A

Classic TT Classes

- See Appendix B

Section 5

Signing-On and Briefings

SIGNING-ON

- Signing-on will take place in the Media Centre on dates /times below.

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

1. FMN Approval (Start Permission) for holders of International licences not issued by the ACU/SACU.
2. 2017 Road Race Licence.
3. 2017 TT Mountain Course Licence.
4. Transponders – one for each machine.
5. Next of Kin and mechanic/team contact details, both in the Isle of Man and at home must be provided.

Please bring all addresses and phone numbers with you – NO TBA allowed

SIGNING ON PERIODS

- Thursday 17th August	17:30 - 19:30 hrs	All Riders
- Friday 18th August	16:30 - 19:30hrs	All Riders
- Saturday 19th August	10:00 - 11:00hrs	All Riders

- 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.

TECHNICAL INSPECTION (CLOTHING)

- To avoid long queues you may attend either signing on or clothing technical inspections first

Please bring the following with you:

- Leathers, helmets with visors, boots, gloves, identification discs, as specified in Section 6, pages 24/25, will be checked at Technical Inspection in the Technical Inspection Bay.
- All Attendants safety wear as Section 7 Attendants, page 30 (overalls, gloves & balaclava)

COMPETITORS BRIEFINGS

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

Newcomers Only

- Thursday 17th August	19:30 hrs
- Friday 18th August	18:00 hrs
- Saturday 19th August	09:30 hrs

Non Newcomers Only

- Thursday 17th August	18:30 hrs
- Friday 18th August	16:00 hrs / 17:00 hrs / 19:30 hrs
- Saturday 19th August	11:00 hrs / 12:00 hrs
- Monday 21st August	14:30 hrs

Note: All Newcomers must take part in a speed controlled lap on Saturday 19th August.

TECHNICAL BRIEFINGS

- Technical briefings for competitors plus one mechanic will be held in the Conference Centre adjacent to the Race Office on Saturday 19th August at the following times allocated by surname.

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

- MGP Competitors	Surnames A-J at 12:30 hrs Surnames K-Z at 13:00 hrs
- Classic TT Competitors	Surnames A-J at 13:30 hrs Surnames K-Z at 14:00 hrs

Newcomers' Pit Lane Briefing

- Pit lane briefings will be held for Classic TT and MGP Newcomers on Thursday 24th August at 11:00hrs in the Pit Lane area if dry and Technical Inspections Bay if wet at the following times which are allocated per class. These briefings are compulsory.

- Newcomers A	11:00 hrs
- Newcomers B/C & Classic TT	13:00 hrs

MGP Newcomers' Pre Race Briefing

- A pre race briefing will be held for MGP Newcomers A/B in the Conference Suite on Thursday 24th August at 14:00hrs prior to the Newcomers Race.
- A second pre race briefing will be held for Newcomers A/B in the Conference Suite on Tuesday 29th August at 14:00hrs prior to their second race.

Section 6

Technical Inspections

NUMBER PLATES

- Senior Classic TT	<i>Yellow plates with black numbers</i>
- Junior Classic TT	<i>Blue plates with white numbers</i>
- Lightweight Classic TT	<i>Green Plates with white numbers</i>
- Superbike Classic TT	<i>White plates with black numbers</i>
<hr/>	
- Newcomers (A/B/C) MGP	<i>Red plates with white numbers</i>
- Junior MGP	<i>Black plates with white numbers</i>
- Lightweight	<i>Orange plates with black numbers</i>
- Senior MGP practice only	<i>Yellow plates with a black number 100 greater than the race number (see below)</i>
- Senior MGP race	<i>Yellow plates with black numbers</i>

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

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



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

The minimum dimensions of side numbers are:

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

The minimum dimensions of front numbers are:

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

Note: 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.

PRE-PRACTICE AND QUALIFYING TECHNICAL INSPECTIONS

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

Saturday 19th August

- 15:00 - 15:45 MGP & Classic TT Newcomers
- 15:30 - 18:15 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No Newcomers)
- 17:15 - 19:20 CTT Junior / CTT Senior / MGP Lightweight (No Newcomers)

Monday 21st August

- 15:30 - 18:50 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No Newcomers)
- 17:15 - 19:30 CTT Junior / CTT Senior / MGP Lightweight (No Newcomers)
- 18:45 - 19:40 All Newcomers

Tuesday 22nd August

- 15:30 - 18:50 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike (No MGP Newcomers)
- 17:15 - 19:30 CTT Junior / CTT Senior / MGP Lightweight (No MGP Newcomers)
- 18:45 - 19:40 All MGP Newcomers

Wednesday 23rd August

- 15:30 - 19:00 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 17:15 - 19:55 CTT Junior / CTT Senior / MGP Lightweight / Newcomers B

Thursday 24th August

- 15:30 - 19:00 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 17:15 - 19:55 CTT Junior / CTT Senior / MGP Lightweight / Newcomers B

Friday 25th August

- 15:30 - 19:10 CTT Junior / CTT Senior / MGP Lightweight / MGP Newcomers B
- 17:15 - 19:55 MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A

Saturday 26th August

- 11:30 - 12:45 MGP Senior / MGP Junior / MGP Newcomers
- 12:45 - 13:45 CTT Junior / CTT Superbike
- 16:15 - 18:00 MGP Lightweight / MGP Newcomers

Monday 28th August

- 10:00 - 11:30 MGP Senior / MGP Junior / MGP Lightweight

Wednesday 30th August

- 14:00 - 15:00 MGP Senior

PRE-RACE TECHNICAL INSPECTIONS (MACHINES)

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

CLASSIC TT RACES

Saturday 26th August

Senior Classic TT Race

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

Lightweight Classic TT Race

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

Monday 28th August

Junior Classic TT Race

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

Superbike Classic TT Race

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

MANX GRAND PRIX

Monday 28th August

Newcomers Manx Grand Prix Race

Nos 61 upwards	14:30 - 15:00 hrs
Nos 31 - 60	15:00 - 15:30 hrs
Nos 1 - 30	15:30 - 16:00 hrs

Wednesday 30th August

Junior Manx Grand Prix Race

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

Lightweight Manx Grand Prix Race

Nos 61 upwards	10:30 - 11:00 hrs
Nos 31 - 60	11:00 - 11:30 hrs
Nos 1 - 30	11:30 - 12:00 hrs

Friday 1st September

Senior Manx Grand Prix Race

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

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

VERIFICATION OF MACHINES

- The Organisers reserve the right to examine and require dismantling of any motorcycle that has started in any qualifying session or race, and for this purpose, to impound it and retain it in official custody for as long as may be required. Fuel samples may be taken and fuel tanks measured.
- The first three machines plus up to three at random as selected by the Chief Technical Officer may be required to be dismantled for technical examination.
- 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 and measurement after the event.
- The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either qualifying or races. Helmets and clothing must also be presented for re-inspection subsequent to any incident.
- All costs relating to the verification of machines are to be met by the team or competitor.
- Engines may be measured and sealed before the event but must be carried out by an ACU accredited measurer using ACU approved engine seals. Competitors from other Federations can use that Federation's approved measurer. Competitors with engines measured and sealed prior to the event must supply documentary evidence of the sealing and the measurer's details.
- 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 for approval by the Clerk of the Course. The competitor must complete two laps to qualify on the make, type and capacity of the machine to be raced.

FUEL

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

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

- Note: For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump petrol.
- Values in this table are taken from the ACU regulations and are applied to the fuel types as indicated.
- Where a competitor is using other than Isle of Man sourced pump fuel they must provide a specification sheet for that fuel when requested by the Chief Technical Officer.
- These regulations strictly prohibit the use of 'Bluegas', power boosters, octane boosters and the like. No additions are allowed to the fuel with the exception of water or standard lubricants sold to the public.
- It is the competitor's responsibility to provide fuel for 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

Trading Standards
 Isle of Man Office of Fair Trading
 Thie Slieau Whallian
 Foxdale Road
 St John's
 Isle of Man
 IM4 3AS

Tel: +44 (0)1624 686520

Email: iomfairtrading@gov.im

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

FUEL TANKS /CAPACITIES

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

FUEL TANK CAPS AND BREATHERS

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

- **Manx Grand Prix All Classes**

Each machine must have only one fuel tank with a capacity not exceeding 24 litres.

- **Lightweight / Junior / Senior Classic TT Classes**

Each machine must have only one fuel tank with a capacity not exceeding 24 litres.

- **Superbike Classic TT**

Each machine must have only one fuel tank and may use a fuel tank with a capacity not exceeding 29 litres.

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

OIL CONTAINMENT

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

MACHINES ENTERED IN TWO RACES

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

TRANSPONDERS AND AUTOMATIC TIMING

- All qualifying sessions and races will be officially timed using a transponder-based automatic timing system. It is the responsibility of each competitor to provide and properly fit a fully charged AMB TranX 260 transponder or a MYLAPS X2 Transponder Bike or a directly compatible equivalent at their own expense. A separate transponder must be provided for each machine entered.
- A supplier of suitable transponders may be contacted using the following link: <https://speedhiveshop.mylaps.com/motorbike.html>.
- Hard wired Transponders must be left switched on until well clear of finish line to ensure passing time is recorded.
- The identification number(s) of the transponder must be the same as the identification number(s) submitted 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 C.

SAFETY LIGHTS

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

OIL FILTERS

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

WHEEL NUTS AND SPINDLES

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

BRAKES

- **Brake Lines:** For machines fitted with two front disc brakes, the split of the front brake lines for both front calipers must be made at or above the lower fork.
- **Brake Calipers:** Where the brake pad pin is retained by one fastener, a secondary retainer is required.

PREPARATION

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

COOLANTS

- No liquid engine coolants, other than lubricating oil or water should be used. Oil based substances can be dangerous if spilt on the road.

EXHAUST SPRINGS

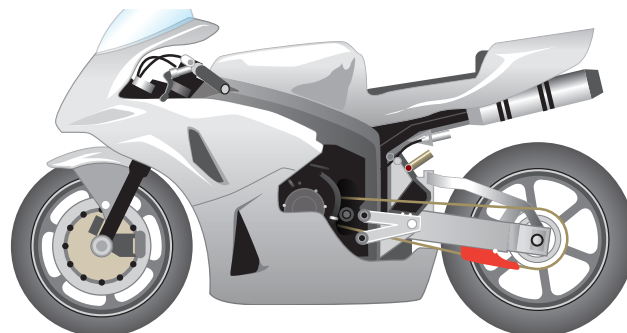
- All exhaust springs including those to the cylinder head must also be held by wire to ensure that the springs remain on the machine in the event of spring failure.

SOUND

- The ACU has granted a waiver of the sound level permitted under their Standing Regulations.

CHAIN GUARDS

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



PERSONAL EQUIPMENT

Helmets

- Helmets should be no older than 5 years from date of manufacture.
- Helmets should be of full face design and certified to UN ECE 22.05 with the certification label present.
- ACU licence holders must use an ACU approved helmet.
- The helmets visor should be fitted and be free of scratches or defects that could impair the riders vision.
- Any damage to the helmet above what is considered cosmetic will render the helmet unusable. Any damage to the helmet which has exposed the shell layer will make the helmet unacceptable. Any visible damage to the EPS inner shell will also make the helmet unacceptable.

Leathers

- Only one piece racing leathers are allowed, either in cowhide leather (min 1.2mm thick) or kangaroo leather (min 0.9mm thick), with double layer leather in the seat. Stretch material reinforced with aramid fibres or similar can be incorporated but must not be at main impact areas of seat, hip, back, knees, elbows and shoulders.
- Leathers must be in a good physical condition with no major damage visible.
- Leathers are recommended to be no more than 5 years old.
- CE armour should be present to the shoulder, elbows and knees, either fitted to the suit or worn underneath.
- Any damage must have been professionally repaired with leather of the same thickness covering all tears/holes and must be double stitched in place.

Boots

- Boots should conform to European Standard EN13634.
- Full length boots must be worn and should be 100mm higher than the rider's ankle.
- Boots may be under or over the riders leathers with no skin exposed.
- The sole and uppers must be in good condition with no cracks or holes.

Gloves

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

Back Protector

- A back protector is strongly recommended and should conform to European Standard EN 1621-2:2003 LEVEL-2.

General

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

ON-BOARD CAMERAS AND GLOBAL POSITIONING SYSTEMS

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

MACHINE TESTING

- Jurby Airfield will be available for testing during practice week as follows:
 - Thursday 17th August, gates open at 16:00 with testing between 17:00 and 20:00
 - Sunday 20th August, gates open at 09:00 with testing between 10:00 and 15:00
 - Monday 21st, Wednesday 23rd and Thursday 24th August, gates open at 09:00 with testing between 10:00 and 14:00
- All sessions will cost £40 per rider and times may change dependent on weather. For further information or arrangements for testing outside of the above times which may be possible by prior arrangement, please contact either 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

- On Saturday 19th August the practice session is scheduled to start at 17:20hrs and all other practice sessions during practice week are scheduled to 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 will be allowed throughout practice week from Monday 21st August on instruction from the Clerk of the Course.
- When starting another lap, competitors should be mindful of other competitors who may be on a flying lap and as such, keep to the left when starting. Competitors on a flying lap should be aware of other competitors joining the course and as such keep to the right as they pass through the start/finish line.
- Competitors re-joining the Course to commence a lap will do so via the South ramp in the Assembly Area.
- When the leaving the Course at the end of a lap, competitors will return to the Assembly Area 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 practice, 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 Assembly Area.
- Hard wired Transponders must be left switched on until well inside the Assembly Area to get accurate readings.

Short Lapping



RACE START PRELIMINARIES

First Signal - 45 minutes before start

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

Second Signal - 30 minutes before start

Third Signal - 15 minutes before start

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

Conditions

- The Pit Lane is a Licenced Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:
 - a. There must be no smoking or naked lights. Engines must be stopped whilst the machine is being refuelled. Any electrical equipment used or taken within 14ft of refuelling equipment must be either intrinsically safe or flame proofed. This includes power tools, two-way radios, transistor radios, cameras etc. Spare batteries must be protected.
 - b. Petrol cans used for filling and draining must be metal or BSI approved.
 - c. Filling or refuelling of tanks must not commence until an announcement is made from Race Control. It must be completed no later than thirty minutes before the start time. The specified PPE must be worn when filling or refuelling tanks.
 - d. When refuelling tanks are being filled or drained, only those persons immediately involved and race officials are permitted in the pit area.
 - e. Refuelling tanks must be drained when the pit lane is closed towards the end of the race. The specified PPE must be worn when draining tanks.
 - f. Important Note: Refuelling of tanks must not take place once the race has started.
 - 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

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

Pit stops during races

- 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 replica, he will order all competitors to stop as each crosses the finishing line, irrespective of the number of laps completed. Riders not permitted to commence the final lap will be included in the results and classed as a finisher. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.

STOPPING A RACE

- A race will not be stopped prematurely unless the Clerk of the Course deems it necessary, but if so stopped before the leading competitor has completed half of the total race distance, the race will be declared abandoned. The finishing positions in an abandoned race will be ignored for the purpose of classification of the race result.
- A race stopped after the leading competitor has completed half of the scheduled race distance will be deemed to have been completed (and only the prize money for Classic TT races 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 required to attend a 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 practice 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 Inspection 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 practice 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 £600.

DRUG AND ALCOHOL TESTING

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

WINNERS ENCLOSURE

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

GARLANDING CEREMONY

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

MOBILE PHONES

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

VEHICLE RECOVERY SERVICE

- A recovery service will operate throughout the practice 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 the Maintenance and Use Regulations and 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.

DISCIPLINARY AND JUDICIAL

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

FLAG SIGNALS

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

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

Important

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

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 practice and races is forbidden.
- A competitor involved in an incident will not be allowed to continue practising or racing until they have been passed medically fit by one of the event Medical Officers.
- The Clerk of the Course is empowered to impose penalties of a reprimand and/or fine, or disqualification, for breach of these regulations where no other penalty is specified. Any rider not complying with instructions of an official of the meeting (including security personnel employed by the promoter) may be penalised.

Acceptance of Records

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

STEWARDS OF THE MEETING

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

Section 8

Qualification and allocation of riding numbers

QUALIFICATION

- To start a race, a newcomer to the TT Mountain Course practising for the first time must complete a speed controlled lap on Saturday 19th August and a minimum of six laps in total during practice.
- Newcomers in any class must have signed on, attended a Newcomers briefing, commenced practice and must have completed three laps on or before Wednesday 23rd August or they may be disqualified.
- Riders who have qualified to start in any previous race on the Mountain Circuit (TT or MGP) shall be required to have signed on and commenced practice on or before Wednesday 23rd August and must complete a minimum of five laps.
- A minimum of two laps (three laps in the case of newcomers) must be completed on each machine entered, one of which must be within the qualifying time.
- In every case all qualifying laps must be completed on the motorcycle to be ridden in the race or on a machine of the class.
- Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.

QUALIFICATION CRITERIA FOR CLASSIC TT RACES

Senior Classic TT

Senior GP1	24m 30s	(92.40 mph)
Senior GP2	23m 30s	(96.33 mph)
Senior P1	27m 00s	(83.84 mph)
Senior P2	26m 30s	(85.43 mph)

Lightweight Classic TT

Lightweight GP	22m 00s	(102.90 mph)
Lightweight P	24m 00s	(94.33 mph)
Lightweight F2GP	23m 00s	(98.43 mph)
Lightweight F2P	25m 00s	(90.55 mph)

Junior Classic TT

Junior GP1	26m 30s	(85.43 mph)
Junior GP2	25m 30s	(88.78 mph)
Junior P1	28m 30s	(79.43 mph)
Junior P2	27m 30s	(82.32 mph)
250	28m 30s	(79.32 mph)

Superbike Classic TT

Superbike GP1	22m 00s	(102.90 mph)
Superbike GP2	21m 00s	(107.80 mph)
Superbike P1	24m 00s	(94.33 mph)
Superbike P2	23m 00s	(98.43 mph)

QUALIFICATION CRITERIA FOR MANX GRAND PRIX

Manx Grand Prix

Senior	22m 00s (102.90 mph)
Junior	22m 00s (102.90 mph)
Lightweight	24m 00s (94.33 mph)
Newcomer A	24m 00s (94.33 mph)
Newcomer B	25m 00s (90.55 mph)

QUALIFICATION CRITERIA - ADDITIONAL INFORMATION

- A list of non-qualifiers will be posted in the Race Office at 21:30 hrs on Friday 25th August for racing on Saturday 26th August.
- Non qualifiers for all other classes will be posted in the Race Office on completion of the final practice session for that class.
- All practising, including that on race days will be officially timed and count towards qualification.
- Qualifying must be at the sole discretion of the Clerk of the Course and there will be no right of Protest or Appeal.

RIDING NUMBERS AND GRID POSITIONS

- No applications for a change of number will be accepted. All competitors will be issued a riding number which will be listed in the official race guide and displayed on machines as prescribed in Section 6. Numbers in each class will be allocated by the organisers.
- The Newcomers Race will start riders 10 second intervals as determined by the qualification order from all sessions on completion of the final practice.
- The first 20 competitors in races or the first 10 competitors in the Lightweight Classic TT and Junior Classic TT will, subject to qualifying, start their races in the traditional way, in numerical order.
- All other competitors will be issued with a grid position, which will be the position they will start their races and will be based on qualification times. The list of grid positions will be posted in the Race Office.
- Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. The decal must be displayed on the front number plate of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.
- The Clerk of the Course reserves the right to make a change of number when circumstances dictate that it is desirable to do so.

Section 9

Publicity and Merchandising

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.

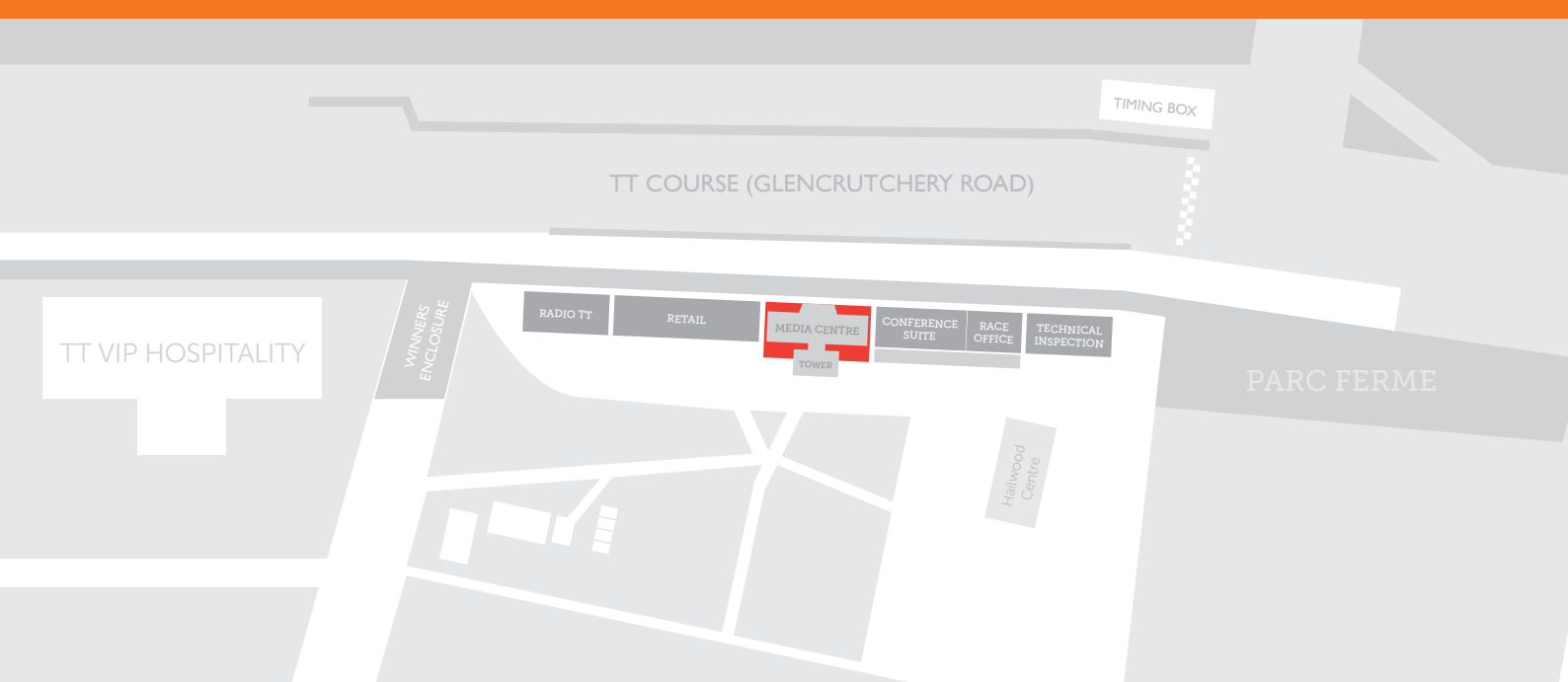
MISCELLANEOUS

- 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.

MEDIA CENTRE OPENING HOURS

Saturday 19th August	15:00 - 21:00
Sunday 20th August	Closed
Monday 21st August	16:00 - 21:00
Tuesday 22nd August	16:00 - 21:00
Wednesday 23rd August	16:00 - 21:00
Thursday 24th August	16:00 - 21:00
Friday 25th August	11:00 - 21:00
Saturday 26th August	08:00 - 20:00
Sunday 27th August	09:00 - 12:00
Monday 28th August	09:00 - 18:00
Tuesday 29th August	Closed
Wednesday 30th August	09:00 - 18:00
Thursday 31st August	Closed
Friday 1st September	09:00 - 17:00

How to find us



Section 10

Paddock, passes, grandstand tickets and welfare

PADDOCK

- Due to the rapid growth of the Festival of Motorcycling in physical terms, pressure on our paddock and surrounding public spaces has increased in recent years. This has manifested itself most recently in increased scrutiny from various regulatory bodies on the Island and culminating in a formal improvement notice from the Health and Safety Executive. This notice requires us to make adjustments to the way these areas are operated and demonstrate those plans in early 2017. This is a significant piece of work, which will lead to wholesale change in the way the site is constructed, laid out and managed.

The headline changes as it stands are as follows:

1. Site build time provision to increase from 2 to 3 weeks.
2. Specifically allocated arrival times for all vehicles at the paddock upon arrival on the IOM.
3. New layout, with clearer segregation of working and living vehicles.
4. Separate area constructed for camping.
5. Entire site to be operated on a pitch basis with pitches allocated before arrival.
6. All vehicles being brought to the event to be pre-registered, with un-accredited vehicles being refused access to the site.
7. Vehicle movements in the working paddocks to be completely prohibited during core daytime hours.
8. Greater restriction on pass allocation including the introduction of charges for additional passes provided over and above a yet to be determined number.
9. Introduction of an on-site Permit Office to manage the day-to-day issues surrounding all passes and permits.
10. Increased regulation and enforcement surrounding fuel safety including the use of PPE for technical personnel and the mandatory provision of fire safety appliances.

Full details of final plans and all paddock rules will be issued in an update of these regulations in due course.

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 on the day of the Race.

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.

Appendix A

ADDITIONAL MANX GRAND PRIX ONLY REGULATIONS

Appendix A

ADDITIONAL MANX GRAND PRIX ONLY REGULATIONS

RIDER ELIGIBILITY

Lightweight, Junior & Senior Manx Grand Prix

- Previous winners of the Lightweight, Junior and Senior Manx Grand Prix Races will be considered subject to the conditions below:
- Riders who have previously competed in any TT solo race or won a Manx Grand Prix race (apart from MGP Newcomers Race) on the TT Course are not eligible if:-
 - They have qualified to start in any TT solo or won a Manx Grand Prix race on the TT Mountain Course in the previous two years, eg a rider must not have qualified to start in a 2016 or 2017 TT solo race or won any Manx Grand Prix race in 2015 or 2016
 - They have won a silver replica in any TT solo race in the last four years , eg a rider who wishes to compete in the 2017 Manx Grand Prix must not have won a silver replica in any TT solo race on the TT Mountain Course from 2014 - 2017 inclusive.
- For further clarification please contact the Organisers.

MACHINE ELIGIBILITY

NEWCOMERS RACE

Class A

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

Class B

- 201cc – 450cc 2 stroke 2 cylinder
- Up to 650cc 4 stroke 2 cylinder
- Up to 125 cc 2 stroke single cylinder, 6 gears maximum
- 251cc – 400cc 4 stroke, 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
- Up to 750cc 4 stroke single cylinder

JUNIOR MANX GRAND PRIX RACE

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

LIGHTWEIGHT MANX GRAND PRIX RACE

- 201cc – 450cc 2 stroke 2 cylinder
 - Up to 650cc 4 stroke 2 cylinders
 - Up to 125 cc 2 stroke single cylinder, 6 gears maximum
 - 251cc – 400cc 4 stroke 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
 - Up to 750cc 4 stroke single cylinder
-

SENIOR MANX GRAND PRIX RACE**Class A Supertwin**

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

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

TYRES

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

ENTRY PROCEDURE & INSURANCE CONTRIBUTION

- Manx Grand Prix Entries may only be made online via the Manx Motor Cycle Club website www.manxgrandprix.org by midnight on **Monday 10th April** with the appropriate insurance contribution as below. Payment must be made online by **Monday 24th May** as entries will not be valid without receipt of the insurance contribution.

Late payment will not be accepted.

- ACU/SACU: £425 per race | Non ACU/SACU: £322 per race
- The insurance contribution for non ACU/SACU riders will be £322 as the cost of their personal accident insurance will not be paid by the Club.
- The Organisers reserve the right to refuse any entry and abandon, cancel or postpone the meeting or alter the programme of events and awards.
- Competitors may apply for entries in more than one race providing they do not use the same machine on any one day. However Newcomers may not apply to enter two races run on the same day.

TROPHIES, AWARDS AND PRIZE PRESENTATIONS

With the amalgamation of the MGP Lightweight and Supertwin classes most Awards and Trophies have been retained but have been subject to re- classification.

- **THE MANX GRAND PRIX TROPHY**
Donated by A B Crookall to the winner of the Senior race.
- **THE JUNIOR MANX GRAND PRIX TROPHY**
Donated in memory of Douglas Pirie to the winner of the Junior race.
- **THE LIGHTWEIGHT MANX GRAND PRIX TROPHY**
Donated by Motor Cycle to the winner of the Lightweight race.
- **THE AITCHESON TROPHY**
To the winner of Class A of the Newcomers race.
- **THE BRADDAN BRIDGE TROPHY**
To the winner of Class B of the Newcomers race.
- **THE ALBERT MOULE TROPHY**
To the Newcomer making the best overall performance in the Manx Grand Prix races.
- **THE LORD WAKEFIELD CUP**
To the rider making the best overall performance in the Junior and Senior races who is not a winner of either race.
- **THE LADY HILL ROSE BOWL**
To the rider who is a local resident making the best performance during the Senior race.
- **THE YORK TROPHY**
To the rider who is a local resident making the best performance during the Junior race.
- **THE RAY COWLES TROPHY**
To the rider in any Manx Grand Prix race (but excluding the Newcomers Race) who makes the best performance on a 4 stroke machine of British manufacture

- **THE WALLACE CUP**
To the rider who is a local resident making the best performance during the Newcomers race.
- **THE LESLEY ANNE TROPHY**
To the female rider making the best performance during the Manx Grand Prix races
- **THE CROMIE McCANDLESS TROPHY**
To the rider who is an Irish resident making the best during the Manx Grand Prix races.
- **THE NORRIE WHYTE TROPHY**
To the rider who is a Scottish resident making the best performance during the Manx Grand Prix races.
- **THE SEYMOUR TROPHY**
To the rider who is a National of a European country outside the British Isles making the best performance during the Manx Grand Prix races.
- **THE MARTIN SMITH TROPHY**
To the rider who is a newcomer making the best performance during the Senior race.
- **THE ALAN HAMPTON TROPHY**
To the rider who is a newcomer making the best performance during the Junior race.
- **THE DAVE CORLETT TROPHY**
To the rider who is a newcomer making the best performance during the Lightweight race.
- **THE PHILIP HAYHURST TROPHY**
To the rider who is a newcomer making the best performance on a machine other than 201-450cc 2 stroke or 650cc 4 stroke 2 cylinder during the Lightweight race.
- **THE HOGG TROPHY**
To the rider who is a local resident making the fastest lap during the Manx Grand Prix.
- **MEDALS**
Medals will be presented to the rider of the highest placed 125 cc machine and 250cc 2 cylinder machine in the Lightweight race.
- **THE GJA BROWN CLUB TEAM TROPHY**
To the Club having the winning team in the Senior race.
- **THE JW DAVIE CLUB TEAM TROPHY**
To the Club having the winning team in the Junior race.
- **THE BILLS/HARDING CLUB TEAM TROPHY**
To the Club having the winning team in the Lightweight race.
- **THE PADGETT TROPHY**
To the Club having the winning team in the Newcomers race.
- **THE DICKIE DALE TROPHY**
To the rider making the fastest lap in the Senior race.
- **THE G D HANSON TROPHY**
To the rider making the fastest lap in the Junior race.
- **THE FREDDIE FRITH TROPHY**
To the rider making the fastest lap in the Lightweight race.
- **THE PAM CANNELL TROPHY**
To the rider making the fastest lap on a machine other than 201-450cc 2 stroke or 650cc 4 stroke 2 cylinder in the Lightweight race.

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

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

- **THE JEFFERIES TROPHY**

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

- **THE SEAN JACKSON AWARD**

To the rider making the fastest lap on a machine other than 201-450cc 2 stroke or 650cc 4 stroke 2 cylinder in Class B of the Newcomers race.

PLEASE NOTE - The above MGP awards (except medals for the highest placed 125cc machine and 250cc 2 cylinder machine in the Lightweight race) will remain in the custody of the Club after the presentation.

REPLICAS

- Replicas will be awarded to the 1st, 2nd & 3rd in all classes and to the first 3 riders on machines other than 201-450cc 2 stroke or 650cc 4 stroke 2 cylinders in the Lightweight race. Subsequent replicas will be awarded as follows:
 - 1) In the Newcomers, Lightweight, Junior and Senior races to those riders who finish within 11/10ths of the time taken by the respective winners or class winners;

CLUB TEAMS

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

PRIZE PRESENTATIONS

- It is a condition of receiving any award that the winner/s of the award shall attend to receive the award at the relevant prize presentation evenings unless excused by the Club for a good reason. Details of the dates and venues will be included in Final Instructions.

Appendix B

ADDITIONAL CLASSIC TT ONLY TECHNICAL REGULATIONS

Appendix B

ADDITIONAL CLASSIC TT TECHNICAL REGULATIONS

MACHINE ELIGIBILITY

- The Organisers may accept a machine not complying with these Supplementary regulations if (i) in the opinion of the Promoters it would enhance the spectacle of the racing and (ii) in the opinion of the Organiser that any dispensation given would not give a competitor an unfair performance advantage.
- Notwithstanding the generality of the foregoing, no dispensation shall be granted in respect of fuel tank sizes or engine capacities, as defined within these Supplementary Regulations.
- Such requests for a dispensation must be made to the Organiser in writing and be received by 1700 hours on Friday 28th July. Requests will be accepted or rejected on a case by case basis and be valid for this event only. The details of any dispensation shall be published by the Organiser in a timely manner accessible by other competitors.

Please note – Classic machines will not normally be accepted for the Manx Grand Prix races.

SENIOR CLASSIC TT RACE

- 351cc–500cc Machines

JUNIOR CLASSIC TT RACE

- 175cc - 350cc Machines

The 500cc and 350cc Classic TT Races cater primarily for thoroughbred Grand Prix racing motorcycles constructed during:

- The period 01/01/1945 to 31/12/1972 inclusive, for all 4 strokes up to 500cc.
- The period 01/01/1945 to 31/12/1967 inclusive, for all 2 strokes (with the addition of Greeves Oulton and Bultaco TSS built before 31/12/1968) for the specific purpose of participation in competition during that era.

SUPERBIKE CLASSIC TT RACE

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

***Note: for the avoidance of doubt, the Suzuki GSXR-1100 is regarded as being liquid/air-cooled and will be entered in this category and not the 1300cc air-cooled category.**

LIGHTWEIGHT CLASSIC TT RACE

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

GENERAL CONSIDERATIONS

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

OIL CONTAINMENT

- Oil Containment is compulsory for all 4 stroke machines (i.e. faired and un-faired). The oil containment must be of rigid construction fastened securely to the machine and have a capacity of at least half of the total oil (and coolant) capacity in the event of an engine failure. The oil containment for un-faired machines must be at least 50mm deep and at the front must extend upwards to at least 50mm below the base of the cylinder except in the case of horizontal cylinder machines (e.g. Aermacchi) which will be subject to the agreement of the Chief Technical Officer whose decision is final.

SEAT, TANK AND FAIRING

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

THE FOLLOWING RULES APPLY TO MACHINES RACING IN THE SENIOR CLASSIC TT AND JUNIOR CLASSIC TT RACES ONLY

WHEELS

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

TYRES

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

BRAKES

4 Strokes

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

2 Strokes

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

SWINGING ARM, SUSPENSION AND FRONT FORKS

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

CARBURETTORS

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

ENGINE AND GEARBOX

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

CLUTCH

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

FRAMES AND REPLICA FRAMES

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

EXHAUSTS

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

IGNITION SYSTEM

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

THE FOLLOWING RULES APPLY TO SUPERBIKE CLASSIC TT AND LIGHTWEIGHT CLASSIC TT MACHINES ONLY

WHEELS

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

TYRES

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

BRAKES

- Free choice except for radial calipers and carbon fibre brakes which are not allowed.
-

SWINGING ARM, SUSPENSION AND FRONT FORKS

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

CARBURETTORS AND AIRBOX

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

ENGINE AND GEARBOX

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

CLUTCH

- Free of restriction. Quick shifters are allowed.
-

FRAMES AND REPLICA FRAMES

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

IGNITION SYSTEM

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

ENGINE AND FRAME NUMBERS

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

Appendix C

CLASSIC TT ONLY SPECIFIC RULES AND REGULATIONS

Appendix C

CLASSIC TT ONLY SPECIFIC RULES AND REGULATIONS

ON-BOARD CAMERAS

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

CAMERA POSITIONING

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

CAMERA MOUNTINGS

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

RECORDER MOUNTINGS

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

CABLING

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

DATA RECORDERS

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

ENTRY FEES

- The Promoters will cover the cost of all entry fees necessary to enter the 2017 Isle of Man Classic TT Races.
-

PUBLICITY

- Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout and pre-race parade, should this be requested by the Promoter.
 - Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
 - By entering the 2017 Isle of Man Classic TT Races each competitor and team agree that the Promoter and the event sponsors may make use of their activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
 - All competitors may be required to carry an event and/or sponsors logo.
-

AWARDS

- 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.
-

TROPHIES, AWARDS & PRIZE PRESENTATIONS

- The Classic TT Prize Presentation will be held on Monday 28th August at 8pm in the VIP Hospitality Suite situated in Nobles Park.

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 30th June 2017.
- Applications received after this date will not be considered.
- Payments to competitors and teams will be negotiated directly between the Promoter and authorised representatives of the individual competitors and teams.
- The following items will provide the basis for the payment criteria:
 - Potential media coverage value (team and / or competitor) achievable before, during and after event
 - Demonstrable ability to promote the Classic TT and Isle of Man positively (team and / or competitor)
 - Social media reach
 - Previous performance at the Classic TT (team and / or competitor)
 - Previous recent performance at other high profile motorcycle international and domestic racing events (e.g. World Superbike Championship, British Superbike Championship, World Endurance Championship etc)
 - Size and scale of team (infrastructure etc) and presentation

Note: The above list is neither exhaustive nor absolutely 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 1st September 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.

RIDER STATUS AND RACE SUB CLASSES

- To ensure competitors of all abilities and experience and machinery of varying specifications can compete in the Classic TT Races in an environment that promotes equality and sportsmanship, a number of sub classes have been created for each Classic TT Race.
- The sub classes will be used to determine the awarding of replicas and other trophies, will be clearly identified in the official results and detailed in the official post-race press reports. Qualification for individual riders will be based on the sub classes.

- Furthermore each competitor will be allocated either a rider status of either GP Rider or Privateer Rider.
- The qualification for the 'GP Rider' sub class is defined as follows:
 - A rider who has finished in 1st, 2nd or 3rd in a Senior, Junior, Superbike or Lightweight Classic TT Race in any of the previous two years.
 - A rider who has lapped at a threshold speed in a Senior, Junior, Superbike or Lightweight Classic TT Race in any of the previous two years. These threshold speeds will be 105mph in Senior, 100mph in Junior, 115mph in Superbike and 108mph in Lightweight.
 - A rider who has finished in the top 20 in a Superbike, Supersport, Superstock or Senior TT Race in any of the previous two years.
 - In exceptional circumstances any other rider at the promoters discretion based on their experience and machinery.
- The race sub classes will be as follows –

Senior Classic TT Race

- Class 500GP1 301cc–500cc Single Cylinder and Push Rod Twin Cylinder Machines ridden by GP status Riders
- Class 500P1 301cc–500cc Single Cylinder and Push Rod Twin Cylinder Machines ridden by Privateer status Riders
- Class 500GP2 301cc–500cc Multiple Cylinder Machines ridden by GP status Riders
- Class 500P2 301cc–500cc Multiple Cylinder Machines ridden by Privateer status Riders

Junior Classic TT Race

- Class 350GP1 300cc - 350cc Single Cylinder Machines ridden by GP status Riders
- Class 350P1 300cc - 350cc Single Cylinder Machines ridden by Privateer status Riders
- Class 350GP2 300cc - 350cc Multiple Cylinder Machines ridden by GP status Riders
- Class 350P2 300cc - 350cc Multiple Cylinder Machines ridden by Privateer status Riders
- Class 250 175cc - 250cc Machines ridden by either status Riders

Superbike Classic TT Race

- Class F1GP1 Pre 31/12/1986 air-cooled Machines ridden by GP status Riders
- Class F1P1 Pre 31/12/1986 air-cooled Machines ridden by Privateer status Riders
- Class F1GP2 Pre 31/12/1986 liquid cooled Machines and pre 31/12/1992 Machines ridden by GP status Riders
- Class F1P2 Pre 31/12/1986 liquid cooled Machines and pre 31/12/1992 Machines ridden by Privateer status Riders

Lightweight Classic TT Race

- Lightweight GP Post 1992 250cc, twin cylinder 2 Stroke race machines ridden by GP status Riders
- Lightweight P Post 1992 250cc, twin cylinder 2 Stroke race machines ridden by Privateer status Riders
- Lightweight F2GP All pre 1992 machines ridden by GP status Riders
- Lightweight F2P All pre 1992 machines ridden by Privateer status Riders

Appendix D

FITTING OF TRANSPONDERS

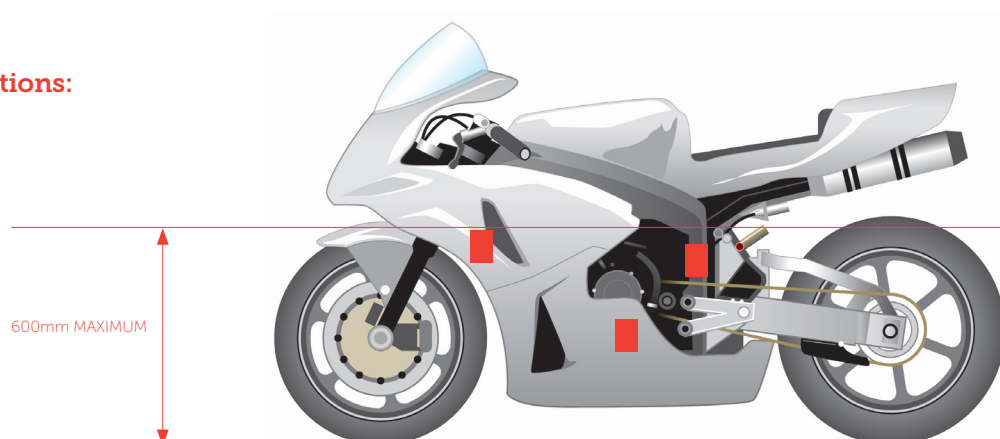
Appendix D

FITTING OF TRANSPONDERS

General Rules:

- An AMB TranX 260 or a MYLAPS X2 Transponder Bike or compatible transponder must be used. A supplier of suitable transponders may be contacted using the following link: <https://speedhiveshop.mylaps.com/motorbike.html>
- 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.
- **NOTE: All Hard wired Transponders rely on the ignition so must be left switched on until in the Assembly Area to provide accurate readings**

Preferred mounting positions:



Appendix E

**A GUIDE TO MACHINE PREPARATION
FOR THE 2017 MANX GRAND PRIX & CLASSIC TT**

Appendix E

A GUIDE TO MACHINE PREPARATION FOR THE 2017 MGP & CLASSIC TT

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

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

- 1) It is an FIM and ACU requirement to have the separation of the front brake lines at or above the lower fork clamp. However, we still occasionally get a machine with hoses tied together above the mudguard or a brake line looping over the mudguard. This is not acceptable.
- 2) Some brake callipers have a brake pad pin held in by a single R-clip (eg Brembo). The end of the clip should have lockwire on the open end, to stop it coming out. It has happened and the brake pads fell out! It is recommended that calliper bolts are lockwired. They have been known to come loose.
- 3) Tyres must be correctly fitted according to the rotation arrows.
- 4) Short valve stems are a must. The long rubber stems that are used on car wheels will deflect quite appreciably and must be changed. Long metal stems are acceptable.
- 5) Metal valve caps, or the latest moulded plastic racing caps which include a pressure seal, must be fitted. The valve core can lift off its seat on long, fast stretches and the rubber seal in the cap provides additional sealing against pressure loss. Do not use the extractor type with the slot in the top as, should this come off, it could puncture a tyre.
- 6) Wheel spindle nuts and wheel spindles must be pinned or lockwired. There was a case at a previous TT where a front spindle nut worked loose. Where the spindle is flush with the fork legs, lockwiring both pinch bolts on both fork legs is acceptable. Where spindles are retained by bolted or pivoting caps eg 350 Honda classic or RC30 the retaining nut must be wired or the stud end drilled for wire/split pin. Rear wheel spindles that are captive at one end do not need additional retention, but the nut does. Spindles using a castellated nut and an R-clip must have lockwire or a cable tie on the open end of the R-clip to secure it.
- 7) ALL exhaust springs must be wired in such a way so that if the spring breaks, it is retained on the machine and does not go on to the road where it could be a problem for following riders.

Examples of spring wiring can be seen here:

<http://www.manxgrandprix.org/MGP/Machine-Preparation/Exhaust-Wiring>

- 8) Oil containment is required on ALL four stroke machines so please keep a very close eye on the belly pan which should be solid WITHOUT any drain holes or bungs. Any holes must be properly repaired with fibreglass before the machine is allowed into the holding area. Duct tape or silicone is not an acceptable repair. Unfaired machines must be fitted with a reservoir beneath the engine and the front lip must extend upwards to within 50 mm of the base of the cylinder barrel to guide any oil down into the reservoir in the event of engine failure.

Appendix E

A GUIDE TO MACHINE PREPARATION FOR THE 2017 MGP & CLASSIC TT

- 9 The lower rear chainguard (or shark fin) must cover the point at which the chain runs on to rear sprocket. Moving the rear wheel back as far as possible to lengthen the wheelbase and the smaller sprocket used for TT course gearing means that a guard that was OK on short circuits could be a long way from a position where it is effective.
- 10 Numbers and backgrounds are not supplied by the organisers. The font used for the numbers should be as plain as possible so the marshals, spotters and timekeepers can readily identify the machines as they pass at high speed. Painted backgrounds are acceptable providing that a matt finish is used. Putting the background inside the screen and the numbers on the outside is not acceptable. Shiny backgrounds and a low sun make a bike coming down Glencrutchery Road look like it has a headlamp on! If it is not possible to put the number in the centre of the fairing then it should be on the right hand side when sitting on the machine. Side numbers must be visible from the side. These can be on the fairing or belly pan if the seat unit is too small. Any numbers or backgrounds that are not acceptable will have to be replaced. Please read the regulations and ensure you present your machine with the correct colour plates and numbers fitted.
- 11 Random checks will be carried out to ensure that identity discs are being worn and the correct helmet sticker is in place.
- 12 Red rear lights are compulsory for all machines. Please ensure that yours meet the requirements as per ACU Handbook. This will be checked at Technical Inspection. Many of the lights fitted in previous years have not been robust. Please ensure that not only is the light correct, but fitted such that it will survive the rigours of the mountain course!
- 13 Fuel tanks must have a vent pipe which terminates in a plastic catch bottle of at least 250ml. Standard Monza caps with open vents are therefore not acceptable. These must be sealed and a separate vent pipe provided. Bottles should be positioned where the contents are visible. Similarly coolant overflows must have a catch bottle of at least 250ml. Only water is permitted for coolant.

These are the most common problems that we have encountered over the years and if you are fortunate enough to have someone else wielding the spanners, please make them aware of the requirements.

Random breath tests will be carried out throughout practice and race weeks. The permitted level of alcohol is 0.1g/L.

If you have any comments or questions, I can be contacted through the Race Office.

Peter Maddocks

Chief Technical Official

Manx Grand Prix / Classic TT

Appendix F

**ISLE OF MAN FESTIVAL OF MOTORCYCLING 2017
COMPETITOR & TEAM BOOKING FORM**

Appendix F

COMPETITOR & TEAM BOOKING FORM

FOR COMPETITORS AND SUPPORT VEHICLES ONLY (NOT MOTORCYCLES)

COMPETITORS NAME: _____

CLASSES ENTERED: _____

The Isle of Man Steam Packet are once again offering Competitors a 10% discount on Standard Fare ferry bookings for this popular event which takes place from 19th August until 1st September 2017.

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.

Payment for all Competitor bookings is required no later than Friday 14th July 2017. If payment has not been received by this date it will be assumed that your booking is no longer required and will be cancelled.

There may be cheaper fares available than the discounted concession on certain sailings. We will always quote the cheapest available fare.

An invoice will be sent to the Lead Passenger confirming booking details, payment methods etc.

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.

Cont. overleaf

Appendix F

COMPETITOR & TEAM BOOKING FORM

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: mgp@classicct.competitors@steam-packet.com

Appendix G

2017 MOUNTAIN COURSE LICENCE APPLICATION



**ATTACH
YOUR PHOTO**

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

2017 Mountain Course Licence Application

This licence is a requirement for ALL competitors taking part in any event held on the TT Mountain Course. The fee is £25.00 (in addition to any other licence fee). All applicants 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 start of the event (i.e 19th August 2016). Competitors from other FMN's must have held an FIM International Non - Championship licence for Road Racing issued by their FMN for a minimum of 12 months prior to the first day of practicing.

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

ALL APPLICANTS: must have competed satisfactorily in at least six Road Race Days in the 13 months expiring 30th June 2017. A minimum of 2 of the 6 required race days must be in the 2017 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 qualifying criteria).

ALL APPLICANTS: One result will be permitted from each racing day of a short circuit Road Race meeting to a maximum of 2 days per meeting. One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2 days per meeting. Qualifying for the 2016 TT or Manx GP/Classic TT races will count as one race day and finishing in a 2016 TT or Manx GP/Classic TT race will count as a second race day. A competitor who competes in both the TT and Manx GP/Classic TT may count a maximum of three results towards the six required results.

CLOSING DATES FOR RECEIPT OF APPLICATION FORMS: 10th July 2017. 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: Classic TT MGP

Newcomer applicants: You must submit your completed Record of Mountain Course Training Form with this application form. (Please note training must be completed by the 10th July 2017).

YOUR SIGNATURE _____ **DATE** _____

SECTION 2 – PAYMENT (TOTAL PAYMENT £25.00)

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

Card Number

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

Cardholder's Name _____ Cardholder's Signature _____

SECTION 3 – MEDICAL REPORT

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

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

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

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

Further details:

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

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

Signature of doctor _____ Date _____

GMC number:

PLEASE DO NOT WRITE IN THIS SPACE

Appendix H

USEFUL CONTACTS

Appendix H

USEFUL CONTACTS

Organisers (Manx Motor Cycle Club)

Caroline Etherington	Race Secretary	01624 644648	caroline@mgp.co.im
Ann Kinvig	Assistant Race Secretary	01624 644649	ann@mgp.co.im
Heather Cleator	Race Admin Assistant	01624 644647	heather@mgp.co.im

Promotors (Department of Economic Development)

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

Media Enquiries

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

Travel Enquiries

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

Paddock Enquiries

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

