



ISLE OF MAN
FESTIVAL OF MOTORCYCLING 2018

SUPPLEMENTARY REGULATIONS

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Isle of Man Festival of Motorcycling 2018 Regulations

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Introduction

Welcome to the 2018 Isle of Man Festival of Motorcycling

Dear Competitors and Teams

Welcome to the 2018 Isle of Man Festival of Motorcycling

I would like to encourage all of you to read this document in full because it contains a lot of information, not only that which you would normally associate with Supplementary Regulations but additional information so that you hopefully get the most out of your experience at the event 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. Please ensure that you read and comply with the amended machine preparation requirements in Appendix E.

The Manx Motor Cycle Club (MMCC) and Department for Enterprise (DfE) 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 Bruce Baker at the Department for Enterprise are contained in the document and they should be your first port of call if you have any issues.

This year sees the tentative re-introduction of the Ultra Lightweight Race which caters for the latest machines with smaller capacities. Please see Appendix A for machine and rider eligibility. A catalyst for this change has been the steady reduction in the number of 125cc 2 stroke and 400cc 4 cylinder 4 stroke machines. If there are insufficient entries for this new race, riders will be informed as soon as is practical, whether the race will be held in 2018.

That just leaves me to wish you the best of luck for your 2018 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 for Enterprise 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 2018 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 or online at:

<https://www.acu.org.uk/RidersMembers/ACU-Handbook.aspx>

- **ACU Permit Number: 52740**
- **FIM Classic Meeting Number: 196/06**
- **Temporary Course Certificate Number: TT001**

Section 1

Organisation

CONTACT INFORMATION

Manx Motor Cycle Club Ltd

Ann Kinvig

Secretary of the Meeting

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

OR

Heather Cleator

Race Admin Assistant

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

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

Department for Enterprise

Bruce Baker

TT Development Officer

Tel: 01624 686875
E-mail: bruce.baker@gov.im

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

RACE OFFICE

All correspondence during the event:

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

Any team or competitor needing to send anything over to the Island during the event should ensure that the item is clearly marked for the attention of the competitor at the address above.

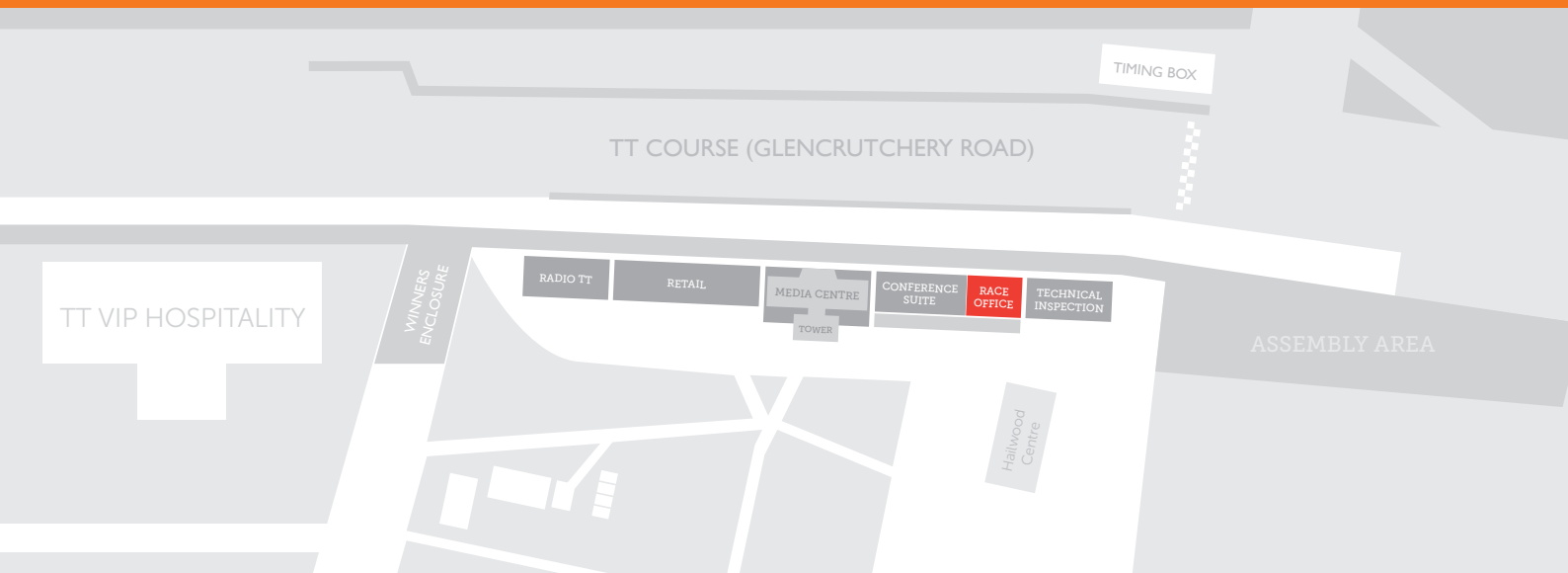
There is no guaranteed secure storage facility within the Race Office. It is at the competitors' own risk should they chose to have items delivered to the Race Office.

All items for collection must be signed for either by the competitor or someone nominated from their Team. Anyone nominated to collect must produce some form of personal identification.

RACE OFFICE OPENING HOURS

Thursday 16 August	14:30 - 19:30	
Friday 17 August	12:00 - 19:30	
Saturday 18 August	09:00 - 12:30	14:30 - 21:00
Sunday 19 August	11:00 - 13:00	
Monday 20 August	10:00 - 12:30	14:30 - 21:00
Tuesday 21 August	10:00 - 12:30	14:30 - 21:00
Wednesday 22 August	10:00 - 12:30	14:30 - 21:00
Thursday 23 August	10:00 - 12:30	14:30 - 21:00
Friday 24 August	10:00 - 12:30	14:30 - 21:00
Saturday 25 August	09:30 - 19:30	
Sunday 26 August	11:00 - 12:00	
Monday 27 August	08:00 - 19:00	
Tuesday 28 August	11:00 - 15:00	
Wednesday 29 August	08:00 - 17:00	
Thursday 30 August	11:00 - 15:00	
Friday 31 August	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
Deputy Chief Timekeeper	Graham Taggart
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/Incident Officer	Shaun Counsell
Chief Travelling Marshal	Tony Duncan
Chief Official Car Driver	David Mylchreest
Secretary of the Meeting	Ann Kinvig
Chief Press Officer	Simon Crellin
Child Protection Officer	Ann Kinvig

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	Edric Costain
Steward	Neil Hanson
Steward	Adam Killip

Section 2

Qualifying and Race Programme 2018

Saturday 18th 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 & Ultra Lightweight (No Newcomers)
- 19:35 - 20:00hrs All Newcomers (untimed) and selected experienced riders

Monday 20th 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 & Ultra Lightweight (Classic TT Newcomers only)
- 19:48 - 20:00hrs All MGP Newcomers and selected experienced riders

Tuesday 21st August

- 18:20 - 19:10hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 19:15 - 20:00hrs CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B & C

Wednesday 22nd August

- 18:20 - 19:10hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 19:15 - 20:00hrs CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B & C

Thursday 23rd August

- 18:20 - 19:10hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A
- 19:15 - 20:00hrs CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B & C

Friday 24th August

- 18:20 - 19:10hrs CTT Junior / CTT Senior / MGP Lightweight & Ultra Lightweight / Newcomers B & C
- 19:15 - 20:00hrs MGP Senior / MGP Junior / CTT Lightweight / CTT Superbike / Newcomers A

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- In the event of the 1st practice session being cancelled on Saturday 18 August, a contingency road closure is in place for:
 - Sunday 19 August from 12:45hrs to no later than 17:30hrs
 - Should further sessions be cancelled other contingency road closures are for:
 - Thursday 23 August from 12:30hrs to 16:30hrs then 18:00hrs to no later than 21:00hrs
 - Friday 24 August from 12:30hrs to 16:30hrs then 18:00hrs to no later than 21:00hrs

Qualifying and Race Programme Continued 

RACE DAY 1**Saturday 25th August**

-	11:30hrs	Bennetts Senior Classic TT Race	4 laps
-	13:25hrs	MGP Senior / MGP Junior / All MGP Newcomers Qualifying	2 laps
-	13:55hrs	CTT Junior / CTT Superbike Qualifying	1 lap
-	15:30hrs	Dunlop Lightweight Classic TT Race	4 laps
-	17:20hrs	MGP Lightweight & Ultra Lightweight / All MGP Newcomers Qualifying	2 laps

RACE DAY 2**Monday 27th August**

-	10:15hrs	Locate.im Junior Classic TT Race	4 laps
-	12:20hrs	MGP Senior / MGP Junior / MGP Lightweight & Ultra Lightweight Qualifying (No Newcomers)	2 laps
-	14:00hrs	RST Superbike Classic TT Race	4 laps
-	16:10hrs	Classic Racer Magazine Classic TT Lap of Honour	1 lap
-	17:15hrs	Manx Grand Prix Newcomers A Race	4 laps
		Manx Grand Prix Newcomers B Race	4 laps
		Manx Grand Prix Newcomers C Race	3 laps

RACE DAY 3**Wednesday 29th August**

-	10:15hrs	Junior Manx Grand Prix Race	4 laps
-	13:15hrs	Lightweight Manx Grand Prix Race 1	4 laps
		Ultra Lightweight Manx Grand Prix Race 1	3 laps
-	15:15hrs	MGP Senior Qualifying (Machines raced in the Junior Race may NOT be used in this practice)	1 lap
-	15:20hrs	Lightweight & Ultra Lightweight Manx Grand Prix Qualifying (Machines raced in the Lightweight/Ultra Lightweight Race 1 may NOT be used in this practice)	1 lap

RACE DAY 4**Friday 31st August**

-	10:15hrs	Lightweight Manx Grand Prix Race 2	4 laps
		Ultra Lightweight Manx Grand Prix Race 2	3 laps
-	13:15hrs	Senior Manx Grand Prix Race	4 laps

Section 2

Qualifying and Race Programme 2018

In the event of postponements the following road closures will apply

- **Sunday 19 August - Qualifying**

From 12:45pm to no later than 5:30pm

- **Thursday 23 August - Qualifying**

From 12:30pm to 4:30pm then 6:00pm to no later than 9:00pm

- **Friday 24 August - Qualifying**

From 12:30pm to 4:30pm then 6:00pm to no later than 9:00pm

- **Tuesday 28 August - Racing & Qualifying**

From 11:30am to 5:00 pm; and 6:00pm to no later than 9:00pm

- **Thursday 30 August - Racing & Qualifying**

From 11:30am to 5:00 pm; and 6:00pm to no later than 9:00pm

- **Saturday 1 September - Racing**

From 9:30am to no later than 9:00pm

Section 3

Entering the Classic TT and Manx Grand Prix

ENTRIES

- Applications for the Manx Grand Prix must be made online via the MGP competitor's section of www.manxgrandprix.org no later than midnight **Monday 9th April**.
- Applications for the Classic TT must be made online via the Classic TT competitor's section of www.iomtt.com no later than midnight **Monday 9th April**.
- 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 entries for each race will be 80, except for the MGP Newcomers Race which will be 45.
- 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 2018.

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 CLASSIC TT & MANX GRAND PRIX ENTRY SYSTEM

- All entries must be made via the online entry system which can be found under the competitors section of iomt.com along with the Mountain Course Licence application form and Steam Packet sailing request application form.
- Firstly, if you have ever set up an account on the entry system, whether it be for the MGP, Classic TT Races or TT, then that account will still be valid so please don't create a new one as this will confuse things for you when you want to find your results and history.
- It is important that you complete all of the details that you are asked for by following the prompts on screen to work your way through the entry process.
- You will not be asked for your travel dates and paddock information until after you have received confirmation that you have an accepted race entry, at which time we will contact you to find out your paddock requirements.
- You must make sure that your sponsor details are correct and allocated to each race that you are entering as this information will appear in the printed official Race Guide. Please note that sponsor information must be provided by 30 June 2018 for inclusion in the printed official Race Guide.
- Once you have submitted your entry you will have the opportunity to amend your entry up until the 9 April 2018. After this date you may only make amendments by contacting the relevant Helpdesk, including sponsor information.

Manx Grand Prix Helpdesk

Ann Kinvig

Telephone: 01624 644649

E-mail: ann@mgp.co.im

Heather Cleator

Telephone: 01624 644647

E-mail: heather@mgp.co.im

Classic TT Races Helpdesk

Bruce Baker

Telephone: 01624 686875

E-mail: bruce.baker@gov.im

CHANGE OF COMPETITOR

- No application for a change of competitor will be considered if an entry submitted by the substitute competitor (or on his/her behalf by a licensed entrant) for Isle of Man Festival of Motorcycling 2018 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

- Medical Treatment and Repatriation cover will be available for Foreign Riders and premiums will be available from the MMCC Office email ann@mgp.co.im
- 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.
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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

Section 4

Eligibility

COMPETITOR ELIGIBILITY

- **Competitors wishing to compete in the Classic TT:** 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.
- **Competitors wishing to compete in the Manx Grand Prix:** ACU and SACU licence holders must have held as a minimum a National Licence for Road Racing for a minimum of 18 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 18 months prior to the first day of practice.
- All competitors must be over 18 years of age on the 18th August 2018.
- 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.
- Acceptance of entries may be based on performance history set in the past 2 years on the Mountain Course.

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.
- All Newcomers must be 18 years and over on 18 August 2018. All Newcomer competitors for the will be accepted on a case-by-case basis dependent on experience and previous history.
- Competitors entering the MGP Newcomers Races may also enter for the Lightweight/Ultra 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 should have completed 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 for entries 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. Newcomers must ensure that each lap is signed-off by the relevant coach on a 'Record of Mountain Course Training form' which can be obtained by emailing heather@mgp.co.im and must accompany the ACU Mountain Course Licence application form.

- 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, i.e. competitors may not enter both Classic TT and Newcomers A/B/C.
- All Newcomers (MGP and Classic TT) must complete a Speed Controlled Lap. Following this lap, all Newcomers (MGP and Classic TT) will practice in a Newcomers only session (untimed) at the end of Saturday practice. The Classic TT Newcomers will then practice in the classes they have entered. MGP Newcomers will practice in a further Newcomer only session on the Monday evening and then practice within class from Tuesday onwards. This may be subject to change at the discretion of the Clerk of the Course dependent on any amendments to the Practice/Qualifying Schedule.
- 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.
- Details of all spare machines (known as "T Bikes") must be declared by email to the Organisers by 1 August 2018. 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 & Insurance) for holders of International licences not issued by the ACU/SACU.
2. A minimum of a 2018 National Road Race Competition licence issued by the ACU/SACU or An International Non Championship competition licence issued by Federations within the FIM.
3. 2018 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 16th August	16:30 - 19:00 hrs	All Riders
- Friday 17th August	16:30 - 19:00hrs	All Riders
- Saturday 18th 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.
- Non newcomer competitors arriving after 18th August are required to:
 - sign on in the Media Centre on Monday 20th, Tuesday 21st, or Wednesday 22nd August between 10:00 - 11:00hrs; and
 - commence practice on or before Wednesday 22nd August

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 25/26, will be checked at Technical Inspection in the Technical Inspection Bay. Please be aware ONLY full face safety helmets are accepted for this event and Helmets must be no more than 5 years old.
- All Attendants safety wear as Section 7 Attendants, page 31 (overalls, gloves & balaclava).
- Any unacceptable clothing or equipment presented at Technical Inspection may be impounded for the duration of the event.

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 16th August	19:00 hrs
- Friday 17th August	19:00 hrs
- Saturday 18th August	09:30 hrs

Non Newcomers Only

- Thursday 16th August	15:00 hrs / 16:00 hrs / 17:00 hrs / 18:00 hrs
- Friday 17th August	15:00 hrs / 16:00 hrs / 17:00 hrs / 18:00 hrs
- Saturday 18th August	11:00 hrs
- Monday 20th August	14:30 hrs

Important information for Newcomers:

- All Newcomers must take part in a speed controlled lap on Saturday 18th August.
- All Classic TT and Manx Grand Prix Newcomers must sign on and attend a Newcomers briefing on either Thursday 16th, Friday 17th or Saturday 18th August. Any Newcomer who has not signed on or attended a Briefing will not be allowed to participate in the first practice session on Saturday 18th August and may subsequently be disqualified.
- For ALL Newcomers, there will be a briefing held on Saturday 18th August commencing at 14:30hrs to allocate Newcomers to their Control Rider for the Speed Controlled lap taking place at 17:20hrs that evening. It is important all Newcomers attend this to familiarise themselves as to whom their Control Rider is and to receive final instructions with regard to their Speed Controlled lap.

TECHNICAL BRIEFINGS

- Technical briefings for competitors plus one mechanic will be held in the Conference Centre adjacent to the Race Office at the following times. Each competitor is to bring their Mountain Course Licence with them to this briefing and these will be scanned to confirm attendance.

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

FRIDAY 17th AUGUST:

- MGP Competitors	14:00 hrs
<hr/>	
- Classic TT Competitors	14:30 hrs

SATURDAY 18th AUGUST:

- MGP Competitors Surnames A-J	12:30 hrs
<hr/>	
- MGP Competitors Surnames K-Z	13:00 hrs
<hr/>	
- Classic TT Competitors Surnames A-J	13:30 hrs
<hr/>	
- Surnames K-Z	14:00 hrs

NEWCOMERS' PIT LANE BRIEFING

- Pit lane briefings will be held for Classic TT and MGP Newcomers on Thursday 23rd 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
<hr/>	
- 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/C in the Conference Suite on Thursday 23rd August at 14:00hrs prior to the Newcomers Race. This briefing is compulsory.
- A second pre-race briefing will be held for Newcomers A/B/C in the Conference Suite on Tuesday 28th August at 14:00hrs prior to their second race. This briefing is compulsory.

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>
- Newcomers (A/B/C) MGP	<i>Red plates with white numbers</i>
- Junior MGP	<i>Black plates with white numbers</i>
- Lightweight MGP	<i>Orange plates with black numbers</i>
- Ultra Lightweight MGP	<i>Orange plates with white 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:

Black 9005

Blue 5010

Yellow 1003

Red 3020

White 9010

Green 6002

Orange 2007

- 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 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 18th 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 & Ultra Lightweight (No Newcomers)

Monday 20th 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 & Ultra Lightweight (Classic TT Newcomers only)
- 18:45 - 19:40 All MGP Newcomers

Tuesday 21st 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 & Ultra Lightweight / Newcomers B & C

Wednesday 22nd 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 & Ultra Lightweight / Newcomers B & C

Thursday 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 & Ultra Lightweight / Newcomers B & C

Friday 24th August

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

Saturday 25th August

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

Monday 27th August

- 10:00 - 11:30 MGP Senior / MGP Junior / MGP Lightweight & Ultra Lightweight (No Newcomers)

Wednesday 29th August

- 14:00 - 15:00 MGP Senior / MGP Lightweight & Ultra Lightweight

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 25th August

Senior Classic TT Race

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

Lightweight Classic TT Race

Nos 1 - 30	13:30 - 14:00 hrs
Nos 31 - 60	14:00 - 14:30 hrs
Nos 61 upwards	14:30 - 15:00 hrs

Monday 27th August

Junior Classic TT Race

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

Superbike Classic TT Race

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

MANX GRAND PRIX

Monday 27th August

Newcomers MGP Race

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

Wednesday 29th August

Junior MGP Race

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

Lightweight & Ultra Lightweight MGP Race 1

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

Friday 31st August

Lightweight & Ultra Lightweight MGP Race 2

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

Senior MGP Race

Nos 1 - 30	10:30 - 11:00 hrs
Nos 31 - 60	11:00 - 11:30 hrs
Nos 61 upwards	11:30 - 12:00 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.
 - 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 Officer. 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.
- Competitors who are found to be using non-compliant fuel during qualifying or racing may be disqualified.
- Fuel must be held in the fuel store and collection can be arranged via the Fuel Officers during Practice Week 10:00-12:00 / 14:00-20:30. Saturday 25th August from 08:00 until 30mins after last race. Remainder of Race week from 07:00 until 30mins after last race. Empty barrels must be returned to the fuel store.
- 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.

Note: Further details regarding fuel are contained in the Paddock Information document

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.
- **Manx Grand Prix All Classes**
Each machine must have only one fuel tank with a capacity not exceeding 24 litres.
- **Lightweight, Junior and 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. Exceptions may be considered if the specific make and model of machine was originally manufactured and raced with a larger tank, but please contact the Eligibility Officer for confirmation of acceptance.
- NOTE: There will be zero tolerance on maximum fuel tank capacity.

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.
- The refuelling equipment supplied by the Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification

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 at registration for each machine and class. No additional transponder device is permitted on the machine during qualifying or races.
- A change to a transponder may be made prior to a machine being presented for Technical Inspection prior to any qualifying session or race. No further changes are permitted once a machine has passed through Technical Inspection.
- Any application for any other change of transponder identification number must be made to the Secretary of the Meeting at least two hours before the start of a qualifying session or race.
- See also Appendix D.

SAFETY LIGHTS

- A functioning red light must be fixed at the rear of all machines. It must be switched on at all times when the machine is on the 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 within 100mm of the rearmost bodywork 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.

VALVES

- 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.

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 bridge.

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

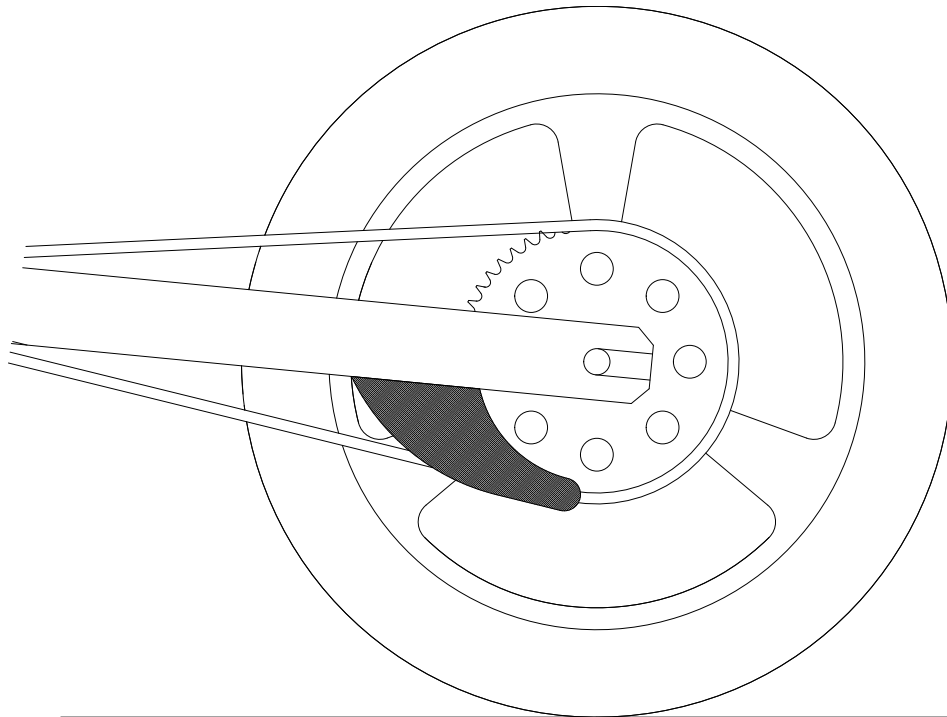
- No liquid engine coolants, other than lubricating oil or water should be used. Oil based substances can be dangerous if spilt on the road.

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.
- The guard must be positioned parallel to and not more than 40mm from the face of the drive chain.



TYRE WARMERS

- Before qualifying and racing tyre warmers must be fitted to machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers will not be allowed to start that practice or race. (An exemption to this requirement is granted for those machines in the Classic Senior and Junior classes and Manx Grand Prix Lightweight/Ultra Lightweight machines of 400cc and below).

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.

PERSONAL EQUIPMENT

Helmets

- ONLY full face safety helmets are accepted at this event.
- 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 that which 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 fibers 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.

Back Protector

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

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.

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.

General

- While qualifying and racing, competitors are required to wear an identification disc attached around the neck by a material approved by a Technical Officer 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.
- Any unacceptable clothing or equipment presented at Technical inspection may be impounded for the duration of the event.

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 C for additional information for Classic TT competitors.

MACHINE TESTING

- Jurby Airfield will be available for testing during practice week as follows:
 - Thursday 16 August, gates open at 16:00 with testing between 16:30 and 19:30
 - Sunday 19th August, gates open at 09:30 with testing between 10:00 and 14:00
 - Monday 20th, Wednesday 22nd and Thursday 23rd August, gates open at 09:30 with testing between 10:00 and 13:00
- 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 Darryl on 07624 489715 or Shaun on 07624 460134.
- Please take your Mountain Course Licence with you for identification.

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 18th 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 20th 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.
- Any competitor adding fuel to machines in the Assembly Area must use a person wearing full fueller's PPE as defined in Section 7.
- 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 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/Junior Races and the MGP Lightweight/Ultra Lightweight machines of 400cc and below) 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 Personal Protective Equipment 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 Personal Protective Equipment 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.
 - i. All fuel for race refuelling must enter Pit Lane via the assembly area and pit lane access ramp.

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 manufacturer's original fitment 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 manufacturer's original fitment 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, Assembly Area, 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.
- h. Machines whose red light is not working upon arrival at a pit stop may be detained until the light is suitably repaired. The fitting of a replacement rear light is acceptable.

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, the Clerk of the Course 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 (with 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 Bay.
- 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 £150. In addition, if the dismantling of an engine is involved, a deposit of £500 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 £1000.

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, where it is the responsibility of the competitor to collect them as soon as possible.
- 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.
- The ACU has now provided a blanket RTA cover for all competitors for the Festival of Motorcycling. This means that during practice/racing, should a competitor stop anywhere on the Course and then subsequently restart his motorcycle, he may if he wishes ride his machine back to the Grandstand on Open Roads during practice/race periods or for a period of three hours before roads have closed and/or two hours after the roads have opened.
- Any competitor reported as having ridden their machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

FLAG SIGNALS

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

	Manx National Flag	Start
	Black and white chequered flag	Finish of race or practice session
	Yellow and red striped flag	Oil, water or other substance is affecting adhesion on this section of the Course
	White flag with red diagonal cross	Wet or damp patches is affecting adhesion on this section of the Course
	White flag with "SUN" or "S"	Sun dazzle warning
	White flag with "V"	Bad visibility warning
	Yellow flag (stationary)	Danger, slow down, overtaking forbidden
	Yellow flag (waved)	Danger, slow down, prepare to stop, overtaking forbidden
	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.

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.

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.

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 and had his personal riding equipment inspected by a Technical Official.
- 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.
- Any rider found to be suffering from concussion as a result of an injury incurred following an incident during practice/ racing will not be permitted to compete any further in the event. The injuries to that rider will be reported to his Federation and to any known event being held immediately after the Festival of Motorcycling and it will be incumbent on the individual to obtain a letter from his GP indicating that he is fit to participate in motorcycle sport before he will be able to compete in any further competition.

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 18th 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 22nd 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 22nd 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	25m 30s	88.78mph
Lightweight Classic TT	23m 30s	96.33mph
Junior Classic TT	27m 30s	82.32mph
Superbike Classic TT	21m 30s	105.29mph

QUALIFICATION CRITERIA FOR MANX GRAND PRIX

Senior	21m 30s	105.29 mph
Junior	21m 30s	105.29 mph
Lightweight	23m 30s	96.33 mph
Ultra Lightweight	24m 00s	94.33 mph
Newcomer A	23m 00s	98.43 mph
Newcomer B	24m 30s	92.40 mph
Newcomer C	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 24th August for racing on Saturday 25th August.
- Riding numbers and grid positions for all MGP Races will be declared in the Race Office on Sunday 26 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.
- All Manx Grand Prix Races, except the Newcomers, will start at 10 second intervals with the first 20 competitors in numerical order and then all other competitors based on qualification order as at the close of Saturday 25th August. The Newcomers Race will start in qualification order. Provisional starting grids will be posted in the Race Office on Sunday 26th August. Riders achieving qualification in subsequent race day practice sessions may be added to the end of the start list. The Clerk of the Course may decide to start any race purely by qualification order if in his opinion circumstances dictate that this would be preferable.
- TT Classic Races will start the first 20 competitors in the traditional way in numerical order and then all other competitors based on qualification order at 10 second intervals.
- 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.

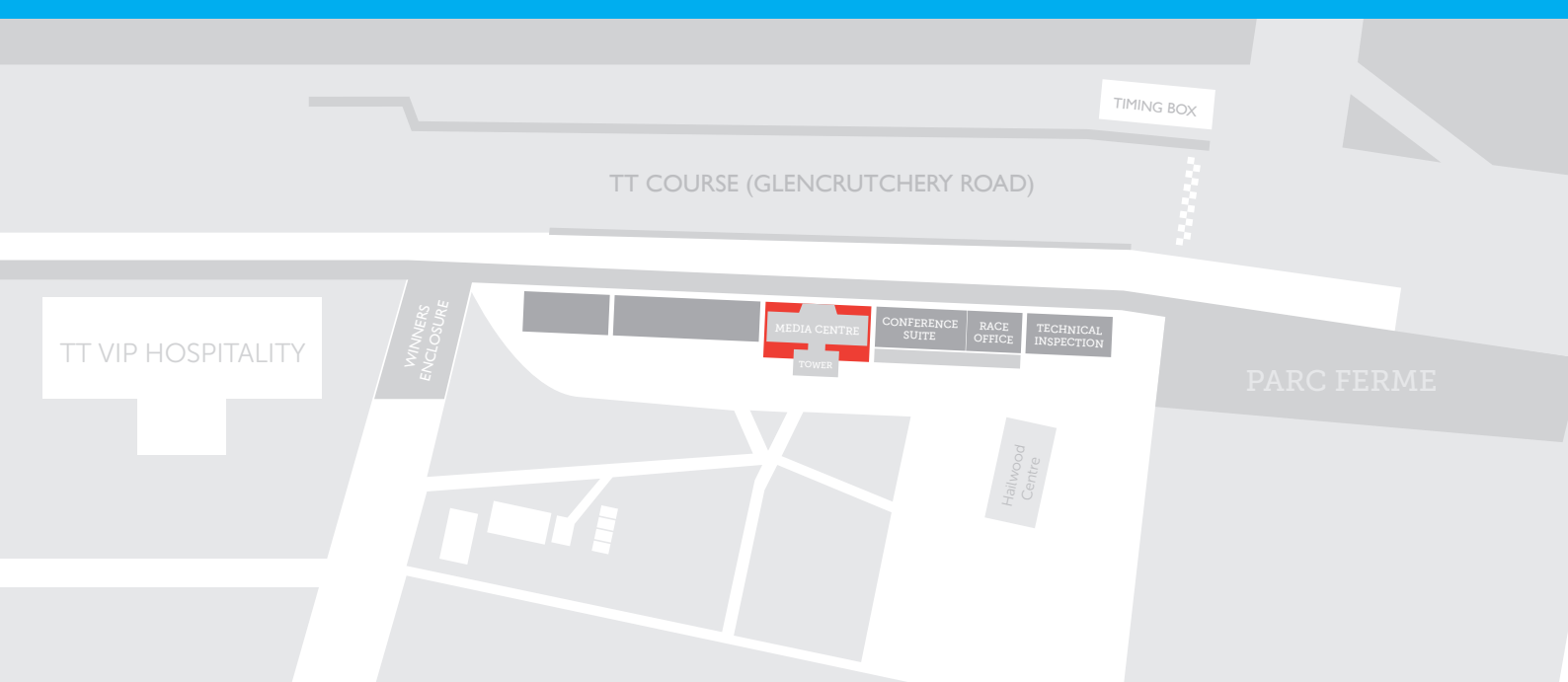
MISCELLANEOUS

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

How to find us



Section 10

Paddock, passes, grandstand tickets and welfare

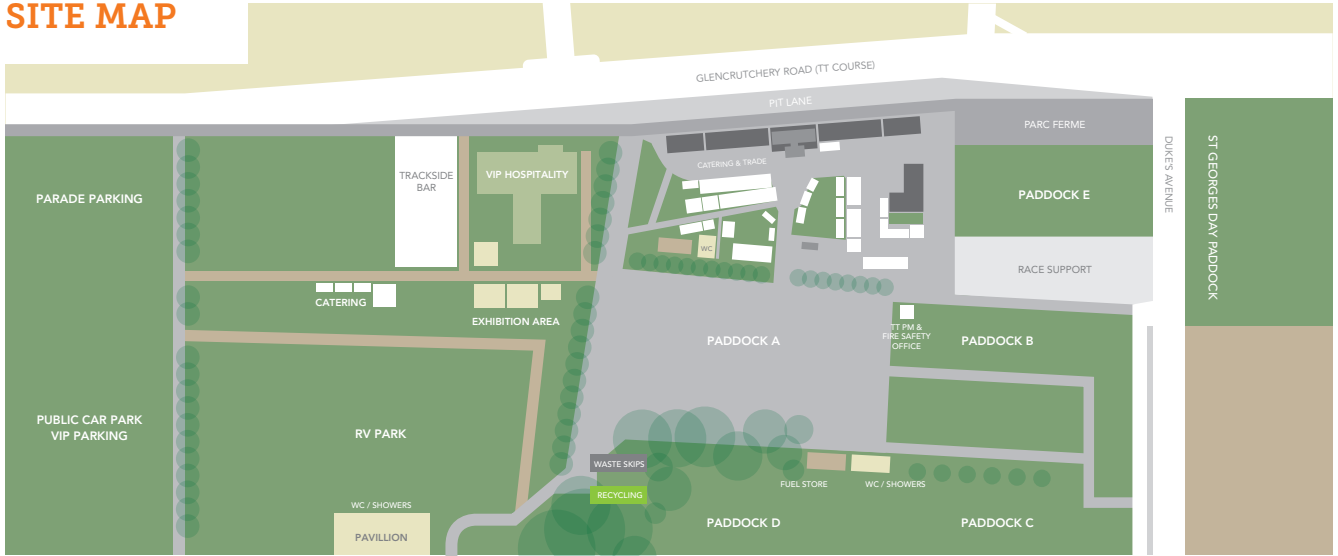
ORGANISATION

- Nige Crennell has been appointed TT Production Manager (TTPM). Nige will manage the Paddock during the Festival of Motorcycling and will be handling all Paddock requirements for the 2018 Classic TT and Manx Grand Prix Races.
 - Nige can be contacted at nige.crennell@gov.im
-

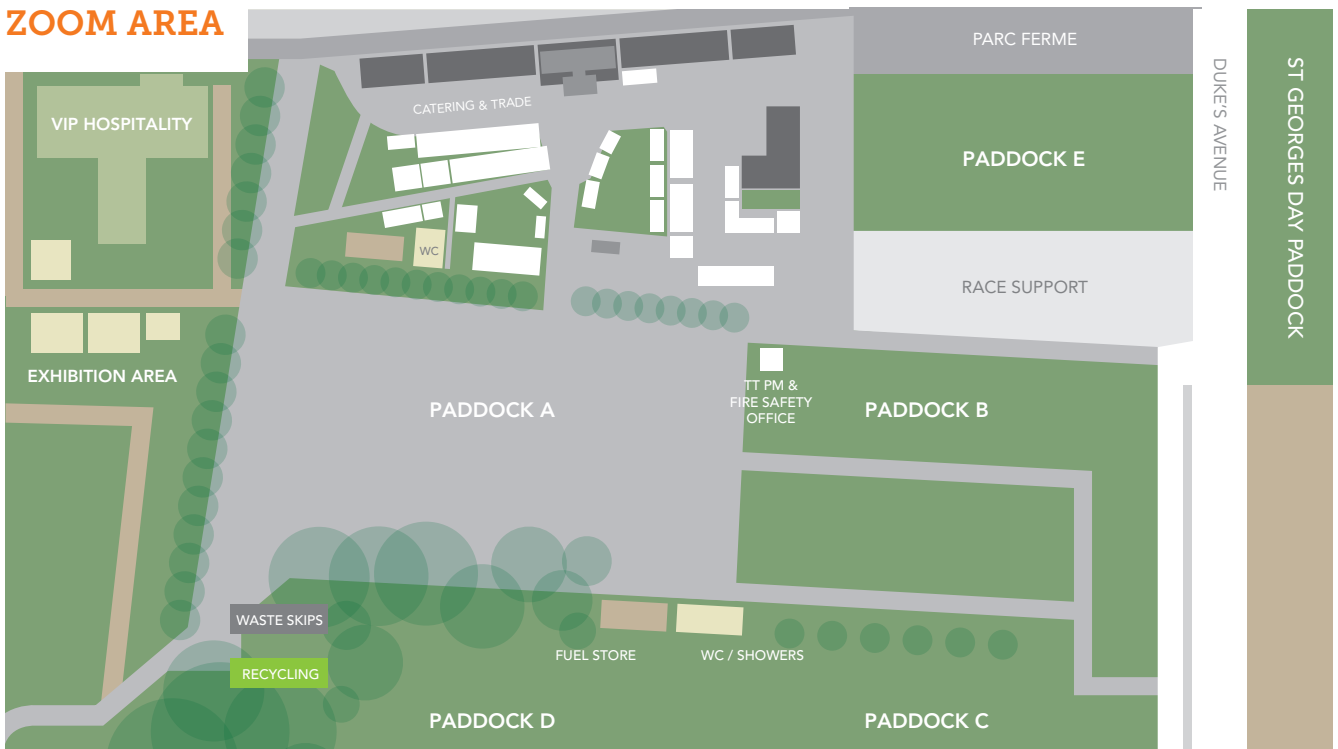
OVERVIEW

- The Paddock will be available to competitors from 06:00hrs on Monday 13th August.
- All vehicles including local vehicles must be off site by 17:00hrs on Thursday 6th September 2018.
- If you are staying in the Paddock or using the Day Paddock you must show your Mountain Course Licence on your initial arrival and during signing on you will receive a pack which will contain all the passes you will require for the event.
- All paddock areas will be strictly controlled and only pass holders will have access to the campsite throughout the event.
- During TT there were increased visits from the IOM Health and Safety Inspectorate and there will be constant checks from the Health and Safety Inspectorate team during the Festival of Motorcycling. All teams/riders are required:
 - to have their fire extinguishers clearly on display
 - no excess fuel stored on site
 - no empty drums lying around
 - empty drums used for ballast or weight must contain water and be clearly labelled 'Non flammable product'
 - there must be segregation of living accommodation and bike storage areas and there must be no refuelling in the living areas
- Please note the security of machines is the sole responsibility of the rider/entrant and the Club accepts no responsibility for loss or damage to any machine wherever it is located.
- A separate document regarding the organisation of the Paddock has been emailed to all competitors.

SITE MAP



ZOOM AREA



SITE SAFETY

- The organiser’s priority is to ensure the safety of all persons on site, be they members of the public, officials, team members or competitors. All persons on site have a responsibility to act in a responsible manner and supervise persons under the age of 18 in their care, such that children or young people do not jeopardise their own safety or the safety of others.
- It is appreciated that many teams and competitors are returning to the event and are well experienced in living on a race paddock site. However, all teams and competitors are to be aware that their behaviour on site is under scrutiny from the event organisers and the IOM Health and Safety Inspectorate (HSWI) and sanctions may be issued where due regard is not paid to the health and safety of all persons on site.

LOCATION, DIRECTIONS & ACCESS

- The most direct route from the ferry port is shown below with the 2 main access points also marked.
- Teams are to ensure they arrive at the appropriate access point for each of their vehicles – Access One or Two. Access One is for the Paddocks, Access Two is for the RV Park or the main car park.



ARRIVALS

- The Paddock Areas will be open to teams from 06:00hrs on Monday 13th August. Space on the site is limited and prior to arrival each team should have submitted information that will be used to organise the site.
- From Saturday 28th July until Sunday 12th August the site is considered to be in the build and preparation phase and will be closed to teams and competitors.
- Teams and competitors that arrive with additional vehicles to that declared cannot assume space will be available.
- Parking positions and pitch size allocated will be decided by the Motorsport Team and the decision will be final.
- Site speed limit is 10mph.
- It is the competitor/teams responsibility to make themselves aware of the fire points and procedures located around the paddock upon their arrival.

ACCESS ONE – PADDOCKS A/B/C/D

- Access for vehicles for the Paddocks (A/B/C/D/E) will be via St Ninians's Cross roads at the top of Bray Hill, following the TT Course in a reverse direction up to TT pit lane, where vehicles will be marshalled and held until cleared into the TT Paddock Site.
- The RV Park cannot be accessed from Access One – vehicles will be refused entry and expected to go to Access Two.

ACCESS TWO – RV PARK & MAIN CAR PARK

- Access to the RV Park will be from access 2 via St Ninian's Road and only with a valid RV Park pass.
- Stewards will be in place 24/7 to prevent unauthorised access. RV Park passes are to be displayed and will be issued on arrival.
- Once parked in the RV Park, campers/caravans will be expected to remain on site for the duration of the event.
- Once a caravan is parked, towing vehicles will be expected to be removed to the main car park.

MOTORCYCLES AND ADDITIONAL VEHICLES

- Initial access for motorcycles may be via either access point. After initial arrival access to the Paddocks/RV Park will subsequently require a motorcycle pass (See section on Vehicle Passes below).
- Teams with vehicles they expect to use on a daily basis should be parked either in the main car park in Nobles Park, or on the football field adjacent to the Douglas Police Station (known as 'St Georges') via Dukes Avenue.

VEHICLE ACCESS DURING EVENT

- From Monday 13th August access to Paddocks will only be for those vehicles arriving for the first time or those performing drop-off and collection.
- Vehicles being used for drop-off will require a drop-off pass and are to be removed from site once the task is complete.
- Motorcycles can be used for paddock access by teams and competitors by ensuring the motorcycle pass is displayed.

INITIAL ARRIVAL PROCESS

- Upon arrival on site teams/competitors should locate a member of the Motorsport Team at the Grandstand who will then ensure their arrival is logged and the remainder of the process is completed as smoothly as possible.
- It is the competitor/teams responsibility to make themselves aware of the fire points and procedures located around the paddock upon their arrival.

PADDOCKS & LIVING AREAS

PADDOCK A

- Paddock A is a tarmac surfaced paddock where the Motorsport Team will have positioned and allocated a number of 3x3/3x4m box style tents to be used for Classic TT teams and competitors as working space. These box tents will have been pre-allocated. Working vehicles are to be positioned behind the allocated tents. No living accommodation will be permitted in this area as there will not be sufficient room available. Teams/Competitors will be expected to locate motorhomes and campervans into the RV Park.
- As the main showcase area for Classic TT motorcycle race teams, the inside of the tents must be kept clean and tidy and observe the rules with regard to fuel storage.
- Additional space for teams will be available on the lower half of paddock A and these spaces will be planned as pitches separated by fire safety lanes. These lanes must be kept clear at all times for access by fire fighting vehicles.
- Electrical power will be provided to Teams/competitors via generators. Electrical connections made in the paddock will be checked by the on-site electrician and unsafe distribution/connections will be disconnected by the on-site electrician and remain disconnected until suitable and safe connections can be made.
- Teams/competitors in Paddock A are expected to manage their waste water appropriately. At the rear of the TT Grandstand shower blocks there is a chemical waste point for camping waste water/toilet water.

PADDOCK B/C/D

- Paddock B/C/D/E features a mix of hard standing and grassed surfaces. These areas have been broken down into separate pitches of varying sizes in order to assist with planning. Competitors will be expected to take the pitch they are allocated and arrange their working and living vehicles/awnings accordingly. Paddock E is the area situated below the Parc Ferme/Assembly Area. This paddock will be used for teams with larger vehicles and awnings.
- When setting up, teams/competitors are to ensure that best efforts are made to separate the hazards within the working space from persons living on their pitch or around their pitch. More safety advice is given in the Health and Safety section of this document.
- Teams will be met by members of the on-site fire safety management team (SFRS Ltd) who will coordinate their pitch allocation and give advice on pitch set-up to ensure the pitches are set up in as safe a manner as possible.
- Electrical power across Paddock B/C/D will be via the electrical posts across the paddock or generators with appropriate distribution. Teams are responsible for providing their own distribution leads from these electrical points. Electrical connections made in the paddock will be checked by the on-site electrician. Any unsafe distribution/connections will be disconnected by the on-site electrician and remain disconnected until suitable and safe connections can be made.
- The top half of Paddock E has fixed power points and mains water available. Lower pitches will be serviced with power from a generator and distribution points.
- Electric or other cables or hoses that are set up by teams/competitors must not cross roadways unless they are covered by a cable/hose. This will be the responsibility of the team/competitor.
- Wastewater from vehicles or a camping site must be discharged into a waste tank, to a drain, or discharged into the waste point behind the shower block chemical waste point.

PADDOCKS & LIVING AREAS

RV PARK

- Electrical connections will be made available for each pitch. For FOM2018 water will be available via the Pavilion shower block/toilet and at points located around the RV Park. Wastewater from vehicles/camping site must be discharged into a waste tank provided close to the Pavilion building or at the shower block chemical waste point below Paddock A.

STATIC CONTAINERS

- Teams are not permitted to locate containers on site for working or living accommodation.

TRADING

- Teams and competitors are not permitted to retail any goods or services from the paddock area during the event period including merchandise. If any trading is observed by any member of the Motorsport Team, this activity will be expected to cease immediately.
- The IOM Office of Fair Trading will carry out unadvertised inspections of the paddock area during the event and have the power to confiscate goods for sale by companies or individuals without an IOM Non-Resident Trader Licence.

THE TT PADDOCK AS A CAMPSITE

- The TT Paddock and Grandstand site is not a registered campsite on the IOM. Notwithstanding this, the aim of the Promoter is to conform to the best advice available for campsites. Registered campsites on the IOM can be found here:

<https://www.visitisleofman.com/where-to-stay/camping-glamming-and-motorhomes/camping>

SAFETY ADVICE - CONFEDERATION OF FIRE PROTECTION ASSOCIATIONS IN EUROPE (CFPA-E)

- The campsite advice in the CFPA-E has been used in drawing up this guidance to teams and competitors. Advice is contained in this link:

http://www.cepreven.com/docpublicaciones/CFPA_E_Guideline_No_20_2012_F-camping%20sites.pdf

- Injuries in connection with fires on camping sites are mostly caused by a fire in one's own camping unit. It is therefore first and foremost the individual camping guest who can influence the risk of a fire. The risk will be reduced if the following precautions are taken into account:
 - There should be no use of open fires or glowing charcoal inside tents or near tent canvas. A knife ready accessible inside the tent can easily be used to create a way out.
 - Cooking appliances and field kitchens should not be fuelled unless the burner is put out and cold. If not, the bottle might catch fire and cause heavy injuries.
 - Grills, cooking appliances and similar must not be placed nearer than 1 meter to tent canvas.
 - All flexible tubes and couplings to the gas burner should be checked for leakage and that it is in good order.
 - All inhabitants should be aware of the location of the nearest fire-fighting equipment location (fire point) and how the alarm could be raised –there are battery operated alarms at the fire points.
 - The area between the tents should be kept clean and orderly and not be subject to storage of any objects

RECOMMENDED SPACING - IOM FRS FIRE SAFETY GUIDANCE

- The IOM FRS produces guidance for 'Fire Precautions in Camp Sites' and it can be found at this link:
<https://www.gov.im/media/284015/fire-prevention-note-7-2014.pdf>
- Guidance Note 7 states that distance between pitches should reflect the degree of risk upon it, stating the following 2 examples of different hazards:
 - A fire involving a motorhome is liable to be more severe than a fire involving a tent. Also the hazards within a motorhome are greater, (LPG cylinders, fuel tank etc) therefore the minimum distance between motorhomes should be no less than 6m (20 feet) with access to all sides (i.e. not parked tight to a wall).
 - A tent on a controlled campsite which has no open fires and a separate area for parking vehicles can reduce the spacing to a meter between guy ropes. This will provide a clear way between tents. This should then provide a minimum spacing of 3 meters between tent walls. (guy ropes will generally extend a minimum of 1 meter away from the tent).
- Guidance Note 7 states that ultimately the level of risk should be determined by the responsible person in regards to the campsite, but in no instances should the spacing be less than 3 meters. Additionally the guidance note states;
 - Pitches should be no closer than 3m (10 feet) to a carriageway and no further away than 45m.
 - The maximum gross density is 50 tents to every hectare (2.5 acres).
 - Carriageways serving camp sites should not be less than 4m wide, or 2.75m if they form part of a one-way system.
 - The maximum distance between a fire point and a tent should be 30m.

CAMPSITE CARBON MONOXIDE RISKS

- Carbon monoxide (CO) is produced when a fuel such as charcoal, gas or petrol burns incompletely. This could be because an appliance isn't working properly or might simply happen as part of its normal function. Barbecues, for example, produce carbon monoxide even when they are working well.
- Carbon monoxide is a colourless, odourless gas and is poisonous. In high concentrations it can kill swiftly. In smaller concentrations CO poisoning can give symptoms similar to flu or food poisoning. Look out for headaches, nausea and vomiting, dizziness, drowsiness and weakness - but the best advice is to avoid any chance of being poisoned in the first place.
- All competitors living on site are to ensure they have a smoke and co (carbon monoxide) alarms in their living accommodation.

CARBON MONOXIDE SAFETY TIPS

- Never take a barbecue into a tent, awning, caravan or motorhome. Even a cooling barbecue gives off plenty of poisonous carbon monoxide (CO), which can kill.
- Never use a fuel-burning appliance to heat your tent or awning. Gas and kerosene heaters – unless they are permanently fitted in a caravan or motorhome – should only be used outside. Stoves and barbecues are designed for cooking not space heating.
- Never run a gas, petrol or diesel-powered generator inside a caravan, motorhome, tent or awning. Make sure fumes from a generator don't blow into your unit or anyone else's from outside either.

- Don't cook inside your tent or awning.
- Don't use any other gas, charcoal, liquid or solid fuel appliances inside a tent or awning. Gas-powered fridges and lamps, for example, also need plenty of ventilation to prevent them producing poisonous carbon monoxide. Tents and awnings aren't generally designed with this in mind.
- Consider using a carbon monoxide (CO) alarm, provided it is suitable for the condition you intend to use it, check with the supplier or manufacturer, though it should never be used as an alternative to the precautions above.
- Always have gas appliances in your caravan or motorhome serviced regularly.

CONTROL OF DOGS

- If teams/competitors bring a dog to the site they are responsible for control of that dog. Dogs are expected to be kept under control (on a lead if necessary) when on site.
- A dog walking area is adjacent to the site with dog waste bins made available. Dog waste is to be picked up and placed in a waste bin.
- The DfE reserve the right to ask any dog owner to remove their dog from site if the dog is causing a nuisance. Examples of nuisance activities include dogs not being kept under control on site, dog fouling that is not cleaned up on site, or persistent barking that disturbs other site users (this includes dogs barking that cause disturbance to other site occupants during evenings and early mornings and thereby possibly affecting sleeping patterns).

WELFARE

POINTS OF CONTACT

- The Paddock manager and/or Deputy will be centrally located behind the grandstand in the PM porta-cabin located behind the TT Grandstand adjacent to Paddock A and B.

WI-FI

- Free WiFi is available on site through one of 2 providers (Manx Telecom and SURE). Teams and Competitors will be provided a username and password from the DfE Motorsport Team on arrival for access to the Manx Telecom service in an effort to provide a controlled service. A free public WiFi service will be available from SURE.

MEDICAL ASSISTANCE - Paddock

- Paddock First Aid (1): The 24/7 on-call fire service is first aid trained and if necessary the fire alarms at the fire points can be used to raise the alarm for serious cases requiring first aid. In serious cases call 999 from a mobile or landline. If necessary contact the TT PM, his deputy or any event steward.
- Paddock First Aid (2): During race days and when roads are closed, the IOM St Johns Ambulance provides a first aid service on site. The first aid point is located close to the end of the Grandstand building between the Grandstand and Nobles Park. In serious cases call 999 from a mobile or landline. If necessary contact the TT PM, his deputy or any event steward.

EMERGENCY MEDICAL ASSISTANCE – NOBLES HOSPITAL

- Noble's hospital is the main IOM hospital and there is a dedicated 24-hour Emergency Department service for people who live or are visiting the Isle of Man. Noble's Hospital, Strang, Braddan, Isle of Man, IM4 4RJ | Tel:+44 1624 650040.

MEDICAL - UK RESIDENTS TRAVELLING TO THE ISLE OF MAN

- The Reciprocal Healthcare Agreement ensures that Isle of Man residents visiting the UK will continue to receive free healthcare, should the need arise, and vice versa, for UK residents visiting the Isle of Man. No funding will change hands.

MEDICAL - TRAVELLING FROM OUTSIDE THE UK

- The Isle of Man only has a reciprocal health agreement with the UK and no other countries. This means that if you're travelling to the Island from outside of the UK, you will need to make arrangements for full healthcare cover for the duration of your stay in the Isle of Man. It is therefore extremely important that you take out adequate insurance for all trips to the Isle of Man to cover both medical treatment and, if required, for repatriation. If you require medical treatment or repatriation and are uninsured, the Isle of Man Government is not able to help and you can expect to have to pay the full cost of treatment and travel home from your own money which can run into tens of thousands of pounds depending on where you live.

DENTAL CARE

- A charge is normally payable for NHS dental services (except for groups who may be exempt listed below) and a dental practice may ask you to pay before treatment has taken place. Emergency dental treatment is provided under the National Health Service by all dentists. The NHS Dental Practices are listed at the following IOM Government website link:

<https://www.gov.im/categories/health-and-wellbeing/dentists/>

- IOM Government guidance on emergency dental care is provided here:

<https://www.gov.im/media/77431/ds03-emergency-dental-treatment.pdf>

REPORTING OF MEDICAL INCIDENTS

- All instances where medical first aid has been required on-site are to be reported to the TT PM or his Deputy at the earliest opportunity.

WASHING FACILITIES – SHOWERS/SINKS

- Two sets of showers are provided for Teams and Competitors. One set, newly available for TT2018, is located within the Pavilion building at the base of the Nobles Park field and located adjacent to the Talk of the Town. The second set of showers is located at the TT shower blocks adjacent to Paddock A. Each set of showers includes toilets.

SHOWER/TOILET CLEANING & MAINTENANCE

- Showers and toilets are planned to be cleaned regularly throughout the day; if these facilities are not to an acceptable standard please contact the TT PM or his deputy ASAP. Laundry/Washing machines and dryers are located within the TT shower blocks adjacent to Paddock A. These facilities are free to use.

MAINS WATER & ELECTRICAL POWER

- Mains water is available across the site at the shower blocks and at the permanent (non-mobile) toilets. Electrical power is available across the site and organised by the TT PM in coordination with the electrical contractors.

WASTE WATER

- Waste water from those living on site is to be captured from team vehicles/camping vehicles using catch tanks and disposed of at either the chemical waste point at the rear of TT shower block next to Paddock A, or at the mobile tanks located close to the Pavilion building.

GENERAL WASTE - BINS & COLLECTION POINTS

- The site will have 1100Litre bins and household style wheelie bins dispersed across the site for general waste. Waste bins will be collected daily at 07:00hrs and 14:00hrs; prior to these times event stewards will move the waste bins to a set of waste collection points across the paddock.

RECYCLING

- A recycling point will be provided for the site adjacent to the Pavilion building (see Site Maps). All teams and competitors are encouraged to recycle appropriate materials.

WASTE TYRES AND OIL/PETROL CONTAINERS

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

FOOD HYGEINE

- All food will be prepared, cooked and served by vendors who are trained, qualified and experienced in food hygiene requirements. Any incidents of food poisoning through on-site catering should be reported to the TT PM without delay.

GENERATORS

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

ELECTRICAL SUPPLY

- Under no circumstances should anyone interfere with the electric supply from the power masters in the paddock or the mobile generators provided on site. If an electric supply fails, please contact the TT PM or his deputy. Teams and competitors should have all electrical equipment PAT tested prior to use. Where equipment is not PAT tested and it is causing electrical failures on site, owners will be asked to refrain from using this equipment or it may be confiscated for the duration of the event.

RUBBISH REMOVAL

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

VANDALISM

- Vandalism is defined as an action involving deliberate destruction of or damage to public or private property. During TT18 there were several incidents of vandalism on site. These acts were immediately reported to local Police. There will be a zero-tolerance approach by the PM to any acts of vandalism. Where an act of vandalism is reported or found to have been committed, the PM will take all possible action to ascertain who was responsible. If the person(s) responsible are living on site, in the first instance they will be removed from the site, including any vehicles or camping equipment they are responsible for.
- If considered necessary by the PM, then the IOM Police will be called to deal with the situation.

PASSES AND PERMITS

INTRODUCTION

- The pass system in place for the Isle of Man FOM has been comprehensively reviewed and updated ahead of the 2018 event. As a result of this review, the areas that require a pass for access will generally become more restricted as will the original distribution of passes. These changes are part of an effort to remove persons from operational areas who do not have a bona fide reason to be there.
- The rules surrounding the issue and use of passes for the 2018 FOM are detailed below and it is essential that all teams and competitors read and understand the various wide scale changes made before taking part in this year's event.

GENERAL RULES

- Teams and competitors are responsible for the integrity of the pass system within their team. Sanctions will be imposed on any team whose members abuse the pass system in any way including, but not limited to:
 - Selling passes
 - Production, sale or distribution of forged passes
 - Obtaining passes for individuals outside of team personnel and sponsors
 - Lending passes
- Teams and competitors are also responsible for the behaviour of their guests. Guests should be advised that they are expected to respect the instructions of race officials. Guests should be advised that they are expected to respect the instructions of officials and that their attire should reflect, at minimum, normal standards of casual or motorcycle clothing.
- By accepting the issue of passes for the 2018 FOM, the team and/or competitor are deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions.
- Passes may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass will be removed from the venue immediately and have any passes held by them withdrawn.
- IOM FOM passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times.
- The Organisers at all times reserve the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate pass.
- Teams and competitors must keep accurate records of the numbers of passes that they issue to any guests; this information must be available for audit by the Organisers at an event.
- The Organisers reserve the right to request further proof of identity in addition to a pass. IOM FOM passes at all times remain the property of the Organisers and may be issued, altered or withdrawn at any time at the absolute discretion of the Organisers.
- Teams and competitors wishing to request additional passes may do so in writing stating the reason for the request and the number of passes required. These requests will be considered by Race Organisers.
- There will be a permanent Passes and Permit Desk, situated in the Race Office which will be the single point of contact for all pass and permit related issues.

PERSONAL PASSES - TYPES

- There are different types of personal passes depending on the activity of the pass holder providing access to various areas around the FOM Paddock site. The individual personal passes, the descriptions of their intended usage and details of the access they provide is detailed below and overleaf.

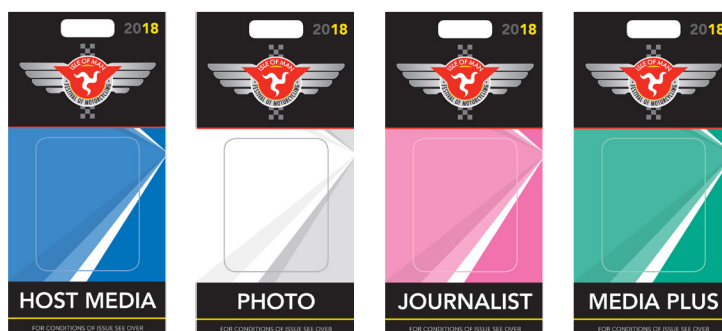
OFFICIALS, TEAMS AND GUESTS



VIP HOSPITALITY



MEDIA AND PRESS



ACCESS ALL AREAS

- The Access All Areas pass is issued to senior personnel from the Race Organisation and Promotion and allow for access to all areas of the FOM Grandstand and Paddock Site. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The Access All Areas pass does not entitle the holder to a seat in the Grandstand or VIP Hospitality catering.

OFFICIAL

- The Official pass is issued to race officials working on behalf of the Race Organisation. These passes are issued by ACU Events Ltd only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. Holders of an Official pass are required to attend a pre event briefing by the Clerk of the Course and sign on the Officials Signing On Form in the Race Office before the pass issued.

RACE TEAM

- The Race Team pass is issued to teams and competitors and is to be used by those carrying out a bona fide operational role within a team only. These passes are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The Race Team Pass does not provide access to the Pit Return Lane or Winners Enclosure unless used in conjunction with a Winners Enclosure pass.

PIT ATTENDANT

- The Pit Attendant pass is issued to teams and competitors providing access for no more than 3 persons per rider into the pit lane for refuelling during the races. The Pit Attendant pass must be worn in conjunction with a Race Team Pass. Individuals attempting to access the pit lane without both passes being worn will be refused entry. Teams may apply for a fourth Pit Attendant pass to be used for Team Managers. Team Managers are not allowed to form part of the team attending to the race machine during a pit stop.

WINNERS ENCLOSURE

- The Winners Enclosure pass is issued to the teams of competitors finishing in one of the first 3 positions in each race. The Winners Enclosure pass must be worn in conjunction with a Race Team Pass. Individuals attempting to access the Winners Enclosure without both passes being worn will be refused entry. These passes are issued by the Department for Enterprise Motorsport Team only.

STARTLINE

- The Startline pass is issued to guests of teams, the organisers and promoters, and provides access to the start line only. This access can only be used in the period preceding a qualifying session or race and holders of such a pass will be required to vacate the restricted areas once all the machines have left the start line or as instructed to do so by an Official. The Startline pass does not provide access to the Grid, Pit Return Lane or the Parc Ferme. Startline passes are issued on an individual day basis.

GUEST

- The Guest pass is issued to guests of the promoters and are issued by the Department for Enterprise Motorsport Team only. The Guest pass does not provide access to the Pit Return Lane. Guest passes are issued on an individual day basis.

VIP HOSPITALITY

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

PLATINUM VIP HOSPITALITY

- Platinum VIP Hospitality passes are issued as part of the purchase of an official Platinum VIP event experience. The Platinum VIP Hospitality pass provides access to a number of restricted areas under the supervision of the Promoter or a representative.

HOST MEDIA

- Host Media passes are issued to personnel representing media organisations employed by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass. The pass must be worn in conjunction to a Host Media tabard issued by the Promoter. The Host Media pass does not entitle the holder to a seat in the Grandstand or VIP Hospitality catering.

PHOTO

- The Photo pass is issued to photographers accredited by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only, are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass.
- The Photo pass allows access to restricted areas on the course and the Start Line. The Photo pass does not provide access to the Grid, Parc Ferme, Winners Enclosure or Pit Return lane. The pass must be worn in conjunction to a Photo tabard issued by the Promoter.

JOURNALIST

- The Journalist pass is issued to journalists accredited by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only are sequentially numbered and require the pass holder to include a photo of themselves for display on the pass.. The Journalist pass does not provide access to the Grid, Parc Ferme or Winners Enclosure. The pass must be worn in conjunction to a Photo tabard issued by the Promoter.

MEDIA PLUS

- The Media Plus pass may be issued to accredited media personnel providing additional access to the Grid, Parc Ferme and Winners Enclosure. The Media Plus pass must be worn in conjunction with a Photo or Journalist Pass. Individuals attempting to access the areas detailed above without both passes being worn will be refused entry. These passes are issued by the Department for Enterprise Motorsport Team only.

OVERVIEW:

	ACCESS ALL AREAS	OFFICIAL	RACE TEAM	PIT ATTENDANT	WINNERS ENCLOSURE	STARTLINE	GUEST	VIP HOSPITALITY	PLATINUM HOSPITALITY	HOST MEDIA	PHOTO	JOURNALIST	MEDIA PLUS
GRID	✓	✓	✓	X	X	X	✓	X	✓	✓	X	X	✓
STARTLINE	✓	✓	✓	X	X	✓	✓	X	✓	✓	✓	✓	✓
PARC FERME	✓	✓	✓	X	X	X	✓	X	✓	✓	X	X	✓
PIT RETURN LANE	✓	✓	X	X	✓	X	X	X	✓	✓	X	✓	✓
PIT LANE	✓	✓	X	✓	X	X	X	X	X	✓	X	X	X
WINNERS ENCLOSURE	✓	✓	X	X	✓	X	X	X	✓	✓	X	X	✓
CONTROL TOWER	✓	✓	X	X	X	X	X	X	✓	✓	X	X	X
VIP HOSPITALITY	✓	X	X	X	X	X	X	✓	✓	✓	X	X	X
ON COURSE RESTRICTED AREAS	✓	X	X	X	X	X	X	X	X	✓	✓	X	X

VEHICLE PASSES

- There are different types of vehicle passes depending on the activity of the pass holder providing access to vehicles to various areas around the FOM Paddock site. The individual vehicle passes, the descriptions of their intended usage and details of the access they provide is detailed below and overleaf:



BUILD

- The Build pass grants access to the FOM Paddock for vehicles with a bona fide reason during the build period. The site is considered to be in the build and preparation phase from Saturday 28th July until Sunday 12th August. These passes are issued by the Department for Enterprise Motorsport Team only. The pass should be hung to the rear view mirror of the vehicle and must display the registration number of said vehicle.

DROP OFF

- The Drop Off pass grants access to the FOM Paddock for vehicles with a bona fide reason during the event. The Drop Off pass is issued by security staff at the North Gate and is valid for 10 minutes only. The pass must be returned to the security staff at the South Gate on exit. The Drop Off pass is for deliveries only and does not allow for permanent parking in the paddocks. Any vehicle found on site for longer than 10 minutes having been issued with this pass will be refused access in the future. The pass must be hung to the rear view mirror of the vehicle.

TEAM SUPPORT

- The Team Support pass is issued to teams for use in support vehicles (vans only) which main need to be kept close to the main paddock areas. Team Support parking site will be in St George's Car Park with the entrance opposite to arrivals Access One adjacent to the police station. The pass must be hung to the rear view mirror of the vehicle and must display the registration number of said vehicle.

RV PARK

- The RV pass is issued to pre-registered teams and competitors, granting access to the RV Park. No vehicles will be allowed access to the RV Park without an RV pass. The pass must be hung to the rear view mirror of the vehicle and must display the registration number of the vehicle.

VIP

- VIP passes are issued as part of the purchase of an official VIP event experience. The VIP pass provides access to the TT VIP Hospitality parking area only. The pass must be hung to the rear view mirror of the vehicle and must display the registration number of the vehicle.

HOST MEDIA

- The Host Media passes are issued to personnel representing media organisations employed by the Promoter. These passes are issued by the Department for Enterprise Motorsport Team only and grants access to the Host TV Compound and the paddock. The pass must be hung to the rear view mirror of the vehicle and must display the registration number of said vehicle.

TRADE SITE

- The Trade Site pass allows vehicles to make deliveries to the trade sites via the North Gate between 10PM and 8AM in Practice Week and 9PM and 8AM in Race Week. Deliveries being made outside of these times will need to be made via the Nobles Park entrance via the trade site drop off area next to the disabled parking on the access road up to the Manx Motorcycle Club offices from the Talk of the Town. These passes are issued by the Department for Enterprise Motorsport Team only. The pass must be hung to the rear view mirror of the vehicle and must display the registration number of said vehicle.

MOTORCYCLE

- The Motorcycle pass allows a licensed taxed/insured motorcycle access to the paddocks (A/C/C/DE) and the RV Park. Teams/Competitors should ensure they have included the fact they intend to use motorcycles on their information submitted to the Motorsport team. After initial arrival, motorcycle passes will be available from the Motorsport team to those teams who have submitted information, and the passes should be clearly visible on the motorcycle at all times.



OVERVIEW:

	PADDOCK A/B/C/D	TEAM SUPPORT PARKING	RV PARK	VIP CAR PARKING	TRADE SITES	TRADE SITE DROP OFF AREA	HOST TV COMPOUND
BUILD	✓	✓	X	X	✓	✓	✓
DROP OFF	✓	X	X	X	X	X	X
TEAM SUPPORT	X	✓	X	X	X	X	X
RV	X	X	✓	X	X	X	X
VIP	X	X	X	✓	X	X	X
HOST MEDIA	✓	X	X	X	X	X	✓
TRADE SITE	X	X	X	X	✓	✓	X
MOTORCYCLE	✓	X	✓	X	X	X	X

HEALTH & SAFETY

ARRIVAL SAFETY - FIRE

- All persons on site should make themselves familiar with their nearest fire point all of which now have fire alarms fitted.
- All competitors / race support / trade personnel* using the paddock will need to supply a 2kg (minimum) dry powder fire extinguisher. The extinguisher must be visible at all times and have an in date certificate attached. Checks will be made during the event. All team members must be aware of its location and have knowledge in how it is operated.
- *Trade personnel may upgrade their Fire Fighting Equipment to 'appropriate and or suitable' alternative(s).
- If requested by Teams/Competitors, training in the operation of fire extinguishers on site can be arranged by the TT PM.

EVENT FIRE SAFETY MANAGEMENT

- With large numbers of competitors, team members, officials, and members of the public at the event, together with the potential risk posed from hazards normally associated with motorsport events (e.g. fuel, barbecues etc.), the risk and potential impact on the event from a fire anywhere across the paddock and Nobles Park is high. Accordingly, fire safety has been accorded a high priority and the Promoter has added additional measures from previous years in an effort to mitigate the high levels of risk.

PADDOCK AND PUBLIC AREAS – FIRST RESPONSE AND MONITORING SFRS Ltd

- A 24/7 first response and monitoring service will be provided across the site. This service will be provided by an external contractor (SFRS Ltd) who is to be treated as part of the Motorsport Team. SFRS Ltd are trained in the use of fire extinguishers and are first aid trained. SFRS Ltd personnel will wear and be identified with high visibility jackets labelled SFRS Ltd.
- SFRS Ltd does not replace the IOM Fire Service, and the number to call in event of a fire remains 999. SFRS Ltd will have a fire safety vehicle on site in addition to the standard fire points with fire extinguishers.
- If SFRS Ltd personnel observe any unsafe practices these will be reported to the TT Petroleum Officer and the TT PM.
- SFRS Ltd personnel will patrol the paddocks and Nobles Park area and be on hand to act as the first response to a fire incident before handing over to the IOM Fire and Rescue Service (FRS) if required.

ACU(E) PETROLEUM OFFICER

- Following HSWI concerns as to the storage and handling of fuel across the TT paddocks, for TT2018 and FOM18 the MMCC have appointed a Petroleum Officer (PO). The PO will monitor activity across the Paddocks and at the fuel store provide advice to teams on best practice where necessary.

UNSAFE PRACTICES

- Where unsafe practices and heightened fire risks are identified by any member of the event organisation staff, competitors and teams will be requested to rectify such defects and actions. If such conditions and behaviour are repeated or persist, the teams will be reported to the Clerk of the Course who is able to issue sanctions.
- For a fire to start there needs to be a fuel source, an ignition source and oxygen. Likely sources of ignition are cigarettes, sparks from electrical apparatus, cooking appliances including gas fired barbecues, and any naked flames.

- Welding and other similar works involving possible hot ignition sources are currently prohibited within the Paddock site for FOM 2018. If this situation changes then Teams/Competitors will be informed.
- Smoking is prohibited in all working areas of the Paddock site.
- Unsafe/Overloading of electrical connections – these will be monitored across the site and competitors will be expected to react to the instruction of the site electrician or TT PM / DPM.

FIRE - ACTIONS

1) EVACUATE THE AREA

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

2) CALL 999 AND INFORM THE OPERATOR OF "FIRE AT THE TT GRANDSTAND"

(use the GRID location maps at the fire points for detailed location)

3) RAISE THE ALARM (fire points have push button alarms)

4) ONLY FIGHT THE FIRE IF IT IS SAFE TO DO SO

5) AWAIT THE ARRIVAL OF THE FIRST RESPONSE TEAM OR THE IOM FIRE AND RESCUE SERVICE

FIRE RESPONSE - ACCESS

- The fire access lanes through the paddocks must be kept clear at all times including overnight. Any vehicles and equipment that are causing an obstruction must be moved. Where site staff encounter resistance or difficulty with teams and competitors the matter will be reported to the TT PM and/or Clerk of the Course.

FIRE SAFETY OUTDOORS – ADVICE

- The UK Government advice on fire safety outdoors can be found at this link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/475175/Fire-Safety-Outdoors.pdf

- The Motorsport team will have safety leaflets available at the race offices for the use of all living/working on site.

PADDOCK FIRE SAFETY – SPECIFIC RESTRICTIONS

- Open camp fires are prohibited.
- The use of disposable barbecues must be in accordance with the safety advice on the barbecue. If used, position away from tents, combustible material and fuel.
- Disposable barbecues must not be disposed of in a general waste container.
- If fuel is being dispensed within the paddock there are to be no naked flames or cooking apparatus in use within a 5 metre radius.
- Overloading of electrical connections will be monitored by the site electrician who may request alternative arrangements to ensure electrical equipment is operated in a safe manner.

FIRE EXTINGUISHERS & FIRE BLANKETS

- Fire extinguishers are designed to tackle specific types of fire. The 3 main classes of fire and several different types of fire extinguishers.
 - Class A - Fires involving solid materials such as wood, paper or textiles.
 - Class B - fires involving flammable liquids such as petrol, diesel or oils.
 - Class C - fires involving gases.
- Water extinguishers are one of the most cost-effective ways to fight Class A fires. Water extinguishers have a red label.
- Powder extinguishers are a good multi-purpose fire extinguisher because they can be used on Class A, B and C fires. They can also be used on fires involving electrical equipment, however, they do not cool the fire so it can re-ignite. Powder extinguishers have a blue label.
- Foam fire extinguishers can be used on Class A and B fires. They are most suited to extinguishing liquid fires such as petrol or diesel
- Fire blankets are primarily for use on hot oil fires such as frying pans or small deep fat fryers. They can also be used on someone whose clothing has caught fire.
- All competitors / race support / trade personnel* using the paddock will need to supply a 2kg (minimum) dry powder fire extinguisher. The extinguisher must be visible at all times and have an in date certificate attached. Checks will be made during the event. All team members must be aware of its location and have knowledge in how it is operated.
- Fire safety advice may be updated by the race organisers and promoters and may change before or during the event.

*Trade personnel may upgrade their Fire Fighting Equipment to 'appropriate and or suitable' alternative(s).

FUEL TRANSPORTATION AND STORAGE - IOM OFFICE OF FAIR TRADING ADVICE

- Strict controls are applied in relation to the storage of petrol to minimise the risk of fire, explosion, death and serious personal injury. The IOM Office of Fair Trading (OFT) is responsible for the enforcement of legislation relating to the storage of petrol at filling stations, in commercial and private can-stores and during motorsport events.
- There will be a dedicated high-octane fuel storage facility within the paddock at the bottom of Paddock A. The planned opening times of the Fuel Store for FOM18 are as follows:
 - Friday 17th August from 10:00-12:00hrs & 14:00-17:00hrs
 - Practice week (Saturday 18th - Friday 24th August) 10:00-12:00hrs & 14:00-20:30hrs
 - Race week (Non race days) 10:00-12:00hrs & 14:00-17:00hrs
 - Race Week (Race days) as follows:
 - Saturday 25th August from 08:00hrs to 30mins after last race
 - Monday 27th August from 07:00hrs to 30 min after last race
 - Wednesday 29th August from 07:00hrs to 30 min after last race
 - Friday 31st August from 07:00hrs to 30 min after last race.

FUEL TRANSPORTATION AND STORAGE

- Teams/Competitors having fuel delivered to the site for storage by a third party, must inform the Petroleum Officer prior to its arrival on site such that that access and delivery to the site can be arranged in good order.
- Teams/persons transporting large amounts of fuel may face prosecution if not appropriately licensed.
- Whilst travelling on the ferry the IOMSPC should be consulted over regulations on carriage of fuel and fuel petrol tanks.
- Teams and competitors using pump fuel are strongly advised to obtain fuel on the day it is to be used. IOM OFT rules are such that teams/competitors store no more than 10 litres of fuel within the paddock outside of the fuel storage area.
- Teams observed storing more than 10 litres of fuel in the paddock areas (other than the official fuel storage area) will, in the first instance be reported to the TT Petroleum Officer who can raise this to the TT PM or Clerk of the Course, as appropriate.

FUEL AND GOOD PRACTICE

- Daily inspections of the paddock will take place by SFRS Ltd fire safety team and the IOM HSWI to ensure best practice is being observed. A zero tolerance approach will be taken where the rule regarding fuel storage are broken.
- It is the responsibility of all teams and competitors to remove all empty metal fuel containers to the skips provided in the paddock.
- Fuel cans/fuel containers are to be labelled with team/competitor names.
- Used fuel cans filled with water **MUST BE** labelled correctly with 'WATER' clearly displayed on the cans. In TT18 it was found that teams/competitors had fuel cans labelled as water but they still in fact contained fuel. This is extremely dangerous practice and ultimately would affect how any fire fighting team approached an incident.
- A zero tolerance approach will be taken by the organisers/promoters against teams/competitors who deliberately take measures to mislabel fuel cans. Teams/competitors can expect to face exclusion from the event if this is found to occur. Prohibition notices may also be served on teams/competitors by the IOM Health and Safety Inspectorate (HSWI) who show disregard for the regulations. Random fuel sample testing of cans labelled as 'WATER' may take place by the IOM OFT.
- The IOM Govt provides the following advice to minimise the risk of fire, explosion, death and serious personal injury:
 - Any off-site fuel storage facility of more than 10 litres will need to be licensed by the IOM OFT. If necessary, teams and competitors are to inform the IOM OFT what fuel is being stored and where.
 - Avoid storing excessive quantities of petrol and store it well away from where people work and live.
 - Prevent anyone under 16 years of age and unauthorised persons from having access to petrol.
 - Store and carry petrol in specifically designed plastic containers or in metal containers, for example jerry cans, which are capable of being securely closed, free from leakage of liquid or vapour and conspicuously labelled PETROLEUM SPIRIT – HIGHLY FLAMMABLE
- Keep all sources of ignition away from where petrol is being stored or handled including:
 - o Open flames / Hot surfaces / Sparks from electrical, welding or cutting equipment
 - o Static electricity / Electronic devices (including mobile phones, chargers and tuning devices) / Sparks from footwear

- Secure fuel against theft and vandalism, ensure that it is adequately ventilated and ensure that there is adequate and appropriate fire fighting equipment to hand together with an adequate supply of an appropriate absorbent material or dry sand to contain any spillage Safely dispose of any absorbent material or sand that has been used to contain a spillage.
- Take precautions to prevent the escape of petrol or petrol vapour from where petrol is being stored or handled – avoid spillages by using containers that close securely and funnels
- Use petrol as a fuel only – do not use petrol to clean components and do not attempt hot work on fuel tanks unless you are a specialist
- Do not handle petrol, such as by draining or filling fuel tanks over drains or inspection pits, and only drain fuel tanks into an appropriate container (a jerry can) on a flat surface in a well-ventilated area (the open air)
- Wear adequate personal protective clothing, including footwear and headwear. If your clothing is contaminated with petrol, change as soon as possible and keep the clothing away from ignition sources
- Be alert to what is going on around you (for example someone having a barbecue adjacent to where petrol is being handled) and devise a basic (fire safety) plan including any designated escape routes

MAJOR INCIDENT EMERGENCY PROCEDURES -VISITING PERSONNEL ACTIONS

- The event organisers have emergency plans in place that have been coordinated with the IOM emergency services.
- In the first instance if an emergency takes place that is classed as a major incident, then all personnel on-site are to follow the instructions of any member of the event organisational team. In almost every case of major emergency, the site will be evacuated.
- If required to evacuate the site then persons will be directed to an area of the site away from the hazardous area.

NORTH: St Georges Field next to the IOM Police Station

SOUTH: Nobles Park Car Park

EAST: The fields at the bottom of the site

WEST: Cemetery middle road

NOTE: Assembly Area West will only be used after roads are declared safe to cross by the Clerk of the Course

Paddock Site – Key Changes Since 2017

- Paddock layout change to include more paddock space and a separate RV Park (Caravans/Motorhomes) in Nobles Park area.
- A separate 'paddock' area for the sole use of parade riders and their vehicles.
- The IOM Fire and Rescue Service will provide fire cover for practice sessions in the pit lane and assembly area (Parc Ferme).
- A 24/7 first response and monitoring service will be provided across the site. This service will be provided by an external contractor (SFRS Ltd) who is to be treated as part of the DfE Motorsport Team. SFRS Ltd does not replace the IOM Fire Service, and the number to call in event of a fire remains 999. Battery powered fire alarms are now located at the fire alarm points.
- MMCC have appointed a TT Petroleum Officer and assistant to man the fuel store and alongside SFRS Ltd monitor/enforce safe practice with fuel on site.
- Shower and toilet facilities will be available in the 'Pavilion' building next to the RV Park in Nobles Park.
- Restrictions on use of paddock bikes are introduced and there is a focus on cyclists behaving in a safe manner.
- A full rewrite and redesign of pass system and pass rules has taken place.
- Following a number of near miss incidents between cyclists and pedestrians during TT2018, signs will be displayed where the riding of pedal cycles is prohibited and cyclists must dismount.

Paddock Bikes - Rules for Use

- Paddock bikes present the organisers with a safety hazard that requires management, in particular, collision with other persons on site.
- Motorcycles used on site that are unlicensed/untaxed and uninsured are classed as paddock bikes.
- Minimum age to ride a paddock bike is 16yrs old.
- Paddock bikes may only be used in the Paddocks or the RV Park. Transit between areas is permitted but speed and route controlled. Site speed limit is 10MPH.
- Paddock bikes are not permitted directly behind the Grandstand (e.g. for visiting the Race Offices)
- Paddock bikes routing between the RV Park and the Paddocks are to follow the signed route via the Hoggery area.
- Paddock Bikes are not permitted to be ridden through any gates used by pedestrians. Particular emphasis is placed on the pedestrian exit gates in the RV Park and the pedestrian gates that allow access into Paddock A where the Classic TT garages are located.
- Individuals riding paddock bikes are to do so in a manner that does not represent a safety hazard to all other users of the site.
- The organisers require the cooperation of all teams and competitors in the safe and responsible use of paddock bikes.
- If the organisers observe any unsafe use of paddock bikes this could lead to further restrictions on their use for individuals, teams, or paddock users as a whole

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/Ultra 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, e.g. a rider must not have qualified to start in a 2017 or 2018 TT solo race
 - They have won a silver replica in any TT solo race in the last four years e.g. a rider who wishes to compete in the 2018 Manx Grand Prix must not have won a silver replica in any TT solo race on the TT Mountain Course from 2015 - 2018 inclusive.
 - Previous Manx Grand Prix Race winners in 2016 & 2017 will not be considered for entry in the 2018 Lightweight, Junior and Senior Manx Grand Prix.
- For 2018 previous Manx Grand Prix winners may be considered for entry in the 2018 Ultra Lightweight Race.
- 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

NEWCOMERS RACE - CLASS B

- 201cc – 450cc 2 stroke 2 cylinder
- 501cc - 650cc 4 stroke 2 cylinders
- 251cc – 400cc 4 stroke 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
- 501cc - 750cc 4 stroke single cylinder

NEWCOMERS RACE - CLASS C

- Up to 125 cc 2 stroke single cylinder, 6 gears maximum
 - Up to 250cc 4 stroke, single cylinder (Moto3 machines)
 - Supersport 300 Any machine on the FIM SS300 2017 approval list (not subject to compliance with FIM technical compliance) Honda CBR500R Kawasaki Ninja 300 (EX300ADF) Yamaha YZF – R3 KTM RC390
-

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
 - 501cc – 650cc 4 stroke 2 cylinders
 - 251cc – 400cc 4 stroke 4 cylinder
(Rebores to a maximum increase of +1.00mm above the standard bore size are permitted)
 - 501cc - 750cc 4 stroke single cylinder
-

ULTRA-LIGHTWEIGHT MANX GRAND PRIX RACE

- Up to 125 cc 2 stroke single cylinder, 6 gears maximum
 - Up to 250cc 4 stroke, single cylinder (Moto3 machines)
 - Supersport 300 Any machine on the FIM SS300 2017 approval list (not subject to compliance with FIM technical compliance) Honda CBR500R Kawasaki Ninja 300 (EX300ADF) Yamaha YZF – R3 KTM RC390
-

SENIOR MANX GRAND PRIX RACE

- 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 eligible 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

- MGP entries may only be made online via the Manx Motor Cycle Club website www.manxgrandprix.org by midnight on **Monday 9th April** with the appropriate insurance contribution as below.
- Payment must be made online by **Monday 21st 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

The awards for Newcomers C Race and Ultra Lightweight Race will be confirmed in final instructions.

- **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 during the Ultra 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 and Ultra 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 in the Ultra 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.

PLEASE NOTE - The above MGP awards (except any medals awarded) will remain in the custody of the Club after the presentation. Details of the awards for the re-introduced Ultra Lightweight Race will be in final instructions.

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/Ultra Lightweight race. Subsequent replicas will be awarded as follows:

1) In the Newcomers, Lightweight/Ultra 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 27th 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.

FUEL

- For the Classic TT, fuels up to a maximum RON of 110 and maximum MON of 96 may be used, provided all other specified parameters comply with standing regulations. Avgas may also be used as specified (MON 100)

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 have a capacity of not holding more than 24 litres apart from Superbike Classic TT machines may use fuel tanks with a capacity of holding not more than 29 litres. Exceptions may be considered if the specific make and model of machine was originally manufactured and raced with a larger tank, but please contact the Eligibility Officer for confirmation of acceptance.
- 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 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.
-

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 2018 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 2018 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.
-

PODIUM FINISHERS

- 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.
-

PRIZE PRESENTATIONS

- The Classic TT Prize Presentation will be held on Monday 27th August at 8pm in the VIP Hospitality Suite situated in Nobles Park.

AWARDS

The Senior Classic TT Trophy

- Presented to the winner of the Senior Classic TT Race

The Lightweight Classic TT Trophy

- Presented to the winner of the Lightweight/Ultra Lightweight Classic TT Race

The Junior Classic TT Trophy

- Presented to the winner of the Junior Classic TT Race

The Superbike Classic TT Trophy

- Presented to the winner of the Superbike Classic TT Race

The Mike Hailwood Trophy

- Presented to the highest place finisher riding a single cylinder machine in the Senior Classic TT Race

The Geoff Duke Trophy

- Presented to the highest place finisher riding a single cylinder machine in the Junior Classic TT Race

The Phil Read Trophy

- Presented to the highest place finisher riding a 250cc machine in the Junior Classic TT Race

The Joey Dunlop Trophy

- Presented to the highest place finisher riding a 750cc derived machine in the Superbike Classic TT Race

The Peter Williams Trophy

- Presented to the highest place finisher riding a Matchless or AJS machine in the Senior and Junior Classic TT Races

The Honda 6 Trophy

- Presented to the highest place finisher riding a Honda machine in the Senior and Junior Classic TT Races

The Tony Rutter Trophy

- Presented to the highest place finisher riding a pre-1992 machine in the Lightweight Classic TT Race

The Des Collins Trophy

- Presented to the highest place finisher non domiciled in the UK and Ireland in the Superbike Classic TT Race

The Spirit of the Classic TT Trophy

- Presented for the best performance by a rider who does not compete in the TT as chosen by the Race Management Team

The Classic TT Newcomer Award

- Presented for the best performance by a newcomer as chosen by the Race Management Team

The Classic TT Concours Award

- Presented to the owner of the machine deemed by the Race Management Committee to have been the 'best in event' based on a combination of its technical significance, preparation and presentation and sporting success.

PODIUM FINISHERS

- For each Classic TT Race (Senior Classic, Junior Classic Lightweight Classic and TT Superbike Classic) replicas will be awarded as follows:
 - Silver Replicas to competitors finishing within 105% of the winner's time.
 - Bronze Replicas to competitors finishing within 110% of the winner's time but not qualifying for a silver replica.

PODIUM FINISHERS

- 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 April 2018.
- 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.

Appendix D

FITTING OF TRANSPONDERS

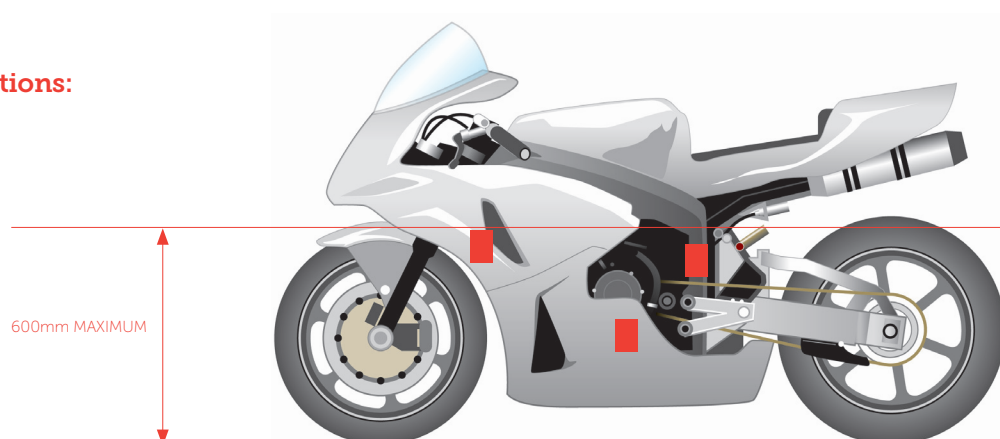
Appendix D

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

REQUIREMENTS FOR MACHINE PREPARATION FOR THE 2018 MANX GRAND PRIX & CLASSIC TT

Appendix E

REQUIREMENTS FOR MACHINE PREPARATION FOR THE 2018 MANX GRAND PRIX & CLASSIC TT

I would like to take this opportunity to help all riders and mechanics to get through Technical Inspection efficiently by letting everyone know what we require 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) It is recommended that calliper attachment bolts are lock wired. 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 lock wired. Where the spindle is flush with the fork legs, lock wiring both pinch bolts on both fork legs is acceptable. Where spindles are retained by bolted or pivoting caps e.g. 350 Honda classic or RC30 the retaining nut must be securely 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 lock wire or a cable tie on the open end of the R-clip to secure it.
- 7) 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.
- 8) The lower rear chainguard (or shark fin) MUST cover the point at which the chain runs on to rear sprocket when viewed from the side. 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. The guard must not be more than 40mm laterally from the face of the chain.

Appendix E

REQUIREMENTS FOR MACHINE PREPARATION FOR THE 2018 MANX GRAND PRIX & CLASSIC TT

- 9 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 should be on the fairing or belly pan. 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.
 - 10 Random checks will be carried out to ensure that identity discs are being worn and the correct helmet sticker is in place.
 - 11) 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!
 - 12) 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 easily visible. Similarly coolant overflows must have a catch bottle of at least 250ml. Only water is permitted for coolant.
 - 13) Competitors should note that the requirement for drilled and lock-wired drain plugs is extended to include all external oil drains and lower gearbox detent covers, and MUST include ALL oil pressure sensors or their replacement threaded blanking plugs. Canister oil filters must be fitted with a jubilee type clip, which is to be restrained with locking wire or retained against the engine casting.
- 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 2018
COMPETITOR & TEAM BOOKING FORM**

Appendix F

MANX GRAND PRIX AND CLASSIC TT RACES COMPETITOR & TEAM BOOKING FORM

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 18th August until 31st August 2018.

FOR COMPETITORS AND SUPPORT VEHICLES ONLY (NOT MOTORCYCLES)

COMPETITORS NAME: _____

CLASSES ENTERED: _____

OUTWARD (please tick one)

FROM: Belfast	TO: Douglas	DATE: Wednesday 15th August*	TIME: 11:00	<input type="checkbox"/>		
FROM: Heysham	TO: Douglas	DATE: Wednesday 15th August	TIME: 14:15	<input type="checkbox"/>		
FROM: Heysham	TO: Douglas	DATE: Thursday 16th August	TIME: 02:15	<input type="checkbox"/>	and 14:15	<input type="checkbox"/>
FROM: Heysham	TO: Douglas	DATE: Friday 17th August	TIME: 02:15	<input type="checkbox"/>	and 14:15	<input type="checkbox"/>

RETURN (please tick one)

FROM: Douglas	TO: Heysham	DATE: Tuesday 28th August	TIME: 19:45	<input type="checkbox"/>		
FROM: Douglas	TO: Heysham	DATE: Wednesday 29th August	TIME: 19:45	<input type="checkbox"/>		
FROM: Douglas	TO: Heysham	DATE: Saturday 1st September	TIME: 20:00	<input type="checkbox"/>		
FROM: Douglas	TO: Heysham	DATE: Sunday 2nd September	TIME: 08:45	<input type="checkbox"/>	and 19:45	<input type="checkbox"/>
FROM: Douglas	TO: Belfast	DATE: Sunday 2nd September*	TIME: 07:00	<input type="checkbox"/>		

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

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

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

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

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

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

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

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. Laden vehicle weight on Manannan Belfast sailings is restricted to a maximum of 4 tonnes.

Appendix F

MANX GRAND PRIX AND CLASSIC TT RACES COMPETITOR & TEAM BOOKING FORM

LEAD PASSENGER DETAILS

TEAM NAME: _____

LEAD PASSENGERS SURNAME: _____ TITLE: _____ INITIALS: _____

ADDRESS: _____

TELEPHONE: (Home) _____ (Mobile) _____

E-MAIL: _____

ADDITIONAL PASSENGERS DETAILS

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

SURNAME: _____ TITLE: _____ INITIALS: _____

IMPORTATION OF CARAVANS TO THE ISLE OF MAN

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

Administrative Officer, Caravan Permits, Department of Infrastructure, Sea Terminal Building, Douglas, Isle of Man IM1 2RF

Telephone +44 1624 686911 | Fax +44 1624 686443 | E-mail caravan@gov.im

IMPORTANT INFORMATION

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.

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@classic.tt.competitors@steam-packet.com

PAYMENT

Payment for all Competitors MGP/Classic TT bookings is required no later than Friday 13th July 2018. 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.

Appendix G

2018 MOUNTAIN COURSE LICENCE APPLICATION



**ATTACH
YOUR PHOTO**

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

2018 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 MCU 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. 18th August 2017). 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 2018. A minimum of 2 of the 6 required race days must be in the 2018 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 92.5% 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 2017 TT or Manx GP/Classic TT races will count as one race day and finishing in a 2017 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 2018. 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 2018).

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)

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

Promotors (Department for Enterprise)

Bruce Baker	Classic TT Development Officer	07624 468722	bruce.baker@gov.im
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Media Enquiries

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

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

Nigel Crennell	TT Production Manager	07624 430506	nige.crennell@gov.im
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