



MANX GRAND PRIX

# REGULATIONS



2025



## VERSION CONTROL

Any alterations, updates or amendments made to these Supplementary Regulations after they are first published will be listed here.

Version Number	Author	Purpose / Change	Page number	Date
1	G Thompson	Section 6. para 6.42. Amended to read: External oil filters must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing. Oil filters with drilled HEX are not to be used	Section 6. Para 6.42	170325
2	G Thompson	Machines that do not comply with these Supplementary Regulations, ie. the Technical Regulations outlined at Appendix A and Appendix B, may be allowed to enter the event at the discretion of the Clerk of the Course, particularly if the machine was a machine of interest	Section 4, para 4.22	100425
3	G Thompson	As part of the post-action following an incident, Manx Road Racing Medical Services (MRMS) would like to collect the helmet of those competitors involved, if the competitor has received a head injury. The helmet would then be reviewed and examined by a Medical Team that have signed a non-disclosure agreement to ascertain how the helmet has been damaged by impacts the competitor has sustained. Competitors / Teams are requested to comply with this Review/process.	Section 7 Para 7.8	170625
4	G Thompson	All competitors will be required to undertake a pre-event medical prior to the first practice / qualifying session. The checks will take place at the Physio Hub at the back of the Grandstand and take place on the 14 <sup>th</sup> , 15 <sup>th</sup> and 16 <sup>th</sup> August between 10:00 and 16:00. Competitors are not required to book an appointment but can turn up at any convenient time during the designated periods. It is expected the process will not take more than 15 minutes.	Section 5 Para 5.3	170625

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# WELCOME

## MANX GRAND PRIX RACES 2025

Dear MGP Competitors and Teams

2025 sees the event return to a two week schedule and the return of the Classic TT.

The Manx GP will see four races, the Supertwin MGP Race, the Supersport MGP Race, the MGP Junior and the MGP Senior.

With the Regulations now published, entries for the Manx Grand Prix are open with the closing date for entries to be received being 30<sup>th</sup> April 2025.

With the return of the Classic TT, the schedule for the 2025 has changed. What that means for the MGP competitor is that you have the TT Course to yourselves for the opening session on Sunday 17<sup>th</sup> August and both evening sessions on Monday 18<sup>th</sup> and Tuesday 19<sup>th</sup> August. That will give you a lot of time on the TT Course to get settled in before we introduce the Classic TT element to the qualifying sessions on Wednesday 20<sup>th</sup> August.

There are several contingency sessions built into the schedule, so if any of the qualifying sessions are interrupted or delayed for whatever reason, we have scope to put alternate sessions on Wednesday and Thursday afternoons, Friday evening and Sunday afternoon. That gives me plenty of time to comfortably get the planned schedule in before the end of the event.

You will have two race days, Saturday 23<sup>rd</sup> and Monday 25<sup>th</sup> August. The event will then continue through the rest of that week with two race days for the Classic TT.

Please read these regulations thoroughly and ensure you understand the content before your arrival on the Island in August. You need to be aware that all competitors need to ensure they have a medical conducted by their own GP / doctor before they get to the Island, the practice of arriving on the Island and expecting the Chief Medical Officer to carry out a medical in order to satisfy the Mountain Course Licence now stops.

Finally, I wish you all the very best for the 2025 season and your preparations for the MGP and look forward to seeing you in August.

Yours in sport



Gary Thompson MBE BEM  
Clerk of the Course  
Manx Grand Prix

## SECTION 1

### ORGANISATION

#### THE MANX GRAND PRIX RACES

- 1.1. The Manx Motorcycle Club whose Office is The Grandstand, Glencrutchery Road, Douglas, Isle of Man, IM2 6DA, is the commercial rights owners and Promoters of the Manx Grand Prix and associated trademarks (“the Promoters”).
- 1.2. ACU Events Limited (“the Organisers”), a Company incorporated in Great Britain (Number 05781002) whose Registered Office is at ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX, will organise the Manx Grand Prix Races under contract and on behalf of the Promoters from the 17<sup>th</sup> August to 25<sup>th</sup> August 2025.
- 1.3. ACU Permit Number: 204849
- 1.4. The meeting will be held under the 2025 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, can be downloaded from <https://www.acu.org.uk/>

#### CONTACT INFORMATION

##### RACE ORGANISER

ACU EVENTS LTD  
ACU House  
Wood Street  
Rugby  
Warwickshire  
CV21 2YX

Stacey Moore  
Email: [Stacey@acu.org.uk](mailto:Stacey@acu.org.uk)  
Telephone: +44(0)7624 387068

##### PROMOTER

Manx Motorcycle Club  
The Grandstand  
Glencrutchery Road  
Douglas  
Isle of Man  
IM2 6DA

Heather Fox  
Email: [heather@mgp.co.im](mailto:heather@mgp.co.im)  
Telephone: +44(0)1624 644649

## CORRESPONDENCE

### ADDRESS FOR ALL CORRESPONDENCE DURING THE EVENT:

1.5. MGP Race Office, TT Grandstand, Douglas, Isle of Man, IM2 6DA

Telephone: 01624 644649

E-mail: [stacey@acu.org.uk](mailto:stacey@acu.org.uk)

1.6. 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.

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

1.8. All items must be signed for on collection by the named recipient or someone nominated on their behalf. Anyone nominated to collect must produce personal identification.

1.9. Any items delivered to the MGP Race Office before, during or after the event which attracts any form of delivery charge (i.e. customs fees) will be recharged to the team or competitor.

## RACE OFFICE OPENING HOURS

Friday 15 August	10:00 to 17:00
Saturday 16 August	10:00 to 17:00
Sunday 17 August	09:00 to 18:30
Monday 18 August	10:00 to 12:30 and 14:30 to 21:00
Tuesday 19 August	10:00 to 12:30 and 14:30 to 21:00
Wednesday 20 August	10:00 to 12:30 and 14:30 to 21:00
Thursday 21 August	10:00 to 12:30 and 14:30 to 21:00
Friday 22 August	09:00 to 17:30
Saturday 23 August	08:00 to 18:00
Sunday 24 August	11:00 to 12:00
Monday 25 August	08:00 to 17:30
Tuesday 26 August	10:00 to 14:00
Wednesday 27 August	08:00 to 17:30
Thursday 28 August	10:00 to 14:00
Friday 29 August	08:00 to 17:30
Saturday 30 August	10:00 to 14:00

## SENIOR OFFICIALS

### STEWARDS OF THE MEETING

Chief Steward

Steward

Steward

Gordy Moore

Adam Killip

Jeff Kirby

### SENIOR OFFICIALS

Clerk of the Course

Deputy Clerk of the Course

Deputy Clerk of the Course

Start Line Area/Pit Lane

Chief Medical Officer

Deputy Chief Medical Officers

Gary Thompson MBE BEM

Lizzie Kinvig

John Barton

Richard Quayle BEM

Dr Gareth Davies

Dr Sally Simmons

Dr Paul Hancock

Alan Cook

Trevor Denning

Jo Warriner/Dave Redmayne

Les Quayle

John Barton

Tony Duncan

James Mylchreest

TBC

Stacey Moore

Technical Director

Chief Technical Officer

Deputy Chief Technical Officer

Chief Timekeeper

Event Safety Officer / Course Inspection Officer

Chief Travelling Marshal

Chief Official Car Driver

Press Office

Secretary of the Meeting

## **SECTION 2**

### **QUALIFYING AND RACE SCHEDULE**

#### **QUALIFYING SCHEDULE**

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##### **SUNDAY 17 AUGUST**

13:30	Newcomers speed controlled laps
13:45 to 14:25	MGP Junior/Supertwin MGP
14.30 to 15.10	MGP Senior/Supersport MGP
15.15 to 16:00	MGP Junior/Supertwin MGP
16:05 to 17:00	MGP Senior/Supersport MGP

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##### **MONDAY 18 AUGUST**

18:30 to 19:15	MGP Senior/Supersport MGP
19:20 to 20:00	MGP Junior/Supertwin MGP

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##### **TUESDAY 19 AUGUST**

18:30 to 19:15	MGP Senior & Supersport MGP
19:20 to 20:00	MGP Junior & Supertwin MGP

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##### **WEDNESDAY 20 AUGUST**

18:30 to 19:15	Formula 1 / Lightweight Classic
19:20 to 20:00	Historic Senior / Historic Junior

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##### **THURSDAY 21 AUGUST**

18:30 to 19:15	MGP Senior & Supersport / Formula 1 / MGP Junior & Supertwin
19:20 to 20:00	Lightweight Classic / Historic Senior / Historic Junior

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##### **FRIDAY 22 AUGUST**

13:00 to 14:30	MGP Senior & Supersport / Formula 1 / MGP Junior & Supertwin
14:35 – 15:50	Lightweight Classic / Historic Senior / Historic Junior

## **SECTION 3**



## MGP 2025 RACE SCHEDULE

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### SATURDAY 23 AUGUST

10:15	Supertwin MGP Race	3 laps
13:00	Supersport MGP Race	4 laps
15:00	Formula 1 / Lightweight Qualifying	
15:45	Historic Senior / Historic Junior	

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### MONDAY 25 AUGUST

10:15	MGP Junior Race	3 laps
13:00	MGP Senior Race	4 laps
15:00	Formula 1 / Lightweight Qualifying	
15:45	Historic Senior / Historic Junior	

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**MGP 2025 RACE SCHEDULE (COURSE INSPECTION PROCEDURE).** Only to be held when conditions are sub-optimal. Section 8, para 8.19 refers.

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**SATURDAY 23 AUGUST**

10:15	Course Inspection Lap	1 lap
11:45	Supertwin MGP Race	3 laps
14:15	Supersport MGP Race	4 laps
16:15	Formula 1 / Lightweight Qualifying	
17:00	Historic Senior / Historic Junior	

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**MONDAY 25 AUGUST**

10:15	Course Inspection Lap	1 lap
11:45	Supertwin MGP Race	3 laps
14:15	Supersport MGP Race	4 laps
16:15	Formula 1 / Lightweight Qualifying	
17:00	Historic Senior / Historic Junior	

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**IN CASE OF POSTPONEMENTS - QUALIFYING**

The following dates may be used for Qualifying in the event previous qualifying sessions are affected by delays. The Clerk of the Course will make an announcement on event if these sessions will be used and what the format of the session will be.

**WEDNESDAY 20 AUGUST**

Afternoon session. Roads close 12:30pm. Schedule to be confirmed on event

**THURSDAY 21 AUGUST**

Afternoon session. Roads close 12:30pm. Schedule to be confirmed on event

**FRIDAY 22 AUGUST**

Evening session. Roads close 18:00. Schedule to be confirmed on event.

**IN CASE OF POSTPONEMENTS - RACING**

The following dates may be used for Racing in the event previous sessions are affected by delays. The Clerk of the Course will make an announcement on event if these sessions will be used and what the format of the session will be.

**SUNDAY 24 AUGUST**

Roads close 12:45pm. Schedule to be confirmed on event.

**TUESDAY 26 AUGUST**

Roads close 9.30am. Schedule to be confirmed on event.

**THURSDAY 28 AUGUST**

Roads close 9.30am. Schedule to be confirmed on event.

**SECTION 3**

## **SECTION 3**

### **ENTERING THE MANX GRAND PRIX RACES**

#### **ENTRIES**

- 3.1. Applications for MGP Race entries must be made online via the competitor's section of the Official MGP Races website (<https://manxgrandprix.co.uk/page/competitors/>).
- 3.1.1 Entries for the MGP Supersport, Supertwin, Senior and Junior Classes will close at 23:59hrs on 30<sup>th</sup> April 2025. Any entries received after the closing date may not be accepted.
- 3.2. The entries and the allocation of riding numbers will be administered by the Race Entries Committee using data from previous events.
- 3.3. Where a competitor has entered a class for the first time or the first time in more than two years (pandemic break excluded), an estimated speed will be allocated using data from other previous performances.
- 3.4. The maximum number of starters for all Races will be 60. More entries than are allowed to start the races may be accepted for qualifying. The fastest 60 qualifiers in each class will start the races, which may mean that a competitor will meet the qualification standards but not get to race.
- 3.5. Applicants will be advised via the online entry portal as soon as possible after the closing date of entries whether they have been accepted.
- 3.6. The Organisers reserve the right to refuse an entry.
- 3.7. Entry fee for each race is as follows:
  - 3.7.1. ACU Licence Holders: £375.00
  - 3.7.2. Non-ACU Licence Holders: £275.00
- 3.8. Riders are accepted into the Supersport MGP, Supertwin MGP, MGP Senior and MGP Junior Classes will be required to make payment for their entries via BACS before 31<sup>st</sup> May.
- 3.9 50% of Entry Fees will be refunded in full if a written cancellation is received by 1st August. Any cancellations made after 1<sup>st</sup> August will not be eligible for a refund.

#### **USING THE MANX GRAND PRIX ENTRY SYSTEM**

- 3.10 All entries must be made via the online entry system found at:  
<https://manxgrandprix.co.uk/page/competitors/>

- 3.11 Any account set up for entry into the 2024 TT, 2024 Manx Grand Prix or 2025 TT will be valid to be used to apply for a MGP 2025 entry. Please do not create a new account. If you require any assistance, please contact the Entry Helpdesk at [mgp@acu.org.uk](mailto:mgp@acu.org.uk). It is important that you complete all of the details that are asked for by following the prompts on screen to work your way through the entry process.
- 3.12 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 you will be requested to submit your paddock requirements.
- 3.13 If an entry is accepted, the competitor or team must submit all required information, including paddock requirements, by Friday 27 June 2025.
- 3.14 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 Manx Grand Prix Race Guide. Please note that sponsor information must be provided by 23:59hrs Friday 27<sup>th</sup> June for inclusion in the printed Official Manx Grand Prix Race Guide.

### **AMENDMENTS & ADVICE (HELPDESK)**

- 3.15 Once you have submitted your entry you will have the opportunity to amend your entry up until 23:59hrs on Friday 30<sup>th</sup> May 2025. After this date you may only make amendments, including sponsor information, by contacting the Helpdesk:

- [stacey@acu.org.uk](mailto:stacey@acu.org.uk)
- 07624 387068

### **CHANGE OF COMPETITOR**

- 3.16 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 MGP 2025 has already been refused.
- 3.17 A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course.

### **JURISDICTION**

- 3.18 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.

### **FERRY TRAVEL**

- 3.19 Competitors and Teams will be sent the Isle of Man Steam Packet competitor booking form once entries are confirmed.

## **SECTION 3**

3.20 Any initial enquires can be made with the Steam Packet company by emailing them:  
[IOM.reservations@steam-packet.com](mailto:IOM.reservations@steam-packet.com)

## SECTION 4

### INSURANCE AND ELIGIBILITY

#### INSURANCE

- 4.1. The Organisers undertake to provide insurance for each rider, indemnifying him/her against any third party claims made arising out of the races or official qualifying, excluding claims by other riders, entrants, sponsors or mechanics.
- 4.2. All competitors with a Licence issued by an FMN other than the ACU/SACU must produce proof of insurance specific to the MGP and must provide insurance cover for the period of 17 August to 29 August 2025 both days inclusive.
- 4.3. The Start Permission should annotate Competitors are insured for:
  - 4.3.1. £185,000 Medical Treatment
  - 4.3.2. £75,000 Repatriation Costs

Further to the above, it is recommended that Competitors outside of the ACU/SACU, through their own Federations or otherwise, should make provision for the following insurance cover:

- 4.3.3. Death
- 4.3.4. Temporary / Permanent Partial Disablement

**It is important to note** for competitors from Federations other than the ACU/SACU will not be covered for the Insurance Cover outlined above at paras 4.3.3 and 4.3.4 and as such should make own arrangements to facilitate this.

- 4.4. The ACU Road Race Department will contact the FMNs of Competitors holding licences issued by a Federation other than the ACU or SACU for copies of their proof of insurance. also obtain a copy of their own proof of insurance and be prepared to produce a copy during the Signing On process. Competitors must also provide evidence of a national licence from their FMN or equivalent.
- 4.5. Competitor's resident outside the United Kingdom must 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 Manx Grand Prix.
- 4.6. For ACU and SACU licence holders, the Organisers will arrange Personal Accident cover for the following benefits:
  - 4.6.1. £10,000 GBP Death or permanent total disablement
  - 4.6.2. £20,000 GBP Loss of or loss of the use of one or more limbs or eye
- 4.7 Please note, Insurance provided by the race organiser only covers racing incidents. Each competitor, member of their team and family must obtain travel insurance to cover any non-racing incidents that require hospital treatment or repatriation to their home country (including UK residents)

## LEVEL OF SUPPORT FOR COMPETITORS' FAMILIES IN THE EVENT OF AN INCIDENT

- 4.8 Following an incident, immediate family members not already on the Island may wish to travel to the Isle of Man. The Race Organiser will support travelling costs for such circumstances on a case by case basis. All arrangements to be made via the Families Welfare Officer.

## COMPETITOR ELIGIBILITY

- 4.9 All competitors must hold a current valid National Licence for Road Racing issued by an FMNR affiliated to the FIM. Competitors must have held this Licence for a minimum of twelve months prior to the first day of Qualifying.
- 4.10 All competitors must be over 18 years of age on the 17 August 2025.
- 4.11 To compete at this event, all competitors must hold a "TT Mountain Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees.
- 4.12 For competitors wishing to return to competing around the TT Mountain Course, some refresher training may be required dependent on the time elapsed since they last competed in the event.
- 4.13 Competitors wishing to compete in the Supersport MGP, Supertwin MGP, MGP Junior and MGP Senior Races are not eligible if:-
- 4.13.1 They have competed in any 2025 TT solo race
  - 4.13.2 They have won a bronze or silver replica in the previous two year' TT events.
  - 4.13.3 They have previously won a Manx Grand Prix Senior or Junior Race.
  - 4.13.4 For further clarification please contact the MMCC Office.
- 4.14 All Competitors must book an appointment and visit their own General Practitioner (GP)/Doctor to complete the Medical Section of the Mountain Course Licence (MCL) before their arrival on the Isle of Man.

## NEWCOMER ELIGIBILITY

- 4.15 For the purpose of these regulations a "Newcomer" is a person who has not previously taken part in a race on the TT Mountain Course or qualified to do so.
- 4.16 A previous TT sidecar driver or passenger will be regarded as a newcomer solo competitor.
- 4.17 There is a maximum age limit of 45 years of age for a Newcomer competitor applying for an Entry to the Manx Grand Prix Races. However, competitors aged over 45 years of age may be accepted at the discretion of the Race Entries Committee.
- 4.18 All newcomer competitors are required to wear an orange bib during Qualifying. These must be collected from the Race Office during signing on.

## SECTION 5

- 4.19 A newcomer may be accepted into more than one race, at the discretion of the Race Entry Committee.

### **ENTRANT ELIGIBILITY**

- 4.20 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**

- 4.21 All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 and with these Manx Grand Prix Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.
- 4.22 Machines that do not comply with these Supplementary Regulations, ie. the Technical Regulations outlined at Appendix A and Appendix B, may be allowed to enter the event at the discretion of the Clerk of the Course, particularly if the machine is a machine of interest.
- 4.23 All spare machines (marked as “T Bikes”) must be of the same make and model and declared during the signing-on process and competitors must ensure the machine qualifies during qualifying according to the qualification criteria as laid down in these Regulations.
- 4.24 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.
- 4.25 Competitors must demonstrate and evidence they have previously tested/competed on the actual machine they have entered for the event in the last twelve months (which may include the previous MGP event).

### **SUPERTWIN MGP / JUNIOR MANX GRAND PRIX**

- 4.26 For machines complying with Regulations as specified in Appendix A of these Regulations.

### **SUPERSPORT MGP / SENIOR MANX GRAND PRIX**

- 4.27 For machines complying with Appendix B of these Regulations



## **SECTION 5**

### **SIGNING-ON AND BRIEFINGS**

#### **SIGNING-ON**

- 5.1. All competitors must sign on in order to be permitted to commence qualifying.
- 5.2. Signing-on will take place at the Grandstand on Friday 15 August and Saturday 16 August:
  - 5.2.1. Friday 15 August 13:00 – 16:00
  - 5.2.2. Saturday 16 August 13:00 – 15:00
  - 5.2.3. For late arrivals only, in the Race Office: Sunday 17 August 09:00 to 09:30
- 5.3 All competitors will be required to undertake a pre-event medical prior to the first practice / qualifying session. The checks will take place at the Physio Hub at the back of the Grandstand and take place on the 14<sup>th</sup>/15<sup>th</sup>/16<sup>th</sup> August between 10:00 and 16:00. Competitors are not required to book an appointment but can turn up at any convenient time during the designated periods. It is expected the process will not take more than 15 minutes.
- 5.4 Competitors who will arrive to the Isle of Man after the Signing On periods listed at 5.2.1 and 5.2.2 above, must notify the Race Office in advance via email to [stacey@acu.org.uk](mailto:stacey@acu.org.uk)
- 5.5 The following must be produced during the signing-on process:
  - 5.5.1 FMN Approval (Start Permission) for holders of National licences not issued by the ACU/SACU.
  - 5.5.2 2025 Road Race Licences issued by any Federation affiliated to the FIM.
  - 5.5.3 2025 TT Mountain Course Licence.
  - 5.5.4 Transponders – one for each machine, including T Bikes.
  - 5.5.5 Next of Kin and mechanic/team contact details, both in the Isle of Man and at home.
  - 5.5.6 NOTE: A declaration must be signed by each competitor, regarding any injury or illness sustained since the issue of their current National licence. This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.
- 5.6 All competitors will be required to undertake a pre-event medical prior to the first practice / qualifying session. Location of pre-event medicals and times to be confirmed by Manx Road Racing Medical Services (MRMS).

#### **COMPETITORS BRIEFINGS**

- 5.7 All competitors must attend a compulsory briefing in order to be permitted to commence qualifying. Briefings will take place on Zoom prior to the event or in the Hospitality Suite as follows:
  - 5.7.1 Briefings via Zoom. Zoom details will be sent nearer the briefing dates:

## **SECTION 5**

	Wednesday 6 <sup>th</sup> August	17:30 and 18:30
	Thursday 7 <sup>th</sup> August	17:30
5.7.2	Friday 15 August	14:00 and 16:00
5.7.3	Saturday 16 August	12:30
5.7.4	Sunday 17 August (late arrivals only)	09:45
5.7.5	NEWCOMERS ONLY	
5.7.5.1	Saturday 16 August	10:00

5.8 All newcomers must attend the Newcomer briefing in order to take part in their respective speed controlled lap on Sunday 17 August.

5.9 A Technical briefing will take place at 15:00 hours on Saturday 16<sup>th</sup> August. This briefing is compulsory and must be attended by team managers plus one mechanic per competitor.

NOTE: Each competitor must be represented at this briefing

## WELFARE BRIEFING

5.10 A Welfare Briefing will be held prior to first practice/qualifying session for all On Island Contacts identified by each competitor when signing on. The briefing will take place on Saturday 16<sup>th</sup> August at 16:00 hrs and Wednesday 20 August at 14.00 hrs.

## PIT LANE BRIEFINGS FOR SOLO NEWCOMERS TEAM PERSONNEL

5.11 During qualifying week all newcomer team personnel set to operate in pit lane during races must attend a pit lane briefing. This is a mandatory briefing. New team members of existing Teams are also encouraged to attend this briefing. Details of pit lane briefings will be announced at the Competitor and Technical Briefings.

## **SECTION 6**

### **TECHNICAL INSPECTIONS**

#### **TECHNICAL INSPECTION OF RIDER PROTECTIVE EQUIPMENT**

6.1 Inspections will take place in the Technical Inspection Bays at the following times:

- |  |                |
|--|----------------|
| 6.1.1. Friday 15 August                      | 12:00 to 17:00 |
| 6.1.2. Saturday 16 August                    | 10:00 to 12:00 |
| 6.1.3. Sunday 17 August (late arrivals only) | 10:00 to 12:00 |

6.2 The following must be produced during technical inspection of clothing. If a competitor has more than one item of kit (i.e. 2 sets of leathers) which they intend to use, these must be presented during technical inspection:

- 6.2.1 All helmets
- 6.2.2 All leathers
- 6.2.3 All boots
- 6.2.4 All gloves
- 6.2.5 Identity tags
- 6.2.6 Back Protector
- 6.2.7 Chest protector
- 6.2.8 Pit crew fireproof overalls

6.3 See Section 7 for clothing specification

6.4 Additional technical inspections of competitor equipment will take place during the event

#### **PRE-QUALIFYING TECHNICAL INSPECTIONS**

6.5 All machines 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.

6.5.1 All machines must meet the required technical specification laid down in these regulations, or as instructed in any subsequent Technical Bulletin, and must be fitted with:

- 6.5.2 The correct number board and numbers
- 6.5.3 Transponder, sufficiently charged and correctly fitted
- 6.5.4 GPS Tracker, sufficiently charged and correctly fitted
- 6.5.5 After technical examination, machines must be placed in the Assembly Area. Tyre warmers must then be fitted.

## PRE-QUALIFYING TECHNICAL INSPECTION TIMES

### SUNDAY 17 AUGUST

10:45 to 11:15	Newcomers
11:15 to 12:30	MGP Senior & Supersport MGP/ MGP Junior & Supertwin MGP

### MONDAY 18 AUGUST

16:00 to 17:30	MGP Senior& Supersport MGP/ MGP Junior & Supertwin MGP
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### TUESDAY 19 AUGUST

16:00 to 17:30	MGP Senior & Supersport MGP/ MGP Junior & Supertwin MGP
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### THURSDAY 21 AUGUST\*

16:00 to 17:30	MGP Senior&Supersport MGP/Formula 1/MGP Junior & Supertwin MGP
17:35 to 19:00	Lightweight Classic / Historic Senior / Historic Junior

\*If the afternoon contingency session is utilised, Technical Inspection times will be confirmed on event

### FRIDAY 22 AUGUST

10:30 to 12:00	MGP Senior&Supersport MGP/Formula 1/MGP Junior & Supertwin MGP
12:00 to 14:00	Lightweight Classic / Historic Senior / Historic Junior

## PRE-RACE TECHNICAL INSPECTIONS - MACHINES

6.6 All machines 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.

6.7 All machines must meet the required technical specification laid down in these regulations, or as instructed in any subsequent Technical Bulletin, and must be fitted with:

- 6.7.1 The correct number board and numbers
- 6.7.2 Transponder, sufficiently charged and correctly fitted
- 6.7.3 GPS Tracker, sufficiently charged and correctly fitted

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

6.9 After pre-race technical examination, machines must be placed in the Assembly Area. Tyre warmers may then be fitted. There will be no Parc Ferme conditions before the start of a race. It is the responsibility of the teams and competitors to provide whatever security they deem necessary whilst the machine is held in the Assembly Area prior to the start of qualifying and racing

6.10 If the race schedule is delayed to another day, the technical inspection times will be confirmed on event.

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## PRE-RACE INSPECTION TIMES

### SATURDAY 23 AUGUST

#### Supertwin MGP Race

Nos 31 upwards	08:00 to 08:45
Nos 1 – 30	08:45 to 09:30

#### Supersport MGP Race

Nos 31 upwards	10:00 to 10:45
Nos 1 – 30	10:45 to 11:30

### MONDAY 25 AUGUST

#### MGP Junior Race

Nos 31 upwards	08:00 to 08:45
Nos 1 – 30	08:45 to 09:30

#### MGP Senior Race

Nos 31 upwards	10:00 to 10:45
Nos 1 – 30	10:45 to 11:30

## TYRES

- 6.11 Any suitable tyre may be used and must be less than three years old since the date of manufacture as determined by the manufacturer's production date stamp on the tyre's side wall.
- 6.12 A tyre that falls outside the three-year age limit may only be used providing that the tyre has been supplied, and fitted, at the event by one of the events approved on site tyre suppliers and has an official event date control decal affixed to its sidewall, adjacent to the manufacturer's date stamp at time of fitting.

## NUMBER PLATES

- 6.13 The following colour combinations must be used

6.13.1	MGP Junior & Supertwin MGP Race	White numbers on red plates
6.13.2	MGP Senior & Supersport MGP Race	Blue numbers on white plates

- 6.14 The Promoters may require a machine in any class to carry a race sponsor's logo if so directed. Stickers will be provided to all competitors in the appropriate class and confirmation of this requirement will be communicated by the Promoter
- 6.15 The following colours must be used following the RAL colour table:
- |        |       |      |
|--------|-------|------|
| 6.15.1 | Blue  | 5010 |
| 6.15.2 | White | 9010 |
| 6.15.3 | Red   | 3020 |
- 6.16 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:
- 6.16.1 Front Numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides.
- 6.16.2 The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight.

## NUMBERS

- 6.17 Numbers displayed on all machines should be visible and easy to read from a distance of at least 6 meters. The numbers should be unimpeded by other livery.
- 6.17.1 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 Race Organisers reserve the right to require any competitor to use numbers as specified in the ACU Road Race Standing Regulations.

## VERIFICATION OF MACHINES

- 6.18 The Organisers reserve the right to examine, require dynamometer checking and dismantling of any motorcycle that has started in any qualifying session or race, and for this purpose, to impound it and retain it in official custody for as long as may be

## SECTION 6

required. Fuel samples may be taken, fuel tanks measured and weights checked.

- 6.19 In all Classes, at least the first three machines plus up to three at random as selected by the Chief Technical Officer will be required to undergo a post-race checks and may be dismantled for technical examination. Similar checks and dismantling may be required for machines entered in other races. Fuel samples will be taken, fuel tanks measured and weights checked.
- 6.20 Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and/or competitor under instructions of the Technical Inspection Officials. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.
- 6.21 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.
- 6.22 All costs relating to the verification of machines are to be met by the team or competitor.

### **CHANGE OF MACHINE**

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

### **MACHINE TESTING**

- 6.24 The availability of machine testing will be confirmed nearer to the event.

### **FUEL**

- 6.25 Fuel for all practices and races must comply with the ACU Specification as follows:
  - 6.25.1 Normal unleaded fuel, with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON number of 90 (The Control Fuel for the British Superbike Championship meets with these specifications).
  - 6.25.2 For clarity, please refer to the FIM specification “category 2”. This can be found at:  
[https://www.fim-moto.com/fileadmin/user\\_upload/Documents/2025/2025\\_0\\_FIM\\_Fuels\\_Regulations\\_03.12.2024.pdf?t=1740595192](https://www.fim-moto.com/fileadmin/user_upload/Documents/2025/2025_0_FIM_Fuels_Regulations_03.12.2024.pdf?t=1740595192)
  - 6.25.3 Page 8, section E will show the specification requirements for Category 2. In addition, regular pump fuel from any Isle of Man public fuel station may be used.
- 6.26 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.

## **SECTION 6**

- 6.27 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.
- 6.28 The Isle of Man 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.
- 6.29 Anyone wishing to import fuel into the Isle of Man must contact the Isle of Man Office of Fair Trading at:  
Address: Thie Slieau Whallian, Foxdale Road, St John's, Isle of Man, IM4 3AS  
Telephone: +44 (0)1624 686520  
Email: [iomfairtrading@gov.im](mailto:iomfairtrading@gov.im)
- 6.30 For solo machines one fuel tank only is permitted.
- 6.31 The Organisers reserve the right at any time to take samples of fuels used.

### **PADDOCK FUEL STORE**

- 6.32 The fuel store will be available from 07:00hrs to 22:00hrs, manned by the on-site First Response team. If the fuel store is not manned between these times, a mobile number will be published on site to request access to the store.
- 6.33 The Fuel Store will be located adjacent to the Assembly Area.

### **FUEL TANKS /CAPACITIES**

- 6.34 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. The use of sponge/explosafe within the tank to prevent fuel surge is permitted.
- 6.35 MGP JUNIOR and SUPERTWIN MGP RACE
- 6.35.1 The petrol tank capacity must be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. The position of the tank mounting points on the frame must remain as standard. Fuel tank materials may be changed. See Appendix A.
- 6.36 MGP SENIOR RACE & SUPERSPORT MGP RACE
- 6.36.1 It is permitted to modify the standard manufacturers tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 24 litres. See Appendix B.



## **6.37 FUEL TANK CAPS AND BREATHER**

6.37.1 All fuel tanks must have leak-proof 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 fixed caps must be fitted with an “R” clip or other device, to prevent unintentional opening of the cap.

6.37.2 Caps which incorporate a one-way valve are acceptable. The effectiveness of these will be checked during Inspection.

6.37.3 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.

## **OIL CONTAINMENT**

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

## **OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS**

6.39 All external engine oil drain plugs must be correctly torqued and be security lock wired.

6.40 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.

6.41 Any external oil lines containing positive oil pressure must be of suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and marked.

6.42 External oil filters must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing. Oil filters with drilled HEX are not to be used.

## **TRANSPONDERS AND AUTOMATIC TIMING**

6.43 All qualifying sessions and races will be officially timed using a transponder-based automatic timing system. It is the responsibility of each competitor to provide and properly fit a fully charged AMB TranX 260 transponder or a directly compatible equivalent at their own expense.

6.44 A separate transponder must be provided for each machine entered.

6.45 The identification number(s) of the transponder must be the same as the identification number(s) submitted during the entry process for each machine and class. No additional transponder device is permitted on the machine during qualifying or races.

## **SECTION 6**

- 6.46 Any application for a change of transponder identification number must be made to the Clerk of the Course at least two hours before the start of a qualifying session or race.
- 6.47 A small number of transponders are available to hire from the Race Office but these will be issued on a first come first served basis. All Transponders must be returned to the Race Office at the end of the event. Any Transponders not returned will be charged to the competitor at £1500.00 per transponder.
- 6.48 See Appendix C for fitting location details.

## **GPS TRACKING**

- 6.49 GPS trackers will be mandated on all machines for MGP 2025.
- 6.50 GPS trackers and aerals can be forwarded to Newcomer competitors on request, otherwise all competitors may collect their GPS trackers from the Race Office.
- 6.51 All GPS equipment must be returned to the Race Office at the end of the event. Any GPS unit or part thereof not returned to the Race Office will be charged to the competitor at £250.00 per unit.
- 6.52 Any GPS unit returned to the Race Office damaged or in a state that renders it not repairable, the competitor / Team will be subject to a charge of £250.00.
- 6.53 See Appendix C for fitting location and fixing details.

## **SAFETY LIGHTS**

- 6.54 A functioning red light must be fitted at the rear of all machines. It must be always switched on when the machine is on course. Lights must comply with the following:
- 6.54.1 Safety light must be of a robust quality and securely fitted in the approved position.
  - 6.54.2 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.
  - 6.54.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
  - 6.54.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
  - 6.54.5 The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running.
  - 6.54.6 In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Chief Technical Officer will be final.

6.54.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.

6.54.8 See Appendix D, Fig. 2

### **FRONT BRAKE LEVER GUARD**

6.55 All machines must have a robust lever guard installed or suitable protection so as to prevent unwarranted operation of the front brake.

### **ON-BOARD CAMERAS AND DATA RECORDERS**

6.56 The Promoter and/or a contractor appointed by the Promoter will nominate competitors to carry on-board cameras and/or associated equipment and/or telemetry data recorders on their machines.

6.57 Any machine must carry an on-board camera or cameras and/or associated equipment and/or telemetry data recorders if requested to do so by the Promoter and/or a contractor appointed by the Promoter.

6.58 On-board cameras, associated equipment, and telemetry data recorders must be fitted in any position or positions stipulated by the Promoter and/or a contractor appointed by the Promoter. Camera positions include but are not limited to:

6.58.1 a forward facing 'point of view' (POV) shot through an aperture in the fairing or externally mounted to the fairing,

6.58.2 a forward facing view behind the rider, or a rear view from the back of the machine mounted on the tail/seat of the machine,

6.58.3 a face shot of the rider/driver/passenger mounted within the cockpit of the machine,

6.58.4 an effects shot mounted to other locations around the machine,

6.59 The installation of an on-board camera or cameras, associated equipment, and telemetry data recorders may only be done by the Promoter and/or a contractor appointed by the Promoter. The fitment of on-board cameras and associated equipment may be further subject to the approval of the Chief Technical Officer.

6.60 In general, on-board cameras, associated equipment, and data telemetry recorders will be fitted to the machine on the day of a qualifying session or race.

6.61 On-board cameras, associated equipment, and data telemetry recorders may require the fitment of bracketry to the machine.

6.62 Teams and competitors must, within reasonable limits as defined solely by the Promoter, facilitate and assist the Promoter and/or a contractor appointed by the Promoter to fulfil their requirements for on-board cameras, associated equipment, and telemetry data recorders. This may include the modification of a machine's fairing, and/or the manufacture of brackets and/or mountings for which the Promoter and/or a contractor appointed by the Promoter will assist with a specification.

- 6.63 Failure or refusal to carry on-board cameras, associated equipment, and/or telemetry data recorders by a team and/or competitor may result in sanctions by the Organiser and/or Promoter.
- 6.64 Teams and/or competitors must not adjust, modify, replace, disrupt, or interfere with the on-board cameras, associated equipment, and/or telemetry data without the express permission of the Promoter and/or a contractor appointed by the Promoter. Once fitted, this matter is the responsibility of the team and/or competitor of the machine.
- 6.65 For the avoidance of doubt, no camera other than those supplied by and fitted to a machine or competitor by the Promoter and/or a contractor appointed by the Promoter is permitted without the express permission of the Promoter. This includes the use of cameras fitted to or inside a helmet or visor.
- 6.66 For the avoidance of doubt, no competitors or machines may carry cameras other than those nominated by the Promoter and/or a contractor appointed by the Promoter.
- 6.67 For the avoidance of doubt, the Promoter owns the rights to any and all video content captured by on-board cameras, associated equipment, and telemetry data recorders.
- 6.68 For the avoidance of doubt, the Promoter owns the rights to any and all video content captured in areas requiring pass or ticket access. In addition, the Promoter owns the rights to any and all footage of, or relating to, the MGP Races captured by persons assigned or in possession of any pass or ticket valid for the 2025 event, irrespective of whether the footage is captured from within an area requiring pass or ticket to access or not.

Filming is not permitted in areas requiring pass or ticket access, or by any pass or ticket holder, without express and written permission from the Promoter in the form of a License Agreement. License Agreements are granted on a case-by-case basis, with proposals being evaluated as to whether they are in the strategic interests of the Manx GP Races.

Any and all footage captured in areas requiring pass or ticket access or by persons in possession of a pass or ticket is referred to as Licensed Footage, and its use is subject to a License Agreement and associated License Fee.

The Promoter reserves the right to remove any content that contains Licensed Footage from sale or publish if the requisite License Agreement is not in place, or if the content does not adhere to the terms of a License Agreement.

## **SECTION 7**

### **COMPETITOR AND PIT CREW PERSONAL PROTECTIVE EQUIPMENT**

Please examine these regulations in detail to ensure that you have the correct equipment in order to compete at the Manx Grand Prix. It is the sole responsibility of each competitor to obtain the correct equipment before the event. Anyone seeking clarification on this section should contact [office@mgp.co.im](mailto:office@mgp.co.im) in the first instance.

#### **HELMETS**

- 7.1 Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) may be allowed. A list of FIM Homologated helmets is available on <http://www.frhp.org/> . Competitors / Teams need to be aware that FRHPhe-02 (with a valid FIM Homologation Label) will be phased in by the end of 2025 to replace FRHPhe-01 in 2026.
- 7.1. Helmets which have not received FIM approval for the FIM FRHPhe01 and 02 Homologation Protocol will not be accepted
- 7.2. All helmets must display the FIM Hologram and QR Code.
- 7.3. Helmets must be no older than 5 years from date of manufacture. Any helmets with the date stamp or date code removed cannot be used.
- 7.4. The helmet's visor should be fitted and be free of scratches or defects that could impair the riders vision.
- 7.5. It is highly recommended that a race visor capable of taking tear-offs should be used.
- 7.6. Any stickers placed on top or the bottom of the visor must encroach no more than 20mm from the edge of the visor and must not be on a solid background. All helmets must have Technical Inspection stickers or promotional stickers from other Events or Series removed prior to the Manx GP event.
- 7.7. Any damage to the helmet above what could be considered cosmetic only will render the helmet unusable.
- 7.8. As part of the post-action following an incident, Manx Road Racing Medical Services (MRMS) would like to collect the helmet of those competitors involved, if the competitor has received a head injury. The helmet would then be reviewed and examined by a Medical Team that have signed a non-disclosure agreement to ascertain how the helmet has been damaged by impacts the competitor has sustained. Competitors / Teams are requested to comply with this Review/process.

#### **LEATHERS**

7.9. All competitors must wear leathers which are CE approved and conform with European Standard EN 17092. Leathers must be fitted with CE approved protection pads in the shoulder, elbow, knee and hip. Dispensation may be granted at the discretion of the Race Organiser.

7.9.1. It is highly recommended leathers are certified to Class AAA or Class AA

7.10. Leathers must be in a good physical condition with no major damage visible.

7.11. Leathers are recommended to be no older than 5 years old.

7.12. Any damage must have been professionally repaired with leather of the same thickness covering all tears/holes and must be double stitched in place. Any damage must be declared and inspected by the Race Organiser.

## **BACK PROTECTOR**

7.13 A back protector must be used by all competitors. The back protector may form part of an airbag suit as long as the airbag / back protector forms part of the original design of the suit.

7.14 The back protector must comply with European Standard EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.

## **CHEST PROTECTOR**

7.15 A chest protector must be used by all competitors which conforms to European Standard EN 1621-3 unless the chest protector already forms part of an airbag suit

7.16 Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.

## **GLOVES**

7.17 Solo competitors must wear CE marked gloves, which conform with European Standard EN13594, minimum level of 1-KP

7.18 Gloves must be of leather construction with full length cuff.

7.19 Double cuff closure must be present and prevent the glove pulling off the riders hand when fastened.

7.20 Gloves shall have a cuff length sufficient to overlap the leather suit by at least 50 mm

7.21 Knuckle protection must be present for all competitors, minimum level 1-KP.

7.22 Gloves should be free of any visible damage. Gloves must be replaced if damaged and not repaired.

## **SECTION 7**

7.23 No metal studs should be present on the palm.

## **BOOTS**

7.24 Competitors must wear CE approved boots, which conform to European Standard EN13634:2017.

7.25 Full length boots must be worn and should be at least 70mm higher than the rider's ankle, either fixing underneath the riders leathers or over leaving no skin exposed.

7.26 Boots must be in good condition with no visible damage or holes in the boot. If boots are damaged, they should be replaced and not repaired by using other materials.

## **IDENTIFICATION**

7.27 While qualifying and racing, all competitors are required to:

- 7.27.1 Wear an identification disc attached around the neck by a material approved by a Technical Official. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.; **and**
- 7.27.2 An identity label attached on the inside of the leathers adjacent to the zip. Permanent ink is not to be used as this becomes unreadable as competitors sweat whilst competing on the TT Mountain Course.
- 7.27.3 Both the disc and identity label must be indelibly marked / stamped with the wearer's full name and date of birth and is to be readable at all times. If a permanent marker is used, then the information is to be refreshed to ensure the information can be read by Officials / Medical personnel.
- 7.27.4 Wear competitors wristbands which has a unique number for each competitor issued on arrival.

## **AIRBAG SUITS**

7.28 Airbag leather suits are permitted but are not mandated

- 7.28.1 Airbag vests, designed to be worn on the outside of the competitors leathers, are not permitted

7.29 Airbag suits are used at the discretion of the competitor who must be aware of the level of risk associated with false deployment ("the Hazard").

7.30 By signing on at the event, the competitor accepts this Hazard and its associated level of risk

## **POST-ACCIDENT RIDERS SAFETY EQUIPMENT CHECK**

7.31 After an accident, it is compulsory for the rider to present their safety equipment for inspection prior to the start of the following qualifying session, Course Inspection Lap or race. A stop shall be placed upon the rider until a satisfactory equipment check has been completed.

7.32 In the event that any item of equipment is considered, by either the Chief Technical Officer or any individual appointed by the Race Organiser, to be too damaged for use on Course,

## **SECTION 7**

the rider will be required to replace or repair the item before being permitted on the TT Course.

- 7.33 Any question concerning the condition and suitability for use of the rider's safety equipment shall be decided by the Chief Technical Officer, who may consult with the manufacturers of the product before making a final decision. In the case of any dispute concerning the condition and suitability of safety equipment the decision of the Chief Technical Officer will be final.

## **HEARING PROTECTION**

- 7.34 It is advised that all competitors and race team members wear hearing protection whilst in the Assembly Area/Pit Lane during periods of activity. Inner ear foam earplugs will be available to all competitors, race teams or guests at the entrance to the Assembly Area.

## **OTHER**

- 7.35 The use of Kevlar or other fabric suits are prohibited.
- 7.36 The Race Organisers 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.
- 7.37 The use of titanium knee sliders is prohibited.

## **PIT ATTENDANTS**

### **REFUELLING PROTECTIVE EQUIPMENT**

All pit attendants must wear the following PPE whilst refuelling or whilst pit stops are taking place. For the avoidance of doubt, any overalls must be one garment and must have elasticated wrist and ankle cuffs, collars and be zip up not pop stud.

It is the responsibility of each competitor and team to ensure their pit attendant clothing complies with these regulations.

### **REFUELLING IN ASSEMBLY AREA**

- 7.38 All team members handling fuel in the Assembly Area must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher
- 7.39 All team members handling fuel in the Assembly Area must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3.
- 7.40 The team member who is responsible for dispensing fuel, whether that is into the machine or into a refuelling jug, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.



- 7.41 Pit crews must wear suitable footwear at all times in the Assembly Area. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.
- 7.42 Whilst refuelling a competitor's machine, only those members of the pit crew wearing the above protective equipment may be within 1meter of the machine.

## **REFUELLING IN PIT LANE DURING A RACE**

- 7.43 The designated fuel man and fireman must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher at all times whilst in pit lane.
- 7.44 All other pit attendants must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/1 or higher at all times whilst in pit lane.
- 7.45 All team members must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3. The balaclava must be worn when filling the fuel hopper before a race and whilst that team's rider is making a pit stop, regardless of whether that pit stop is for fuel or any other reason.
- 7.46 The team member who is responsible for dispensing fuel, whether that is into the machine or into the fuel hopper, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.
- 7.47 The designated fireman must, at all times whilst holding the fire extinguisher, wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.
- 7.48 Pit crews must wear suitable footwear at all times in the Pit Lane. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.

## SECTION 8

### QUALIFYING AND RACE PROCEDURE

#### THE COURSE

8.1. The event will be held on the Isle of Man TT Mountain Course, 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

- 8.2 Qualifying Sessions will commence as per the Qualifying & Race Schedule with competitors in the first session starting in single file from the Start Line. When the Manx GP and Classic TT Qualifying Sessions combine, numbers 1-20 will start in single file and then the remainder will start in pairs. 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.
- 8.3 The second session of a Qualifying schedule will normally start in pairs from the South Ramp in the Assembly Area with competitors proceeding through pit lane and joining the Course at the exit of pit lane.
- 8.4 Any changes to the procedures set out in paragraphs 8.2 or 8.3 will be announced by the Clerk of the Course.
- 8.5 Any competitors starting a lap after the initial start procedure will start their lap from the South Ramp in the Assembly Area with the competitor proceeding through pit lane and joining the Course at the Pit Lane exit.
- 8.6 When beginning a qualifying lap from the South Ramp, all solo machines must travel down pit lane at no more than 60kph and use their pit lane limiter until the Pit Lane exit, which is indicated by a solid white lane and a sign at each side with 60kph crossed out.
- 8.7 Pit lane will be closed to teams and competitors during all qualifying periods.
- 8.8 A blue light will be displayed on the Timekeeping Hut at the Start Line to inform riders approaching the Start / Finish line who are on a flying lap or intend to exit the Course via the Return Road that a competitor is travelling down Pit Lane to re-join the TT Course at Pit Lane Exit.
- 8.8.1 Competitors on a flying lap are also reminded to keep far right when travelling at high speed through Glencrutchery Road. Riders wishing to exit the TT Course via the Return Road should adopt a position in the middle of the road as they travel through the Start / Finish line.
- 8.9 When starting another lap from pit lane, competitors should be mindful of other competitors who may be on a flying lap and as such, keep to the left when joining the TT Course.
- 8.10 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.
- 8.11 When leaving the Course at the end of a lap, competitors must return to the Assembly Area via the Return Road. Competitors should cross the start/finish line at racing speed before slowing down to enter the Return Road.

- 8.12 Competitors slowing to leave the Course must exercise extreme caution when leaving the Course and be aware of competitors who are exiting pit lane.
- 8.13 Entry to the Pit Lane from the TT Course will be closed during practice sessions. Competitors will leave the Course via the Return Road or via the North Gate if their session is short lapped.
- 8.14 Competitors are to ride slowly down the Return Road and not exceed 60kph, as pedestrians will be in and around this area. In order to control speed in and around the Assembly Area, competitors must stop in the 'STOP BOX' before entering the Assembly Area.

### **SHORT LAPPING OF QUALIFYING SESSIONS**

- 8.15 During any qualifying session, the Clerk of the Course may decide to flag off competitors between Governor's Bridge and the Finish Line. In this case the shortened lap and the time recorded at the flagging off point will be counted towards qualification for the races.
- 8.16 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.
- 8.17 Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Assembly Area.
- 8.18 The short lapping procedure will be as follows:
- 8.18.1 Stationary yellow flag displayed at the exit of Governor's Bridge. Competitors must begin to reduce speed at this point.
  - 8.18.2 Digital 'Pit In' flag displayed at Governors Bridge and adjacent to St George's Sports field.
  - 8.18.3 Chequered flag displayed on the exit of Governors Bridge.
  - 8.18.4 Red flags displayed at entrance to North Gate where competitors must leave the Course.

### **COURSE INSPECTION PROCEDURE (ONLY TO BE HELD WHEN CONDITIONS ARE SUB-OPTIMAL)**

- 8.19 Dependent on conditions (such as wet / damp patches around the TT Course, increased winds etc), the Clerk of the Course may decide to start a race day with a one lap course inspection lap for all competitors. Any competitor who has qualified for a race may take part in any course inspection lap ahead of their last scheduled race. Competitors will not be permitted to take part in a course inspection lap once they have completed their last race in the event. Any competitor who achieved the qualifying time but did not secure a starting place in a race, may ride in the course inspection lap. Competitors are reminded that, in the main, course inspection laps do not count towards the qualification criteria of a race. However, at the discretion of the Clerk of the Course, and in exceptional circumstances, the course inspection lap may be used as a qualification lap for time and/or for the motorcycle to complete a qualification lap.

- 8.20 Competitors may use any machine on which they have qualified for any race
- 8.21 If a competitor chooses to complete the course inspection lap on a machine which is scheduled for a race later the same day, they may return to the Assembly Area to prepare for the race.
- 8.21.1 If a competitor and the machine return to the paddock after the course inspection lap, the machine must go through technical inspection prior to the race start
- 8.22 Course Inspection Laps will start from the Start line in single file. Instructions to competitors and teams to move onto the Start Line or any delays to the start of the Course Inspection Lap will be announced by the Clerk of the Course.
- 8.22.1 Competitors will be called to the start line in order of machine capacity.
- 8.23 Any competitor who retires on the course inspection lap must follow the relevant elements of the regulations later in this section.
- 8.24 Official Course Cars will be deployed at the end of the course inspection session to collect any rider who has retired and endeavour to return them to the TT Grandstand ahead of the race schedule.
- 8.25 No machine recovery will take place until the completion of the full race schedule. Therefore, it is the competitor/teams decision on which machine to use and by doing so they acknowledge the risk of the machine not returning ahead of a race scheduled on the same day.
- 8.26 All course inspection laps will be subject to the short lap process and as such all competitors will leave the TT Course and enter the Assembly Area via the North Gate.

## **RACE START PRELIMINARIES**

### **FIRST SIGNAL - 45 MINUTES BEFORE START**

- 8.27 Tyre Warmers must be fitted to all machines in the Supertwin MGP, Supersport MGP, MGP Junior and MGP Senior 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.
- 8.28 On instruction from the Clerk of the Course, pit crews may enter Pit Lane to fill up their respective fuel fillers.
- 8.29 The specified PPE must be worn when filling refuelling tanks.
- 8.30 Empty fuel cans must be removed from pit lane once the team's fuel filler is fuelled.

## **SECOND SIGNAL - 30 MINUTES BEFORE START**

- 8.31 A second signal will be sounded to indicate 30 minutes until the start of the race

## **THIRD SIGNAL - 20 MINUTES BEFORE START**

- 8.32 Competitors are called by number groups to the starting grid and lined up in order of Qualifying results. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the Course conditions. All adjustments and changes of tyres/ wheels must be completed by the fourth signal.
- 8.33 Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.
- 8.34 No batteries or other electrical supplies are permitted on the grid except a self-contained starting device.

## **FOURTH SIGNAL - 7 MINUTES BEFORE START**

- 8.35 Clear grid on the instructions of officials. Engines must be running. Exit gate from assembly area to start line will close.

## **START PROCEDURE**

- 8.36 Competitors will be started singly at 10 second intervals. All races will be clutch start.
- 8.37 If the starting interval to the competitor in front is more than 10 seconds, this will be indicated to the competitor by the start line official.
- 8.38 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 after the starting flag is dropped, may be penalised.
- 8.39 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 or in consideration of safety, start at a position as decreed by the Clerk of the Course. 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).
- 8.40 If a competitor's machine experiences a problem immediately after they begin the race, they must pull into the left hand side of the road.
- 8.40.1 Competitors are not permitted to push their machine in the wrong direction of the course or pit lane
  - 8.40.2 Any competitor who pulls off the Course into the return road immediately after the start of the race will not be permitted to start the race from the back of the field

## **PIT BOX ALLOCATION**

- 8.41 Pit boxes will be allocated prior to the event and will be fixed for the duration of the event.
- 8.42 Pit box numbers will be affixed on the wall of the pit box.
- 8.43 No requests for change of pit box will be accepted.
- 8.44 The layout of pit boxes will be published in the Race Office and on the Fire Hut in pit lane.

## **PIT BOX COMMUNICATION**

- 8.45 Each team will be permitted 1 (one) pit return lane pass which will allow one team member into this area for the duration of a race. This pass must be worn at all times whilst in the pit return lane. A pass will be issued for each race.
- 8.46 The pit return lane pass may be collected from the Race Office on the morning of scheduled race and must be signed for by a team member
- 8.47 The purpose of this additional team member will be to communicate with the pit attendants in pit lane and update them with the location and/or position of their rider (i.e. rider at Cronk Ny Mona so the pit crew can prepare for the pit stop)
- 8.48 The team member in pit return lane must position themselves opposite their competitors pit box.
- 8.49 Access to the pit return lane is via the North End only by passing in front of the Technical Inspection Bays. Access will only be permitted after the Third Race Signal (20 minutes to race start)
- 8.50 The pit lane will be an active and noisy area and it is therefore highly recommended that visual signals such as a pit board are used to communicate with the pit crew.

## **PIT LANE SPEED**

- 8.51 Pit Lane – Speed Limit – 60.000kph
- 8.52 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 yellow line with a board at each side with the 60kph crossed out, the speed limit is 60.000kph.
- 8.53 This speed limit will be policed by transponder loops in the Pit Lane.
- 8.54 Sanctions will be imposed on any competitor breaking the speed limit of 60kph as follows:
  - 8.54.1 Over 60.000kph but not over 80.000kph - a time penalty of 30 seconds.
  - 8.54.2 Over 80.000kph but not over 100.000kph - a time penalty of 60 seconds



8.54.3 Over 100.000kph - disqualification from the race.

8.55 In the event of more than one infringement during a single pit stop the highest penalty will be awarded.

8.56 These penalties will be a matter of fact with no right of protest or appeal.

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

## **REFUELLING DURING QUALIFYING SESSIONS**

8.58 During a qualifying session, competitors may only refuel in the Assembly Area.

8.59 All team members handling fuel in the Assembly Area must wear the appropriate PPE as set out in Section 7 of these regulations.

8.60 Whilst refuelling a competitor's machine, only those members of the pit crew wearing the above protective equipment may be within 1meter of the machine.

8.61 Refuelling and other adjustments should take place in an area which will not obstruct traffic within the assembly area

## **REFUELLING DURING PIT STOPS**

8.62 The machine must come to a complete stop in the allocated pit box and the engine must be switched off before the fuel cap is removed. Once the fuel stop is complete the fuel cap must be replaced before the competitor sets off down pit lane to re-join the race. Any competitor found to be removing the cap before the motorcycle is stopped or replacing the cap once he has left the allocated pit box may incur a 30 second penalty.

8.62.1 In the interests of safety, competitors must refuel at the end of lap 2 in four lap races.

8.62.2 In the interests of safety, competitors must refuel at the end of lap 1 in three lap races.

8.63 For the avoidance of doubt, fuel fillers are not permitted to be topped up during any race.

8.64 The Race Organiser will locate an empty fuel filler in pit lane from the first Monday of the event to allow teams to have dry run practice pit stops.

8.64.1 Teams and competitors must not fill this filler with any liquid

8.64.2 Teams and competitors may only use manual propulsion of the machine for practice pit stops. The engine of their machine must not be running at any time when practicing pit stops.

## FUEL TANKS

- 8.65 In the interest of safety, the use of ready-fuelled replacement tanks in the pit is not permitted. Replacement tanks are permitted but must be empty and may only be filled when securely attached to the machine.
- 8.66 Refuelling during the progress of any race must be carried out at the competitors designated pit.
- 8.67 It is forbidden to open tank filler caps until the machine is stationary at its allotted pit and the engine is switched off. Penalty may be disqualification.
- 8.68 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. The use of sponge/explosafe within the tank to prevent fuel surge is permitted.
- 8.69 The refuelling equipment supplied by the Organisers must be used and must not be modified.
- 8.70 All filler nozzles will be to unleaded specification.
- 8.71 There will be zero tolerance on maximum capacity.

## CONDITIONS

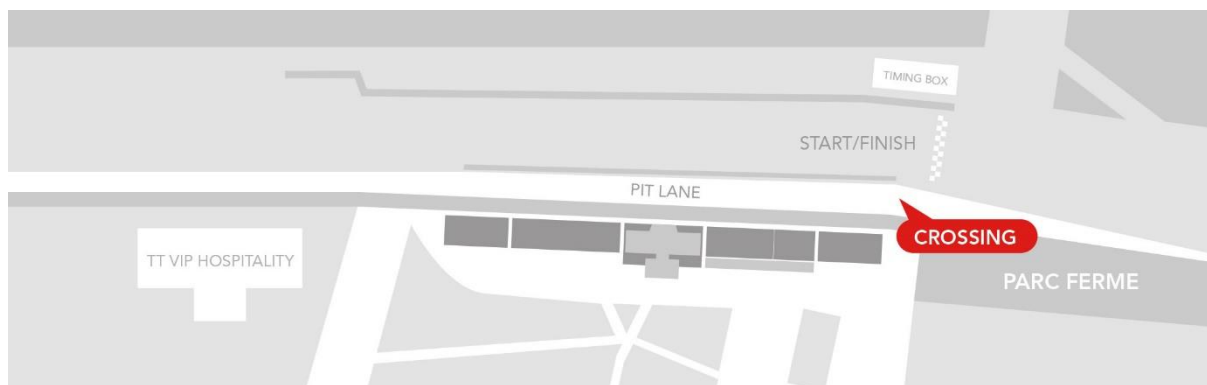
- 8.72 The TT Pit Lane is a Licenced Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:
  - 8.72.1 There must be no smoking, no vaping and/or no naked flames.
  - 8.72.2 Petrol cans used for filling and draining must be BSI approved.
  - 8.72.3 When refuelling tanks are being filled or drained, only those persons immediately involved and race officials are permitted within 4 metres of the activity.
  - 8.72.4 Refuelling tanks must be drained when the pit lane is closed towards the end of the race. The specified PPE must be worn when draining tanks.
  - 8.72.5 Important Note: Refuelling of fillers must not take place once the race has started Pit Crews need to ensure that their filler has enough fuel to complete their pit stops.
  - 8.72.6 When a competitor or team vacates their pit they must not carry unused fuel or empty drums that have contained fuel beneath the Grandstand.
  - 8.72.7 The refuelling equipment supplied by the Race Organisers must be used and must not be modified. All filler nozzles will be to unleaded specification.

8.72.8 No mobile phones or portable communication devices are permitted upon your person while in the pit lane area

### **PIT ATTENDANTS - RACE**

- 8.73 Each pit box will be supplied with a handheld fire extinguisher, which is provided and pre-located in each pit by the Race Organiser. The fire extinguisher will be clean agent and may be used on all types of fire. When not in use, the extinguisher is to be located in its pre-located holder.
- 8.74 Each competitor is permitted up to four (4) attendants, with at least one of those to be appointed specifically as a fireman. The minimum age for a pit attendant is 16 years old.
- 8.74.1 The fireman is not permitted to swap roles with other pit attendants during a pit stop.
- 8.74.2 The fireman must remain in the pit box with the nozzle of the fire extinguisher directed at the motorcycle for the length of the pit stop.
- 8.74.3 The fire extinguisher is to be relocated in its holder when not in use
- 8.74.4 The pit attendant who is chosen by the team to act as fuel filler is not permitted to swap roles with other pit attendants during a pit stop.
- 8.75 Each team/competitor may only have a maximum of four (4) personnel in their allocated pit box for the duration of the race. A maximum of 3 personnel may work on the machine at any one time during the pit stop.
- 8.76 No applications for additional pit attendants will be considered
- 8.77 The designated fireman, nor any other person outside of the allocated pit crew for that competitor, is permitted to pass items to the competitor or pit crew during the pit stops. This includes but is not limited to drinks, tools or spare wheels.
- 8.78 Should any Team exceed the number of attendants either in the pit box or working on the machine during a pit stop, a 10 second penalty may be imposed on the Competitor by the Clerk of the Course.
- 8.79 If the person identified as the fireman carries out any other duties other than be prepared to operate the fire extinguisher, a 10 second penalty will be imposed on the competitor.
- 8.80 Any team/competitors who do not leave the fire extinguisher in the allocated pit box at the end of the race will be subject to a monetary fine to the value of a replacement fire extinguisher.
- 8.80.1 If an extinguisher is deployed to fight a fire during the pit stop then the cost of a replacement extinguisher will be covered by the Race Organiser.
- 8.81 All team members working in Pit Lane must wear, at all times whilst their competitor is in pit lane, the Personal Protective Equipment (PPE) specified in Section 7 of these regulations

- 8.82 All 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.
- 8.83 Wheels fitted with tyres may be brought into the pit during a race.
- 8.84 The use of purpose made front wheel paddock stands designed to elevate the front of the motorcycle during refuelling is permitted. The use of ramps or other means for this purpose is forbidden.
- 8.85 Smoking and vaping is strictly forbidden in the Technical Inspection Bay, Assembly Area, Parc Ferme, Pit Lane, Pit Box, Grid, Start Line areas, Pit Return Lane and Winners Enclosure.
- 8.86 Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane as indicated below.



## MEANS OF PROPULSION

- 8.87 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.
- 8.88 Competitors may receive assistance from their pit attendants to restart their machine in pit lane if the machine fails to start by using the ignition after a pit stop. For clarity, pit lane extends to the thick white line after the final pit box at pit lane exit (line to define time loop). A 30 second penalty may be imposed if competitors receive assistance from their pit attendants passed the end of pit lane.

## FINISH OF A RACE

- 8.89 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.
- 8.90 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 at the discretion of the Clerk of the Course, there may be a FLAG ALL situation which will mean all competitors are to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.

8.91 To be counted as a finisher in a race the competitor must have crossed the finish line with their machine and taken the chequered flag on the Course

## **STOPPING A RACE**

8.92 A Red Flag instruction authorised by the Clerk of the Course will apply to the entire TT Mountain Course irrespective of where that incident has occurred.

8.93 Initially, this will be a full Course red flag situation and all competitors will be required to come to a controlled stop and subsequently follow the instructions of the Marshals.

8.94 Those riders stopped passed the incident, may be given permission, at the discretion of the Clerk of the Course, to return to the Grandstand behind a Travelling Marshal, travelling at reduced speed and no overtaking. In such circumstances, the 'SC' flag will be displayed on the digital flags which will allow the Clerk of the Course, if necessary to re-deploy the red flag.

8.95 Riders located in the red flag area, ie. from the Grandstand to the end of the Sector in which the incident has occurred must remain in place until the incident has been dealt with.

8.96 Riders who have been stopped in the red flag zone (from the Grandstand to the end of the Sector in which the incident occurred) will be permitted to move in Course direction on the authorisation of the Clerk of the Course and under the control of Travelling Marshals at the front and rear.

8.97 Movement of riders in wrong direction may occur only when authorised by the Clerk of the Course and only when all necessary checks have been completed to confirm there is no other moving vehicles on the TT Course:

- Two Travelling Marshals will be deployed to escort riders to the Grandstand. One TM at the front and one TM to act as sweeper.
- Race Control will confirm with each Marshal point between the Start Line and the incident that no movement (vehicles or motorcycles) is taking place on the TT Mountain Course between the identified points.
- Once confirmation is given there is no vehicle or motorcycle movement, the Clerk of the Course will instruct the Travelling Marshals to move to the Grandstand in wrong direction.
- When travelling in wrong direction, both Travelling Marshals and all competitors are to travel at a reduced speed and are to travel in the left hand carriageway of the highway.
- There will be no overtaking by any of the competitors whilst travelling to the Grandstand in wrong direction.

8.98 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.

- 8.99 A race stopped after the leading competitor has completed 50% of the scheduled race distance will be deemed to have been completed and the prize money re-allocated by the Promoter, as it considers appropriate. The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.
- 8.100 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.
- 8.101 In the event of the Clerk of the Course shortening (as opposed to stopping) a race, the chequered flag will be displayed at the start/finish line.

### **RACE RESTART PROCEDURE**

- 8.102 In the event of a red flag situation where a race has had to be neutralised and the lead competitor has not achieved 50% of the race distance, the race will need to be restarted over a distance decided by the Clerk of the Course.

#### **FIRST SIGNAL - 45 MINUTES BEFORE START**

- 8.102.1 Tyre Warmers must be fitted to all machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers, will not be allowed to start the race for which he/she has entered.
- 8.102.2 The specified PPE must be worn when filling refuelling tanks.

#### **SECOND SIGNAL - 30 MINUTES BEFORE START**

#### **THIRD SIGNAL - 20 MINUTES BEFORE START**

- 8.102.3 Competitors are called by number groups to the starting grid and lined up in order of Qualifying results. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the Course conditions. All adjustments and changes of tyres/ wheels must be completed by the fourth signal.
- 8.102.4 Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.
- 8.102.5 No batteries or other electrical supplies are permitted on the grid except a self-contained starting device.

## **FOURTH SIGNAL - 7 MINUTES BEFORE START**

8.102.6 Clear grid on the instructions of officials. Engines must be running. Exit gate from assembly area to start line will close.

## **QUICK START PROCEDURE**

8.103 In the event of a red flag situation where a race has had to be neutralised and the lead competitor has not achieved 50% of the race distance, the race will need to be restarted over a distance decided by the Clerk of the Course. Notwithstanding the Restart procedure outlined at para 8.94 above, the Clerk of the Course may decide to restart the race by utilising the Quick Start procedure. The Quick Start procedure is outlined as follows:

**Note: In the event of Quick Start Procedure, all competitors will have 30 minutes to the start of the race.**

## **FIRST SIGNAL - 30 MINUTES BEFORE START**

## **SECOND SIGNAL - 20 MINUTES BEFORE START**

8.103.1 Competitors are called by number groups to the starting grid and lined up in order of Qualifying results. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the Course conditions. All adjustments and changes of tyres/ wheels must be completed by the fourth signal.

8.103.2 Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.

8.103.3 No batteries or other electrical supplies are permitted on the grid except a self-contained starting device.

## **THIRD SIGNAL - 7 MINUTES BEFORE START**















8.103.4 Clear grid on the instructions of Officials. Engines must be running. Exit gate from assembly area to start line will close.

## **END OF RACE PROCEDURE**

8.104 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 until the completion of post race technical inspection. No pit crew team members / attendants are allowed to touch the machine and as such no further work on the machine allowed.

## **FLAG SIGNALS**

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

	Manx National Flag	Start
	Black and white chequered flag	Finish of race or qualifying 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
	Blue flag (light)	Competitors are re-entering the TT Course from Pit Lane
	Black flag with orange disc	(Displayed along with competitor's number) The competitor to stop immediately
	Black flag with number (light)	The competitor to stop immediately
	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 qualifying 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.
	Red flag (light)	The qualifying or race is being interrupted. The red flag light signal will be illuminated at designated locations. Competitors will stop and be directed by the marshals.

## FLAG SIGNALS - IMPORTANT INFORMATION

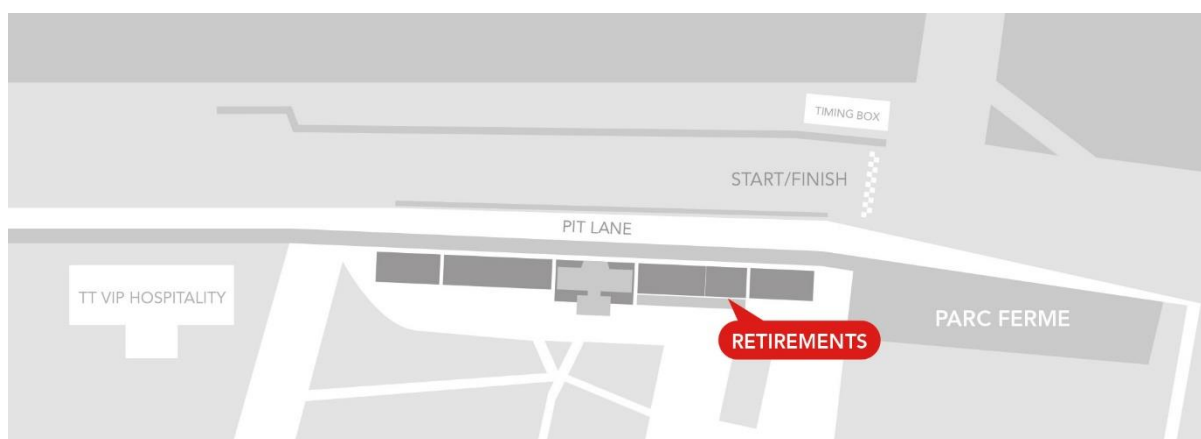
- 8.106 Only authorised officials are permitted to use these flags or light signals and no other flag or light signals of any kind are permitted.
- 8.107 Only the Clerk of the Course or in his absence the Deputy Clerk of the Course can authorise a race to be stopped.

## RETIREMENTS

- 8.108 During a race, if a competitor wishes to retire at the end of a lap, he must use pit lane and stop in front of his designated pit until authorised to move by a Pit Lane Marshal.
- 8.109 During a qualifying session, if the competitor wishes to leave the Course at the start/finish area, they must follow the procedure set out in paragraph 8.11.
- 8.110 If a competitor needs to retire anywhere else on the TT Course, they must pull off the racing line and leave the course at the earliest and safest opportunity.
- 8.110.1 Competitors should avoid pulling across the road which could lead to a collision with another competitor.



- 8.110.2 Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.
- 8.111 Competitors must also ensure that the Marshals inform Race Control that they have stopped so that their team are informed of the situation. A retired competitor should inform the Marshals whether they will arrange for their team to recover the machine or if they wish for the Official Recovery Service to retrieve the machine. Machines retrieved by the Official Recovery Service will be returned to the paddock and stored in the Technical Bays.
- 8.112 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.
- 8.113 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 adjacent to the Race Office. This can be accessed from the rear of the Grandstand, or from the Assembly Area via a door located within the Technical Inspection garages.



## TOURING

- 8.114 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

- 8.115 At the end of each qualifying and race day schedule, a Travelling Marshal wearing a red bib will leave the Grandstand travelling in course direction. 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.

## **COMPETITORS WHO HAVE STOPPED ON THE TT COURSE**

- 8.116 Competitors who have had to stop on the TT Course to make adjustments or are required to stop following a red flag situation may only re-join the circuit, or enter the TT Course under the instruction of a Marshal. Competitors must follow the instruction given by a Marshal.
- 8.117 During a scheduled Qualifying or Race Session, Course Cars may be permitted to enter the Course once authorisation has been given by the Clerk of the Course or his Deputy. This may be following a red flag situation, between Qualifying or race sessions or at the end of a session.
- 8.118 Competitors must be aware that there is a possibility that Course Cars or Travelling Marshals may circulate either between and/or at the end of a practice/qualifying or race session.

## **DISCIPLINARY AND JUDICIAL**

- 8.119 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 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:
- 8.119.1 A warning
  - 8.119.2 A time penalty
  - 8.119.3 A place penalty
  - 8.119.4 The Black Flag
  - 8.119.5 A Fine up to the maximum of £500.00
  - 8.119.6 Withdrawal of any prize monies
  - 8.119.7 Withdrawal of any appearance fees and/or travel allowance
  - 8.119.8 Disqualification from the event, a practice or disqualification from the results of a race
- 8.120 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.

## **PROTESTS**

- 8.121 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 for 4 stroke or £250 for 2 stroke 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 £1,000.

## **DRUG AND ALCOHOL TESTING**

8.122 The testing procedures to be used at ACU events will be commensurate with any current legitimate procedure adopted and carried out in the UK.

8.123 The permitted level of alcohol is 0.00g/L

8.124 Tests may be carried out, on any competitor/official at the event, prior to qualifying or a race by means of the standard breath test system. A nominated Breath Alcohol Technician will carry out the tests. A positive breath test or a refusal to undergo a test will result in disqualification from the event as a minimum sanction.

8.125 The ACU list of prohibited drugs is the list agreed by UK Sport and WADA and published by them and also in the FIM Anti-Doping Code

8.126 At any time during the event the Clerk of the Course or the Chief Medical Officer may request a Medical Examination or an Approved Test to be carried out on any competitor or Official to test for the use of recreational drugs. Should a test prove positive, the competitor/Official will be disqualified/suspended from any form of competition/their respective activities for the remainder of that event. Any competitor or Official who refuses to participate in a medical examination/approved Swab Test will be disqualified/suspended from any form of competition/their respective activities for the remainder of that event. Details of any medical examination/testing/non-compliance to examination/testing will be reported to the ACU. On receipt of such a report, the ACU may decide to:

8.126.1 Request the individual to undergo further tests, the costs associated with any test to be borne by the competitor/Official being tested

8.126.2 Suspend the competitor/Official from further ACU competition/ACU activity for a period of time not exceeding those penalties outlined in the ACU National Sporting, Code 9.07.

8.126.3 Convene a Sport Committee Hearing/Court of Enquiry in accordance with ACU National Sporting Code Chapter 10.

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

## **WINNERS ENCLOSURE**

8.128 At the conclusion of each race the first three finishers of each Race and the winner only of the Ultra Lightweight Class will be directed into the Winners Enclosure with their machines to conduct interviews with the host television and radio broadcasters. No other journalists will be permitted to operate in this area.

8.129 The teams and family of the first three finishers will be provided with a 'Winners Enclosure' pass at the conclusion of the race. Only essential team and family members will be permitted into the winners enclosure until the radio and television interviews are

concluded, at which point all remaining team and family members with a 'Winners Enclosure' pass will be allowed into the winners enclosure.

### **GARLANDING CEREMONY**

- 8.130 Competitors finishing first, second and third in each race and the winner only of the Ultra Lightweight Class will be required to take part in a short ceremony to be held in front of the TT Grandstand to acclaim and garland the winners. These competitors will then also be required to take part in a short appearance at the official VIP Hospitality facility as instructed by the Promoters.

### **MOBILE PHONES**

- 8.131 The use of a mobile phone in the Technical Inspection Bay and Pit Lane is forbidden.

### **VEHICLE RECOVERY SERVICE**

- 8.132 A recovery service will operate once the roads have re-opened following qualifying and race schedules. Any machines collected will be returned to the Technical Inspection Bay. The Organisers do not accept any responsibility for any damage to any machine.

### **MACHINES ON THE PUBLIC HIGHWAY**

- 8.133 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.
- 8.134 Once a competitor has completed the Signing On process he/she is automatically covered for this under a policy put in place by the ACU and there is no additional cost to the competitor.
- 8.135 During this same period there are certain exemptions as identified in the Tourist Trophy Road Races (Road Vehicles Maintenance and Use) Order 2016 which apply to Machines, in that; The requirements relating to tyres and lighting as set out in the Road Vehicles (Maintenance and Use) Regulations 2012 shall not apply to a motor vehicle competing in any road race or practice authorised by the Road Race Order.
- 8.136 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.

### **BEHAVIOUR DURING THE EVENT**

- 8.137 Competitors must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in pit-lane. Any competitor reported for riding irresponsibly or in a dangerous manner, will be subject to disciplinary action imposed by the Clerk of the Course. Dependent on the severity, the disciplinary action imposed may be; A warning, a time penalty, place penalty, the Black Flag, a fine up to the maximum of £500.00, withdrawal of any prize monies, withdrawal of any appearance

fees and/or travel allowance, disqualification from the event, a practice or disqualification from the results of a race or a ban from future events

8.138 Competitors, Officials and Marshals should act in a responsible manner at all times. This includes periods outside of qualifying or racing on the TT Course. Competitors, Officials or Marshals reported for acting in an inappropriate manner (eg. abusive/aggressive manner towards others) will face disciplinary action from the Clerk of the Course in accordance with Chapter 10 of the ACU National Sporting Code.

8.139 Competitors must at all times adhere to the provisions of the regulations.

8.140 Competitors should use only the Course and the pit-lane. However, if a competitor accidentally leaves the Course 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.

8.141 Competitors must not transport another person on their machine.

8.142 Competitors must not ride or push their motorcycles in the opposite direction of the Course, either on the course or in the pit lane, unless doing so under the direction of an Official.

8.143 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.

8.144 Stopping on the Course during qualifying and races is forbidden.

8.145 A competitor involved in an incident will not be allowed to continue qualifying or racing until they have been passed medically fit by one of the event Medical Officers.

8.146 A competitor may overtake a Travelling Marshal on the TT Course whilst the Travelling Marshal is travelling at normal racing speed. A competitor is not allowed to overtake a Travelling Marshal whilst being escorted to the Grandstand under speed controlled conditions following a incident which has caused the session to be stopped.

## **APPEALS**

8.147 A meeting of the Stewards will take place prior to the commencement of qualifying. The Stewards will then meet as necessary. Following a Protest to the Clerk of the Course and his subsequent decision, appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Race Secretary.

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

## **SECTION 9**

### **COMPETITOR QUALIFICATION AND ALLOCATION OF RIDING NUMBERS**

#### **QUALIFICATION**

- 9.1. To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a minimum of six laps.
- 9.2. MGP Newcomers must complete a speed controlled lap before taking part in any qualifying session.
- 9.3. All other competitors must have signed on and commenced qualifying by the end of the second qualifying session.
- 9.4. Competitors who have qualified to start in any previous race on the TT Mountain Course (TT, Classic TT or Manx Grand Prix) shall be required to complete a minimum of five laps, unless the Clerk of the Course grants permission otherwise.
- 9.5. For all Manx Grand Prix classes a minimum of two laps must be completed on each machine entered, one of which must be within the qualifying time.
- 9.6. Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race unless the Clerk of the Course grants permission otherwise.
- 9.7. The maximum number of starters for all classes will be 60.
- 9.8. The Clerk of the Course may, at his discretion, in circumstances he deems necessary, decide a practice or qualifying session is untimed.

#### **QUALIFICATION CRITERIA**

- 9.9. The qualification lap times for each class are as follows:

9.9.1	MGP Junior/Supertwin MGP	23m00s	98.43mph
9.9.2	MGP Senior/Supersport MGP	21m30s	105.29mph
- 9.10. There will be a 30 second dispensation per class for Newcomers
- 9.11. The Qualification regulations will only be waived at the absolute discretion of the Race Organiser whose decision will be final.

#### **RIDING NUMBERS AND GRID POSITIONS**

- 9.12. All competitors will be issued a 'riding number', which will be listed in the official event race guide and displayed on all machines in the usual manner. This seeded riding number will be issued based on previous best lap speeds achieved in race conditions only (not qualifying).

- 9.13. Riding numbers will not change for any competitor during the event, unless the Clerk of the Course grants permission otherwise.
- 9.14. These riding numbers will be used for group seeding during qualifying (i.e. seeded group one No's 1-20, seeded group two 21-4- etc ....
- 9.15. The top 20 seeded competitors in all Races will, subject to qualifying, start their races in the traditional way, in numerical order, at 10 second intervals.
- 9.16. Having qualified for the race, no other competitors will be moved into any of these seeded positions nor will any of the seeded competitors be moved out.
- 9.17. All other competitors will be issued with a grid position, which will be the position they start their races and will be based on qualification times. The list of grid positions will be issued after the final Qualifying session in the Race Office or via [www.manxgrandprix.co.uk](http://www.manxgrandprix.co.uk).
- 9.18. Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. This decal must be displayed on the front number board of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.
- 9.19. The start lists will be reviewed the day before each race and starting positions may be offered to additional riders throughout race week, each time further space becomes available and which will be allocated by qualifying order. Any changes to the start list will be communicated by 9pm the evening before the race.
- 9.20. It is important to note that meeting the qualification time does not a guarantee that a rider will start any given race.
- 9.21. No request or application for a change of number will be considered at any time.
- 9.22. The Clerk of the Course's decision will be final on the allocation of all starting positions.



## **SECTION 10**

### **PUBLICITY AND MERCHANDISING**

#### **PUBLICITY**

- 10.1. Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout, Fan Park appearance and/or pre-race parade, should this be requested by the Promoter.
- 10.2. Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
- 10.3. By entering the 2025 Manx Grand Prix 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.
- 10.4. All competitors may be required to carry an event and/or sponsors logo.

#### **MERCHANDISING**

- 10.5. The competitors and teams will authorise the Promoter to use and reuse and license 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.
- 10.6. 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.
- 10.7. The competitor and team will authorise the Promoter to use and license 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.
- 10.8. 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.

## FILM AND PHOTOGRAPHY

- 10.9. 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 photography and motion film of:
- 10.9.1. The team, including team members, and its assets where they are viewable from a publicly accessible position;
  - 10.9.2. Photography and motion film of other elements of the team and its assets which are not viewable from a publicly accessible position will be at the discretion of the team or upon reasonable request of the Promoter;
  - 10.9.3. The team's assets when on the TT Course in a Qualifying or Racing period;
  - 10.9.4. The competitor in all public areas of the Grandstand complex, and when on the TT Course during a Qualifying or Racing period;
  - 10.9.5. Paragraphs 10.9.3 and 10.9.4 will extend to any occasion the team's asset(s) or competitor leaves the TT Course during the Qualifying of Race period.
- 10.10. This agreement will come into force upon a competitor and/or team submitting an entry to this event.
- 10.10.1. This agreement will cover all aspects of photography and motion film and will include, but is not limited to, live TV/online broadcast, highlight TV broadcast, replays of aforementioned broadcasts, social media, the Official Manx Grand Prix website and any other website authorised by the Promoter.

## MISCELLANEOUS

- 10.11. 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 Manx Grand Prix 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.
- 10.12. 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.
- 10.13. 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.

- 10.14. 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.
- 10.15. 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, which may include images, representations, video recordings and audio recordings of competitors, teams and motorcycles participating in the event. The competitors and teams expressly authorise and licence the Promoter and those authorised by it to use such images, representations and recordings as the Promoter or those authorised by it may in their absolute discretion deem appropriate for the production of interactive games.
- 10.16. The Promoter shall submit to the competitor and teams for approval the images and representations of competitors, teams and motorcycles participating in the event for the production of interactive games. The teams and competitors shall revert to the Promoter, or such designated third party, as soon as reasonably practicable and in any event within seven (7) working days. In the event that the Competitor and team does not revert to the Promoter by 5pm on the seventh working day after receipt the images and representations shall be deemed approved by the Promoter for the purposes of the production of interactive games.

## **MEDIA CENTRE OPENING HOURS**

- 10.17. Only those who are accredited media at the event, plus officials and riders are permitted to access the media centre.
- 10.18. The Media Centre is open throughout the event. Opening times will be published closer to the event



## **SECTION 11**

### **TROPHIES, AWARDS AND PRIZE PRESENTATIONS**

#### **PRIZE PRESENTATIONS**

- 11.1. Prize presentations will be held on Monday 25<sup>th</sup> August 2025 at the Villa Marina, Douglas.
- 11.2. All competitors should attend the prize presentation if they have finished the race for which the presentation is being made.
- 11.3. It is compulsory for the first 10 finishers in each race to attend the prize presentation for that race.
- 11.4. If a competitor is unable to attend the Prize Presentation, they must request permission from the Promoter to be excused, or to nominate a person to receive the award on their behalf.
- 11.5. Each competitor will be allocated tickets for the Prize Presentation and these must be signed for and collected by the competitor at signing on.

#### **RACE WINNER TROPHIES**

- 11.6. All race winners' trophies will be retained by the Promoter.
- 11.7. The following trophies will be presented to the respective race winner at the podium presentations and the Prize Presentation:
  - 11.7.1. THE SUPERTWIN MANX GRAND PRIX TROPHY
  - 11.7.2. THE SUPERSPORT MANX GRAND PRIX TROPHY
  - 11.7.3. THE JUNIOR MANX GRAND PRIX TROPHY donated in memory of Douglas Pirie to the winner of the Junior Race.
  - 11.7.4. THE SENIOR MANX GRAND PRIX TROPHY donated by A B Crookall to the winner of the Senior Race.

#### **FASTEST LAP AWARDS**

- 11.8. The following awards will be retained by the Promoters.

11.8.1. Senior MGP	The Dickie Dale Trophy
11.8.2. Junior MGP	The G.D. Hanson Trophy
11.8.3. Supersport MGP	The Supersport MGP Fastest Lap Award
11.8.4. Supertwin MGP	The Supertwin MGP Fastest Lap Award
11.8.5. Senior MGP Newcomer	The Duncan Muir & Val Conaty Trophy
11.8.6. Junior MGP Newcomer	The Jeffries Trophy
11.8.7. Supersport MGP Newcomer	Newcomer Fastest Lap Award
11.8.8. Supertwin MGP Newcomer	Newcomer Fastest Lap Award

## **SPECIAL AWARDS**

- 11.9. The Following awards are all retained by the Promoter.
  - 11.9.1. THE MARTIN SMITH TROPHY awarded to the best Newcomer in the Senior Race
  - 11.9.2. THE ALAN HAMPTON TROPHY awarded to the best Newcomer in the Junior Race
  - 11.9.3. THE SUPERTWIN NEWCOMER'S TROPHY
  - 11.9.4. THE SUPERSPORT NEWCOMER'S TROPHY
  - 11.9.5. THE RAY COWLES TROPHY best performance on a 4 stroke machine of British manufacture
  - 11.9.6. THE CROMIE McCANDLESS TROPHY best Irish resident
  - 11.9.7. THE NORRIE WHYTE TROPHY best Scottish resident
    - 11.9.7.1. THE SEYMOUR TROPHY best European resident
    - 11.9.7.2. THE YORK TROPHY Best local performance in the Junior race.
    - 11.9.7.3. THE LADY HILL TROPHY Best local performance in the Senior race.
  - 11.9.8. THE HOGG TROPHY best local resident making the fastest lap during the Manx Grand Prix
  - 11.9.9. THE WALLACE CUP best local Newcomer

## **REPLICAS AND FINISHERS AWARDS**

- 11.10.1 JUNIOR, SENIOR, SUPERTWIN and SUPERSPORT MGP REPLICAS
- 11.10.2 Riders finishing within 105% of the winner's time will be awarded a silver replica. Riders finishing within 110% of the winner's time will be awarded a bronze replica.
- 11.11 FINISHERS MEDALS
  - 11.11.1 Will be awarded to all other finishers.

# APPENDIX A

JUNIOR AND SUPERTWIN  
MANX GRAND PRIX TECHNICAL REGULATIONS

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## **APPENDIX A**

### **MANX GRAND PRIX JUNIOR AND SUPERTWIN MGP RACE REGULATIONS**

1. For twin cylinder water cooled machines which comply with the spirit of the 2025 TT Supertwin regulations in terms of model type and construction.
2. Any four-stroke twin cylinder motorcycle available for sale to the public for road use with a water-cooled engine of up to 700cc may be used provided it adheres to the following regulations.
3. Eligible machines must be or have been available for sale to the public and be homologated / Type approved (or the equivalent single vehicle approval for low volume manufacturers) for road use from 2011 or later.
4. This class is for serial production machines only. One off or prototype machines are not permitted. For the avoidance of doubt and in the context of these regulations the term “serial production” is defined as a series of numbered motorcycles either mass produced, or low volume / hand built and identified with a Vehicle Identification Number (V.I.N.). The minimum number of machines produced by the manufacturer, in order to be eligible is 30 (thirty) units.
5. Once a motorcycle make and model is accepted by the race organiser at point of entry to the event, it is deemed to be compliant with the above eligibility regulations and is considered to be a matter of fact and as such cannot be challenged.
6. Eligible machines for the Manx Grand Prix Junior and Supertwin MGP class for 2025:

<b>Make and Model</b>	<b>Capacity Bore and Stroke (mm)</b>
Kawasaki Ninja 650	649cc (83.0 x 60.0)
Kawasaki Z650	649cc (83.0 x 60.0)
Kawasaki ER-6F	649cc (83.0 x 60.0)
Yamaha MT-07	689cc (80.0 x 68.6)
Yamaha R-7	689cc (80.0 x 68.6)
Patton S1-R 650	649cc (83.0 x 60.0)
Suzuki SV650	645cc (81.0 x 62.6)
Aprilia RS660	659cc (81.0 x 63.9)

#### **TYRES**

- 12 Junior Race competitors may use slick or moulded treaded tyres. No additional cutting of moulded tyres will be permitted. 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

## **APPENDIX B**

- 13 Metal valve caps (not extractor type) or moulded racing valve caps which incorporate a pressure seal must be fitted.
- 14 Valves must be of the short stub or metal stem type but must be firmly affixed so as not to become loose.
- 15 Any suitable tyre may be used and must be less than three years old since the date of manufacture as determined by the manufacturer's production date stamp on the tyres side wall.
- 16 A tyre that falls outside the three-year age limit may only be used providing that the tyre has been supplied, and fitted, at the event by one of the events approved on site tyre suppliers and has an official event date control decal affixed to its sidewall, adjacent to the manufacturers date stamp at time of fitting.

#### **COMPULSORY PIT STOPS**

- 17 Competitors in the MANX GRAND PRIX JUNIOR and SUPERTWIN MGP races must refuel at the end of lap one.



# APPENDIX B

SENIOR AND SUPERSPORT  
MANX GRAND PRIX TECHNICAL REGULATIONS

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## **APPENDIX B**

### **MANX GRAND PRIX SENIOR AND SUPERSPORT MGP REGULATIONS**

Machines competing in the 2025 Manx GP Races must comply with the Manx GP Supersport Technical Regulations. **These are as follows and are correct at the time of printing. Please note these regulations may be subject to amendment to align with issuance of 2025 Isle of Man TT Races and British Supersport Championship regulations with regard to Next Generation machines and any amendments made by the Race Management Team, which will be issued by means of a Bulletin and published by the Race Organisers.**

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES ARE STRICTLY FORBIDDEN.

#### **SUPERSPORT SPECIFICATIONS**

1. A manufacturers model once homologated by the FIM may be used for racing for a maximum period of 10 (ten) years, or until such time that the homologated motorcycle no longer complies with the Technical rules.
  - 1.1. Machines that fall out of this period may be considered for special dispensation upon application to the Race Organisers. Any application must be made no later than the closing date for entries on 30<sup>th</sup> April 2025.
2. Rules are intended to permit changes to the homologated motorcycle in the interest of safety and competitiveness.
3. Supersport motorcycles require an FIM homologation or special dispensation from the Race Organisers. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the ACU Standing Regulations for Road Racing, unless it is equipped as such on the homologated machine.
4. The appearance from the front, rear and the profile of the motorcycle must (except when otherwise stated) conform, in principle, to the homologated shape as originally produced by the manufacturer. The appearance of the exhaust system is excluded from this rule.

#### **5. MACHINE SPECIFICATIONS**

- 5.1. All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.
- 5.2. The only exception from the above is that a full rolling chassis from a Kawasaki ZX-6R 600 may use an engine, throttle bodies and air box from the Kawasaki 636 and these must be homologated from the Kawasaki Ninja ZX-6R 2019 (636cc) model year or later.
- 5.3. A lower rev limit applied to the 636cc machine will apply. See article 11.20 for rev limit information.

## **6. BALANCING VARIOUS MOTORCYCLE CONCEPTS**

- 6.1. In order to equalize the performance of motorcycles used in the MGP Supersport / MGP Senior Races a system of performance enhancements or restrictions, such as but not limited to authorised parts, minimum weight, air restrictor or Rev Limit, may be developed or applied according to their respective racing performances.
- 6.2. The balancing system factors to be applied to a Supersport next generation motorcycle will be based on those in use at the Isle of Man TT Races 2025 / Motorcycle Circuit Racing Control Board (MCRCB) in the 2025 British Supersport Championship.
- 6.3. Any competitor wishing to enter a Supersport 'Next Generation' machine should declare same on their entry application and provide details of the machine VIN, ECU number and firmware.
- 6.4. Authorised parts and restrictions will be as documented in the MCRCB Authorised Parts list or these MGP Supplementary Regulations.
- 6.5. The authorised parts list supersedes all the following regulations.

## **7. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES (SUPERSPORT ONLY)**

- 7.1. Over 400cc up to 600cc 4 stroke 4 cylinders
- 7.2. Over 600cc up to 636cc 4 stroke 4 cylinders
- 7.3. Over 500cc up to 675cc 4 stroke 3 cylinders
- 7.4. Over 600cc up to 750cc 4 stroke 2 cylinders
- 7.5. The displacement capacities must remain at the homologated size.
- 7.6. Modifying the bore and stroke to reach class limits is not allowed.
- 7.7. Machines outside of these classifications will be considered upon application to the Race Organisers. If approved these machines will be known as Supersport Next Generation Machines.
- 7.8. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines.
- 7.9. Manufacturers may resubmit currently homologated machines as Supersport Next Generation.
- 7.10. The Specification of these machines will follow the FIM Supersport World Championship regulations unless superseded by the MCRCB Authorised Parts list.

## 8. MINIMUM WEIGHTS

- 8.1. The minimum weight will apply to the motorcycle only. There will be no weight limits with regard to the rider or combined machine / rider for Supersport MGP / MGP Senior at the MGP.

Ducati Panigale V2*	166 kg
Honda CBR600RR	161kg
Kawasaki ZX-6R	161kg
Kawasaki ZX-636R**	161kg
MV Agusta F3	161kg
MV Agusta F3 800*	161kg
MV Agusta F3 Superveloce*	161kg
Suzuki GSX-R600	161kg
Suzuki GSX-R750	161kg
Triumph 675R	161kg
Triumph ST765RS*	161kg
Yamaha YZF-R6	161kg
Yamaha YZF-R6*	161kg
Honda CBR600RR*	161kg
Honda CBR600RR**	161kg

\*Next Generation

\*\*Supersport Dispensation

- 8.2. At any time during the event, the weight of the whole machine (including the fuel tank and its contents) must not be less than the minimum weight.
- 8.3. There is no tolerance on the minimum weight of the motorcycle.
- 8.4. In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.
- 8.5. The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- 8.6. During any qualifying session every rider may be asked to submit his motorcycle to a weight control in any case the rider and team must comply with this request.
- 8.7. The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary inspections.

## **9. FUEL**

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

## **10. TYRES**

For the avoidance of doubt Slick tyres may be used on ALL solo classes at the MGP but are not mandatory.

- 10.1. Tyres may be replaced from those fitted to the homologated motorcycles.

**10.1** Any suitable tyre may be used and must be less than three years old since the date of manufacture as determined by the manufacturer's production date stamp on the tyre side wall.

**10.2** A tyre that falls outside the three-year age limit may only be used providing that the tyre has been supplied, and fitted, at the event by one of the events approved on site tyre suppliers and has an official event date control decal affixed to its sidewall, adjacent to the manufacturers date stamp at time of fitting.

There are no controlled tyre regulations for the MGP.

**10.3** Tyre warmers must be used.

**10.4** Any tread pattern must be made exclusively by the manufacturer when producing the tyre.

**10.5** Additional tread grooves, cuts etc. are allowed provided that they are made by a tyre manufacturer or by a person duly authorised by the tyre manufacturer. Such modified tyres must bear the distinguishing mark or stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

**10.6** Tyre pressures must remain within the tyre manufacturers recommended range.

**10.7** The tyre direction (where applicable) and date of manufacture should be highlighted in tyre paint or other such marking as to clearly identify.

## **11 ENGINE**

For Supersport Next Generation: No modifications may be made to the engine (all of paragraphs 10 and 11) unless noted in the text or in the MCRCB Authorised Parts List v1.7. <https://www.msvracing.com/bikes/document-store/>>2025 MCRCB Authorised Parts List v1.7

### **11.1 FUEL INJECTION SYSTEMS**

**11.1.1** Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

**11.1.2** The original homologated fuel injection system must be used

**11.1.3** Throttle bodies intake insulators may be modified.

**11.1.4** The injectors must be standard units as on the homologated motorcycle.

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- 11.1.5 Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the homologated machine.
- 11.1.6 Butterfly cannot be changed or modified.
- 11.1.7 Secondary throttle butterflies, valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

## 11.2 CYLINDER HEAD

11.2.1 Cylinder head must be as homologated. The following modifications are allowed:

- 11.2.1.1 Grinding of the cylinder head surface on the side of the gasket.
- 11.2.1.2 Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden);
- 11.2.1.3 Original homologated valve guides may be cut or modified, but only on the intake or exhaust port side;
- 11.2.1.4 Polishing of the combustion chamber;
- 11.2.1.5 Original valve seats must be used, but modifications are allowed to their shape.
- 11.2.1.6 Compression ratio is free, but the combustion chamber can be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above.

11.2.2 The combustion chamber may be modified.

11.2.3 Rocker arms (if any) must remain as homologated (material and dimensions).

11.2.4 Valves must remain as homologate by the original manufacturer.

11.2.5 Valves spring retainers and cotters may be altered or replaced.

11.2.6 Valve springs may be changed.

11.2.7 The shim buckets/ tappets must remain as homologated but surface treatments such as super finishing or DLC coating are permitted.

## 11.3 CAMSHAFT

11.3.1 The method of drive must remain as homologated. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

11.3.2 The duration is free but the lift must remain as homologated.

11.3.3 The use of surface treatments such as superfinishing or DLC coating is permitted.

## 11.4 CAM SPROCKETS OR GEARS

11.4.1 Cam sprockets or cam gears may be modified or replaced to allow the degreasing of camshafts.

## **11.5 CYLINDERS**

**11.5.1** No modifications are allowed.

## **11.6 PISTONS**

**11.6.1** Must remain as fitted to the homologated machine and without modification of any kind (including polishing and lightening).

## **11.7 PISTON RINGS**

**11.7.1** Must remain as fitted to the homologated machine and without modification of any kind. All piston rings must be fitted.

## **11.8 PISTON PINS AND CLIPS**

**11.8.1** Must remain as fitted to the homologated machine and without modification of any kind.

## **11.9 CONNECTING RODS**

**11.9.1** Connecting rods must remain as homologated. No modifications are allowed.

## **11.10 CRANKSHAFT**

**11.10.1** No modifications are allowed.

## **11.11 CRANKCASE/GEARBOX AND ALL OTHER ENGINE CASES (i.e. ignition case, clutch case)**

**11.11.1** Crankcases must remain as homologated. No modifications are allowed, including painting, polishing and lightening.

**11.11.2** It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

**11.11.3** Other engine cases must be made of the homologated material with the exclusion of the lateral side covers. (See below).

## **11.12 LATERAL COVERS AND PROTECTION (INCLUDING SUPERSPORT NG)**

**11.12.1** Lateral (side) covers may be altered, modified or replaced. If altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

**11.12.2** All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium.

**11.12.3** The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

- 11.12.4 Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 11.12.5 FIM or MCRCB approved covers will be permitted without regard of the material or dimensions, composite covers are not allowed.
- 11.12.6 The Technical Director / Chief Technical Officer has the right to forbid any cover, if it shows previous damage or the evidence shows the cover may not be effective.
- 11.13 TRANSMISSION/GEARBOX (INCLUDING SUPERSPORT NG)
  - 11.13.1 Primary gears must remain as homologated.
  - 11.13.2 The gearbox must be as produced by the original manufacturer for the homologated machine with the homologated ratios, but the gears may have strengthening, under cutting and super finishing. The shift drum must be as homologated but maybe polished or surface treated.
  - 11.13.3 Gear ratios may be checked on the dyno at any time during the event.
  - 11.13.4 Counter shaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
  - 11.13.5 Chain guard may be removed.
  - 11.13.6 No power source (ie. hydraulic or electric) can be used for gear selection, if not installed on the homologated model for road use. **This ruling excludes human power.**
- 11.14 CLUTCH (INCLUDING SUPERSPORT NG)
  - 11.14.1 An aftermarket slipper clutch may be used but the type (Wet or Dry) and the operating method (Cable or Hydraulic) must remain as homologated.
  - 11.14.2 The friction plates, drive plates and springs may be changed but the numbers must be the same as on the homologated machine
  - 11.14.3 The clutch secondary (spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model for road use.
  - 11.14.4The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
  - 11.14.5The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).



#### **11.15 OIL PUMPS, WATER PUMPS AND OIL LINES (INCLUDING SUPERSPORT NG)**

**11.15.1** Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced must be of a metal reinforced construction or equivalent and be fitted with swaged or threaded connections.

**11.15.2** Oil Pump (Supersport only) modifications are allowed but oil pump housing, mounting points and oil feed points must remain as found on the homologated machine.

**11.15.3** Supersport NG: Oil pump must remain as found on the homologated machine. No modifications are allowed.

**11.15.4** Water pump. No modification are allowed.

#### **11.16 RADIATOR AND OIL COOLERS (INCLUDING SUPERSPORT NG)**

**11.16.1** The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings outer appearance.

**11.16.2** Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler.

**11.16.3** Radiator fan and wiring may be changed, modified or removed.

**11.16.4** Additional oil coolers are not allowed.

**11.16.5** Oil cooler must not be mounted on or above the rear mudguard / rear wheel.

#### **11.17 AIR BOX (INCLUDING SUPERSPORT NG)**

**11.17.1** The air box must remain as originally produced by the manufacturer on the homologated machine.

**11.17.2** The air filter element may be removed or replaced.

**11.17.3** The air box drains must be sealed.

**11.17.4** All motorcycles must have a closed breather system. The oil breather line must be connected and exclusively discharge into the airbox. Only the original breather vents may be used. Breather pipes cannot discharge directly into the inlet tract or exhaust air inlet system.

**11.17.5** Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained. No direct atmospheric emission is permitted

#### **11.18 FUEL SUPPLY (INCLUDING SUPERSPORT NG)**

**11.18.1** Fuel pump and fuel pressure regulator must remain the same as on the homologated motorcycle.

**11.18.2** The fuel pressure must be as homologated.

**11.18.3** Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced.

**11.18.4** The fuel line(s) going from the fuel tank to the fuel injection system must be located in such a way that they are protected from possible crash damage.

**11.18.5** Fuel level sensors may be removed or fixed in position.

**11.18.6** Quick connectors or dry brake quick connectors may be used. Fuel vent lines may be replaced. Fuel filters may be added.

#### **11.19 EXHAUST SYSTEM (INCLUDING SUPERSPORT NG)**

**11.19.1** Exhaust pipes and silencers may be modified or changed.

**11.19.2** Catalytic converters must be removed.

**11.19.3** The number of final exhaust silencer(s) must remain as homologated.

**11.19.4** The silencer(s) must be on the same side(s) of the homologated model.

**11.19.5** For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

**11.19.6** Supersport Next Generation machines will have limitations on the exhaust specification defined at the time of the balance test and specified in the Eligible Parts list for Competition.

#### **11.20 REV LIMITS**

<b>RPM LIMITS</b>		
<b>Brand</b>	<b>Type</b>	<b>Limit</b>
Ducati Panigale V2	2cy 955cc	11,750 rpm
Honda CBR600RR	4cy 600cc	16,000 rpm
Kawasaki ZX-6R	4cy 600cc	16,000 rpm
Kawasaki ZX-636R	4cy 600cc	15,750 rpm
MV Agusta F3 800	3cy 800cc	14,200 rpm
Suzuki GSX-R600	4cy 600cc	16,000 rpm
Suzuki GSX-R750	4cy 750cc	14,200 rpm
Triumph 675R	3cy 675cc	15,200 rpm
Triumph ST765RS	3cy 765cc	13,750 rpm
Yamaha YZF-R6	4cy 600cc	16,000 rpm

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## **12 ELECTRICS AND ELECTRONICS FOR 'SUPERSPORT' MACHINES (FOR 'SUPERSPORT NEXT GENERATION' MACHINES SEE CLAUSE 13)**

- 12.1** The complete electronics system must be either:
  - 12.1.1** Manufacturer's "KIT" ECU. The manufacturers kit ECU is permitted to run with the addition of an aftermarket fuelling / ignition module. Flashing of the kit ECU is permitted.
  - 12.1.2** Only when using the Manufacturers "KIT" ECU. It is permitted to use an external devise in order to stay within the Maximum RPM limit. This must not be switch enabled and the maximum RPM limit must be permanently applied to all gears; or
  - 12.1.3** Manufacturers standard ECU. The standard ECU is permitted to run with the addition of an aftermarket fuelling / ignition module only. Flashing of the standard ECU is permitted; or
  - 12.1.4** Motec M130 with control software / firmware provided by Motec / MSVR.
- 12.2** A map position or mode switch is permitted. It may only change or trim the main fuel / ignition table to one optional setting.
- 12.3** An engine brake mode switch is permitted. It may only switch to one optional setting.
- 12.4** No additional electronics forming control systems will be allowed i.e., external ignition/fuel cut traction control systems, servo motors or ignition expanders.
- 12.5** Traction control is NOT allowed, any ECU with this capability must have this strategy disabled.
- 12.6** If the manufacturers "kit ECU" is used or Series Option ECU (Motec M130) a maximum rev limit will be prescribed by the Technical Director whose decision will be final, this may be checked at any time during the event.
- 12.7** Any or all machines may be Dyno Tested to verify RPM limits at the sole discretion of the Technical Director.
- 12.8** Spark plugs and plug caps and wires may be replaced.
- 12.9** Ignition coils both conventional and "plug top" type must remain as homologated.
- 12.10.** Additional Equipment:
  - 12.10.1.** Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g., data acquisition, one rear Rear wheel speed sensor for data logging ONLY, computers, recording equipment).
  - 12.10.2.** Front Wheel Speed Sensors
    - 12.10.2.1.** Machines using "Kit" ECU: Front wheel speed sensor is not allowed
    - 12.10.2.2.** Motec / Mectronik ECU: Front wheel speed sensor is allowed

- 12.10.2.3. An aftermarket quick shifter / blipper may be fitted to bikes with Kit ECU System. Load cell for quickshift blipper may be fitted to the bikes with Motec or Mectronik ECU or to Supersport Next Generation machines (Mectronik).
- 12.11. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
- 12.12. The addition of a GPS unit for lap timing/scoring purposes is allowed.
- 12.13. Telemetry is not allowed.
- 12.14. Connectors and switches are free.
- 12.15. Wiring Harness
  - 12.15.1. The wiring harness may be altered or replaced. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed.
  - 12.15.2. The size and type of battery may be changed and relocated.

### **13. SUPERSPORT NEXT GENERATION ELECTRICS AND ELECTRONICS**

- 13.1. The ECU and Dashboard must be the Supersport control units as documented in the MCRCB Authorised parts list. The sole official supplier of the Control Electronic System is Solo Engineering. [www.soloengineering.com](http://www.soloengineering.com), [sales@soloengineering.com](mailto:sales@soloengineering.com) Those parts are the WSS600\_A (MKE7) ECU and DAS-SOLOWSS3-D1 (ADU5).
- 13.2. The firmware and manufacturer (engine) map must be declared eligible by the British Supersport championship and from the Authorised parts list.
- 13.3. The ECU must have the 'British Supersport Settings' section up to date at all times – it is the team's responsibility to ensure that this is done.
- 13.4. External quickshift modules/sensors may be fitted but may only provide a signal to the Control Supersport ECU
- 13.5. No other external modules may be fitted except:
  - 13.5.1. Part of a quickshifter where the module may only provide a signal to the control ECU, organizer mandated devices.
- 13.6. Datalogger
  - 13.6.1. 2 CAN connections must be made available for Championship devices. They must be located in the rear of the seat unit of the motorcycle.
  - 13.6.2. They must be connected to the ECU CAN bus and the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be mandated or nominated by the Technical Director / Chief Technical Officer.
    - 13.6.2.1. Connector spec: JST 04R-JWPF-VSLE-S
    - 13.6.2.2. Ground
    - 13.6.2.3. CAN Lo
    - 13.6.2.4. CAN Hi

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#### 13.6.2.5. 12v Main Switch

- 13.7. The rain light must be powered by the ECU (as detailed in the harness schematics).
- 13.8. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.
- 13.9. During the event the Technical Director has the right to ask a team to substitute their ECU. The change has to be done before the Course Inspection lap prior to the race.
- 13.10. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file, it will not be shared except for conformity checks with control electronics system partners but may be used in Dyno tests.
- 13.11. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated:
- 13.11.1. Throttle position (multiple allowed)
  - 13.11.2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
  - 13.11.3. Airbox Pressure
  - 13.11.4. Engine pick-ups (Cam, crank)
  - 13.11.5. Twist grip position
  - 13.11.6. Front Speed (add only if not available OEM)\*
  - 13.11.7. Rear Speed (add only if not available OEM)\*
  - 13.11.8. Gearbox output shaft speed (if on OEM machine)
  - 13.11.9. Gear position
  - 13.11.10. Air pressure
  - 13.11.11. Water temperature
  - 13.11.12. Air temperature
  - 13.11.13. Tip-Over Switch (No lean angle – except from ECU) (all ECU's feature crash detection (by IMU).
- 13.12. The following can be added (and not OEM sensors):
- 13.12.1. Gear shift load cell / switch (Non-OEM parts must be from the Eligible Parts for Competition List (Shift controlled by ECU only)
  - 13.12.2. Lambda - Bosch LSU4.9 only (one sensor only)
  - 13.12.3. Fork position
  - 13.12.4. Shock position
  - 13.12.5. Front brake pressure
  - 13.12.6. Rear brake pressure
  - 13.12.7. Fuel pressure (not temperature)
  - 13.12.8. Oil pressure
  - 13.12.9. Oil temperature
  - 13.12.10. Switches (Left and right)
  - 13.12.11. Rear TPMS Monitor (Temperature and Pressure, must be CAN)\*\*
  - 13.12.12. Front TPMS Monitor (Temperature and Pressure, must be CAN)\*\*
- \* The OEM phonic/speed sensor rings must be used (ZX636 for ZX6).

**\*\* Must be from the Authorised parts list.**

13.13. The characteristics of eligible data logging systems must meet the following:

13.13.1. The data logger unit must be available for sale to the public.

13.13.2. The data logger may ONLY be connected to the CAN bus and to those sensors listed in section below:

13.13.2.1. Only the following may be connected directly to the logging system.

13.13.2.2. GPS Unit (Lap timing and track position)

13.13.2.3. Transponder / Lap time signal

13.13.2.4. Rear tyre temperature (Infra-Red)(External)(Maximum 3)

13.13.2.5. Any exceptions noted in MCRCB Authorised Parts List.

13.14. Telemetry is not allowed.

13.15. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

13.16. All shift lights must be only 'White'.

13.17. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on [www.soloengineering.com](http://www.soloengineering.com). Their basic layout, switch function, position and colour must follow those supplied in the kit.

13.18. Plug caps and coils must remain as homologated.

13.19. Electric cables, harness, connectors, battery and switches are free but the harness must comply with the wiring schematic that is available from [www.soloengineering.com](http://www.soloengineering.com).

13.20. Spark plugs and wires may be replaced.

## **14. ELECTRICS AND ELECTRONICS FOR 'SUPERSPORT' MACHINES AND FOR 'SUPERSPORT NEXT GENERATION' MACHINES**

14.1. Generator, alternator, electric starter. No alterations are allowed.

14.2. The electric starter must operate normally and always be able to turnover the engine for two seconds during the event.

## **15. FRAME BODY**

15.1. Frame Body and Rear sub-frame

15.1.1. Frame must remain as originally produced by the manufacturer for the homologated machine.

15.1.2. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

15.1.3. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

15.1.4. Nothing else can be added or removed from the frame body.

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- 15.1.5. All motorcycles must display a vehicle identification number on the frame body (chassis number).
- 15.1.6. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- 15.1.7. Rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.
- 15.1.8. Additional seat brackets may be added. Non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- 15.1.9. The paint scheme is not restricted but polishing the frame body or subframe is not allowed.

## **16. FRONT FORKS**

- 16.1. Forks must remain as originally produced by the manufacturer for the homologated machine.
- 16.2. Standard original internal parts of the forks may be modified or changed.
- 16.3. No aftermarket or prototype electronically controlled suspensions can be used.
- 16.4. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated).
- 16.5. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCRCB/TT competitions.
- 16.6. After market damper kits or valves may be installed.
- 16.7. Fork springs may be modified or replaced.
- 16.8. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.
- 16.9. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
- 16.10. Dust seal can be modified, changed or removed if the fork is totally oil sealed.
- 16.11. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

16.12. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine. Additional holes may be drilled / tapped in order to mount accessory items such as brake fluid reservoirs providing such modification does not compromise the structural integrity of the fork clamp.

16.13. Steering damper may be added or replaced with an aftermarket damper.

16.14. The steering damper cannot act as a steering lock limiting device.

## **17. REAR FORK (SWING ARM)**

17.1. The rear fork must remain as originally produced by the manufacturer for the homologated machine.

17.2. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket (See Appendix G, Fig. 1). The Technical Director / Chief Technical officer decision will be final with regard to suitability.

17.3. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine.

17.4. Rear axle chain adjuster can be modified or changed.

17.5. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius).

17.6. Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

## **18. REAR SUSPENSION UNIT**

18.1. Rear suspension unit can be changed or modified. The original attachments of the frame and rear fork must be as homologated.

18.2. Rear suspension unit spring(s) may be changed.

18.3. No aftermarket or prototype electronically-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCRCB/ TT / MGP competitions.

18.4. Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.



## **19. WHEELS**

- 19.1. Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine. Wheels from a previous model variant from the same manufacturer may be used providing that they are visually similar and are of the same size and no lighter than the Homologated wheel.
- 19.2. Any inner tube (if fitted) or inflation valves may be used
- 19.3. Wheel balance weights may be discarded, changed or added.
- 19.4. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- 19.5. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.
- 19.6. Wheel diameter and rim width must remain as originally homologated.
- 19.7. Carbon fibre/carbon composite wheels are not allowed

## **20. BRAKES**

- 20.1. Front and rear brake discs may be changed but must fit the original calliper and mounting. However, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed if not homologated in the original machine.
- 20.2. The maximum outside diameter is 320mm.
- 20.3. The brake disc carriers may be changed, but must retain the same off-set and same type of mounting to the wheels.
- 20.4. Replacement brake discs must be of ferrous material.
- 20.5. Front and rear brake calliper's as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine (see art 14). Spacers may be fitted between the calliper and fork lower to fit larger diameter discs.
- 20.6. The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a suitable aftermarket unit.
- 20.7. The brake lever design is free.
- 20.8. The rear brake master cylinder can be the originally fitted and homologated parts with no modification allowed or may be replaced with a suitable aftermarket unit.

- 20.9. The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.
- 20.10. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned.
- 20.11. Quick connectors may be used, but only between the master cylinder and the brake hose split.
- 20.12. The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp).
- 20.13. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- 20.14. Additional air cooling ducts are not allowed.
- 20.15. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the callipers, between the pads and the pistons, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.
- 20.16. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- 20.17. Any handbrake (scooter type) must be protected with a lever guard of the same type used for the front brake.

## **21. HANDLEBARS AND HAND CONTROLS**

- 21.1. Handlebars, throttle assembly and associated cables, hand controls and levers may be replaced.
- 21.2. Handlebars and hand controls may be replaced and relocated.
- 21.3. Throttle controls must be self-closing when not held by hand.
- 21.4. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
- 21.5. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- 21.5.1. The button or switch must be red.

## **22. FOOT REST/FOOT CONTROLS**

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

## **23. FUEL TANK**

- 23.1. Fuel tank must be as originally produced by the manufacturer for the homologated machine but maybe modified to increase the capacity to a maximum of 22 litres. It must retain in principle, its Homologated shape as closely as possible.
- 23.2. On machines where the fuel tank is made from " Plastic" a fuel tank may be manufactured from alloy or steel to increase the capacity as long as it utilises the original mounts but It must retain in principle, its homologated shape as closely as possible.
- 23.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 23.4. Fuel caps may be changed (no Monza). Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time. Any part, which could be in contact with the ground during a crash, may be protected by a second cover made from composite materials (carbon fibre or Kevlar).

## **24. FAIRING/BODY WORK**

- 24.1. Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- 24.2. Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction.
- 24.3. Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.



- 24.4. Wind screen may be replaced with transparent material only. It may be higher than original.
- 24.5. The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- 24.6. The original air ducts running between the fairing and the air box may be altered or replaced.
- 24.7. The original air ducts into the airbox may be altered or replaced.
  - 24.7.1. **For Supersport Next Generation:** The original air ducts running between the fairing and the air box may only be replaced by exact cosmetic replicas of the original parts.
- 24.8. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- 24.9. Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- 24.10. Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- 24.11. Front mudguard may be replaced with cosmetic duplicates of the original parts. The use of carbon fibre or Kevlar® composites is allowed.
- 24.12. Front mudguard may be spaced upward for increased tyre clearance.
- 24.13. Rear mudguard fixed on the swing-arm may be removed or replaced with cosmetic duplicates of the original parts. The use of carbon fibre or Kevlar® composites is allowed.
- 24.14. Rear mudguards fixed on the swing-arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- 24.15. The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).
- 24.16. A “booster” cover fitted to the rear of the fuel tank may be used to enhance rider position on the bike. This can be of a composite material if desired.



## **25. SEAT**

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

## **26. FASTENERS**

- 26.1. Standard fasteners may be replaced with fasteners of any material and design.
- 26.2. Aluminium fasteners may only be used in non-structural locations.
- 26.3. Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 26.4. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 26.5. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- 26.6. Fairing/body work fasteners may be changed to the quick disconnect type.

## **27. SAFETY LIGHTS**

- 27.1. A functioning red light must be fitted at the rear of all machines. It must be switched on at all times when the machine is on course. Lights must comply with the following:
  - 27.1.1. Safety lights must be of a robust quality and securely fitted in the approved position.
  - 27.1.2. 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.
  - 27.1.3. Mounted on the seat, approximately on the machine centre line in a position approved by the Technical / Director Chief Technical Officer.



- 27.1.4. Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
- 27.1.5. The Safety light must be hard wired into the machines power supply and must turn on when the ignition is energised.
- 27.1.6. In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Technical Director / Chief Technical Officer will be final.
- 27.1.7. Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.

27.2. See Appendix G, Fig. 2

## **28. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED FROM THOSE FITTED TO THE HOMOLOGATED MOTORCYCLE**

- 28.1. Any type of lubrication, brake or suspension fluid may be used.
- 28.2. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- 28.3. Gaskets and gasket materials.
  - 28.3.1. **For Supersport Next Generation:** Head and Base Gaskets will be specified in the Authorised Parts List.
- 28.4. Painted external surface finishes and decals.

## **29. THE FOLLOWING ITEMS MAY BE REMOVED**

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

## **30. THE FOLLOWING ITEMS MUST BE REMOVED**

- 30.1. Headlamp, rear lamp (unless used as a rain light) and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- 30.2. Rear-view mirrors.
- 30.3. Horn.
- 30.4. License plate bracket.
- 30.5. Toolbox.
- 30.6. Helmet hooks and luggage carrier hooks
- 30.7. Passenger foot rests
- 30.8. Passenger grab rails.
- 30.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).

### **31. THE FOLLOWING ITEMS MUST BE ALTERED**

- 31.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand side of the handlebar within reach of the hand while on the hand grips that is capable of stopping a running engine.
- 31.2. It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- 31.3. All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 31.4. Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 31.5. Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- 31.6 External oil filters must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing. Oil filters with drilled HEX are not to be used.
- 31.7 All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.



# APPENDIX C

TRANSPONDERS

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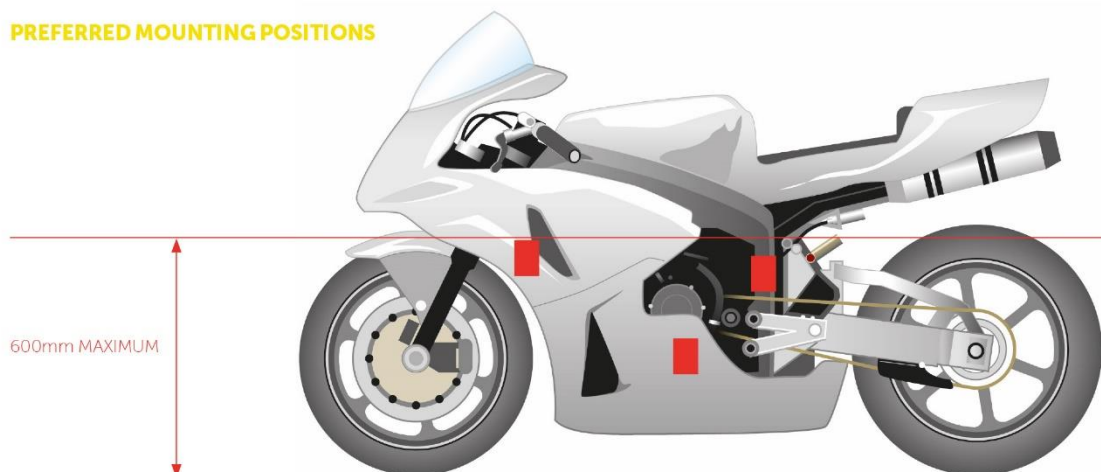


## APPENDIX C

### TRANSPONDERS

1. An AMB TranX 260 or compatible transponder must be used.
2. 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).
3. The transponder must be mounted vertically and not horizontally.
4. The securing pin must be at the top.
5. Fit the transponder holder in a safe and secure position.
6. Mount the transponder so that it is preferably no more than 2 ft (60 cm) from the ground.
7. Mount the transponder so that it is away from heat generating bodies such as the exhaust.
8. 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.
9. Push the 'R' clip right through as far as possible in order to prevent it being accidentally pushed out.
10. 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.
11. The transponder must be charged and 'flashing' green and fitted to the machine when presented for Technical Inspection.
12. Disregarding any of the above guidelines may result in your time(s) not being recorded.
13. No time will be recorded at all if the transponder is not fitted or has not been charged.
14. If attached to the fork leg the transponder must not interfere with the steering lock.
15. The transponder must not be fitted between the top and bottom yokes on the fork legs

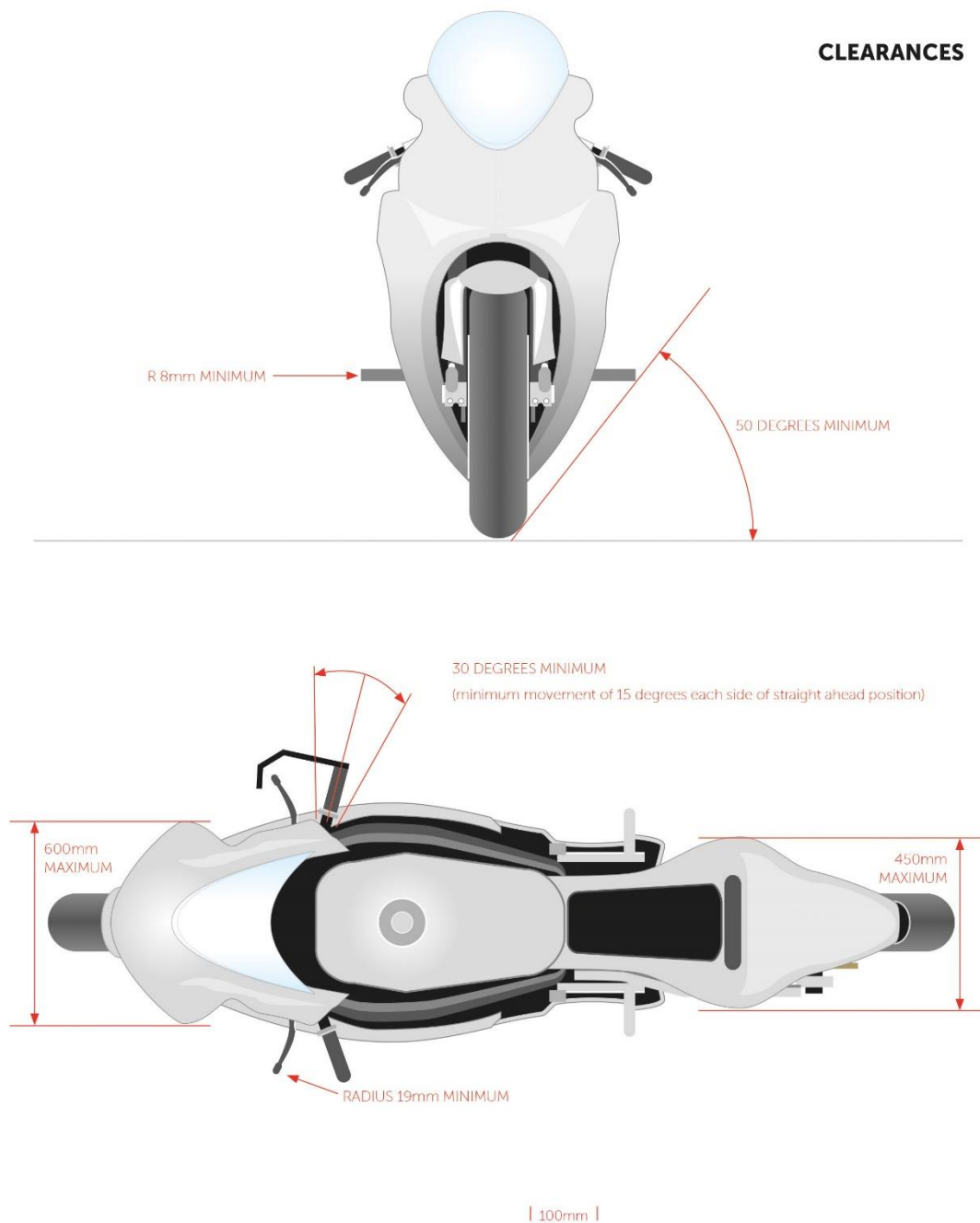
#### PREFERRED MOUNTING POSITIONS



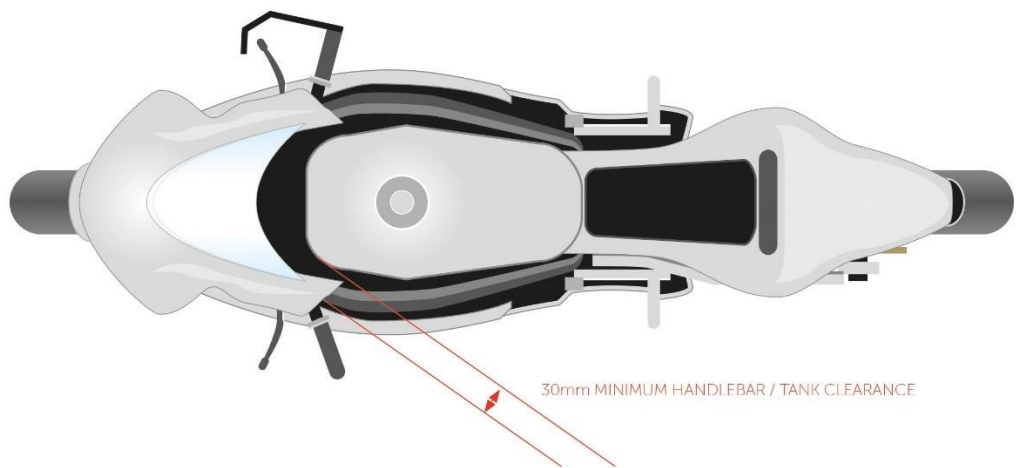
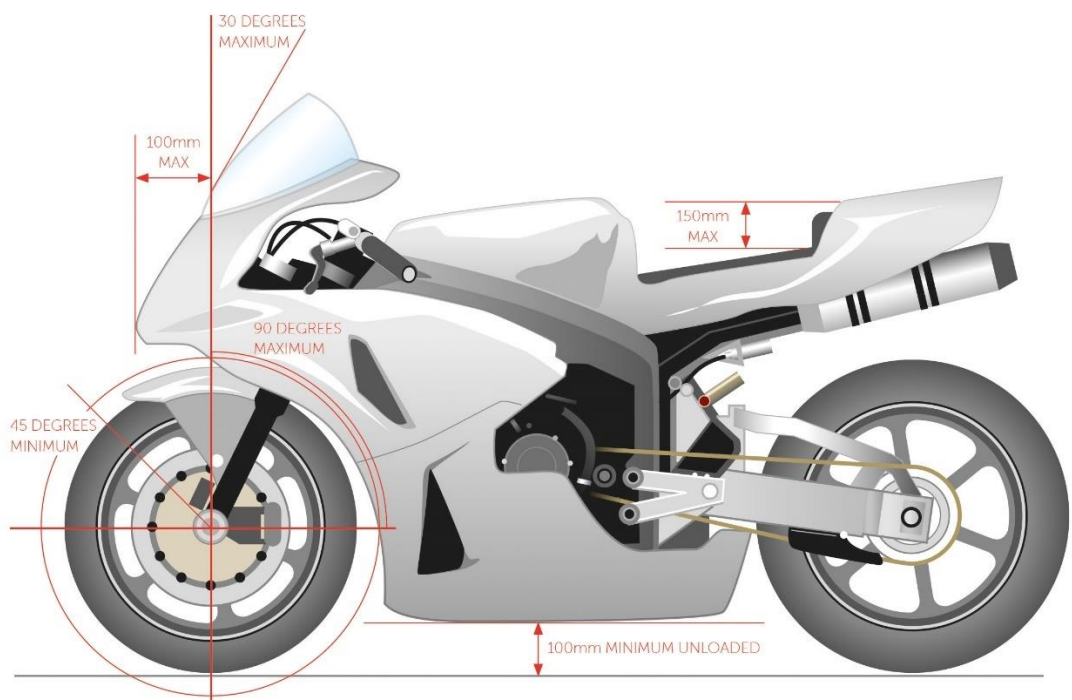
## APPENDIX D

### CLEARANCES AND BODYWORK DIMENSIONS

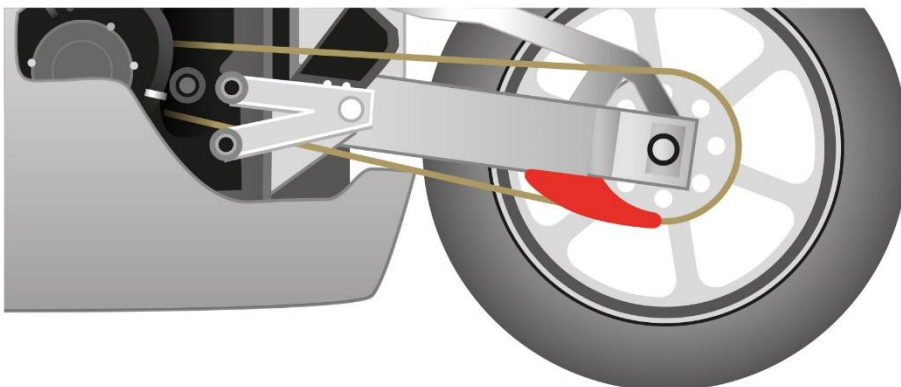
FIG 1. CHAIN GUARD



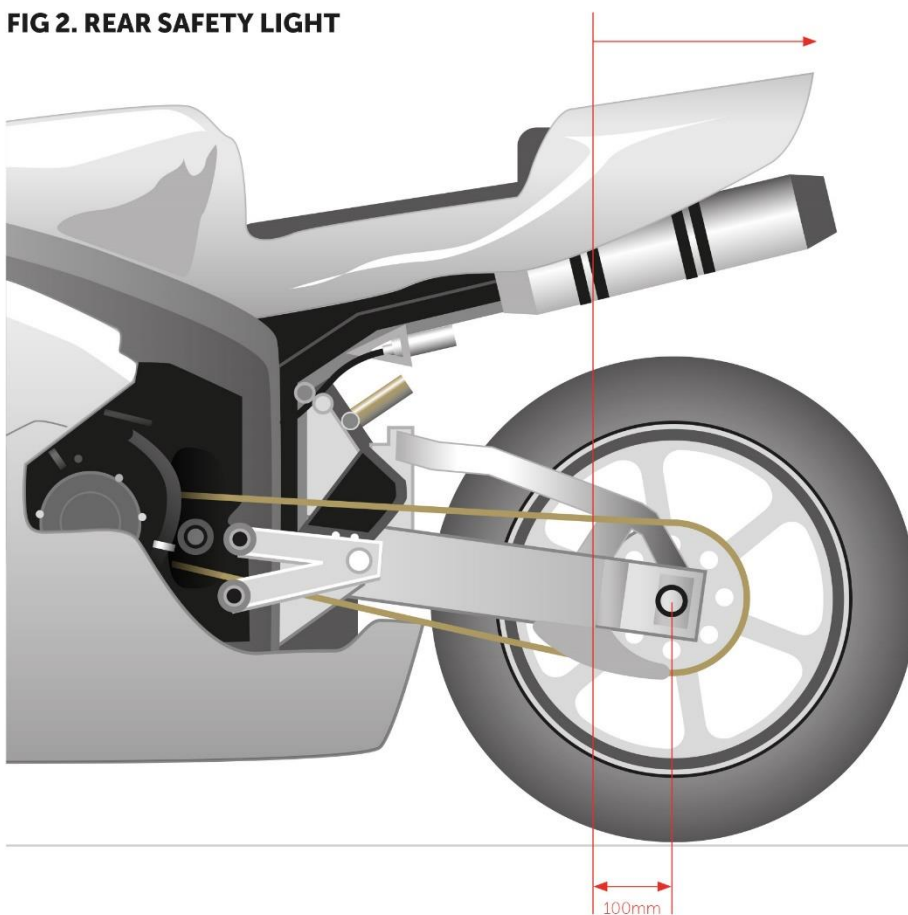
**BODYWORK DIMENSIONS**



**FIG 1. CHAIN GUARD**



**FIG 2. REAR SAFETY LIGHT**



# APPENDIX E

GPS FITTING INSTRUCTIONS

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## GPS Unit – Fitting Guide

It is mandatory for ALL machines being ridden on the TT Mountain Course to be fitted with a GPS tracker unit provided by and for use by the Race Organisers.

The GPS units will send live information every second to provide Race Control with clear visibility of all vehicles around the TT Course.

The GPS units are purpose built to meet the demands of the TT Course. The units have undergone rigorous testing for vibration and compliance to required CE certification standards. They have also been tested to ensure reliability and communication both via mobile data and GPS and to ensure battery capacity can cover a full day of racing.

Once a GPS unit and Antenna are mounted correctly the operation of the unit is a simple two-step process of ensuring the unit is fully charged and turning it on, as explained further below.

**IMPORTANT:** Every machine (including T bikes) must be fitted with a GPS Unit which is allocated to a specific machine. If you need to swap units or machines please inform the Race Office

### Mounting the GPS unit

The GPS unit will be supplied as standard with a base, which has mounting holes to allow for a bracket or other fitment arrangement to be fabricated. If requested, a flat base without fitting holes may be provided (dimensions provided below).

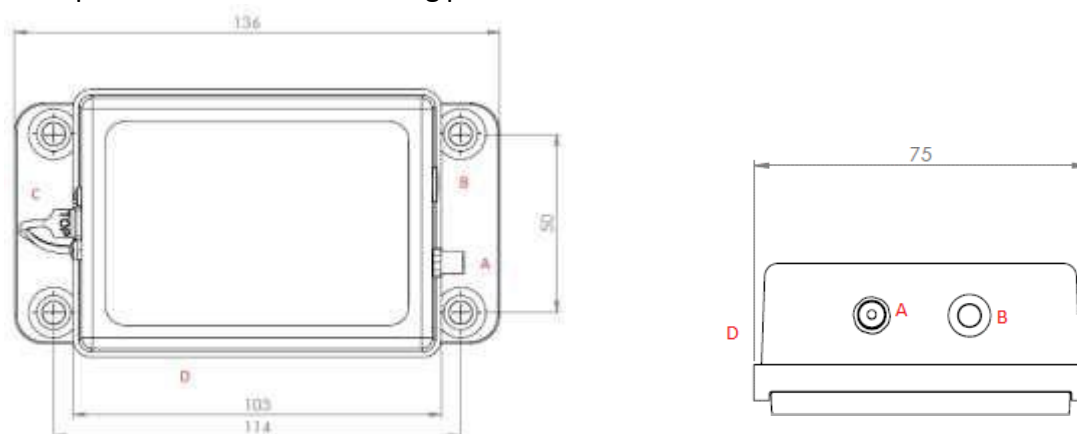
The unit must not be fitted anywhere which may interfere with the rider or machine operation. It must not be fitted directly above the engine or near moving parts and must be kept away from any significant heat source.

The unit can be turned on by passing a magnet over the magnetic on/off switch. Please ensure that the LED status light (B) is visible and flashing green when entering Technical Inspection and the Assembly Area and that access to power on the unit by the use of a magnet is achievable.

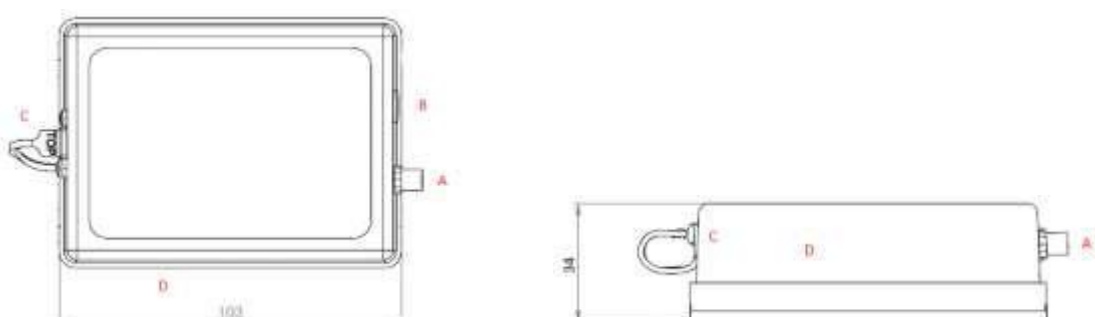
In addition to the main unit, an external GPS antenna is provided which is connected to the main unit (A) via a standard 1m connecting cable, which is provided.

At the end of the session Race Control will turn off all the units remotely when safe to do so.

### Example - GPS unit with mounting points



### Example - GPS unit without mounting points



- Position **A**: where the external antenna connects (via a cable) to the unit  
 Position **B**: 3 colour LED status light providing on/off indication (see below for light status)  
 Position **C**: USB charging port (micro USB connector required)  
 Position **D**: On/Off magnetic switch position (must be accessible)

Light	Status
None	Unit is off. Note that no light will show when the unit is on charge
Steady Green	On with good GPS and mobile signal
Flashing Green	Transmitting data to the race management system
Steady Red	Unit is attempting to locate network. After 60 seconds of steady red please power off and on again
Flashing Red	Turn the unit on with a magnet. It will then flash red as it is powering up and connecting to the GPS and mobile networks
Amber	Powering down and transmitting any buffered data. Power down can be done with a magnet or remotely via the Race Management System

### Charging the GPS unit

It is the responsibility of the competitor to ensure that the GPS unit is charged before each session for a minimum of eight hours or until the green light is displayed/is constant which will ensure the unit can operate for an eight-hour duration. The GPS unit will automatically go into slow-poll mode if the machine is not traveling more than 5 mph to conserve battery life.

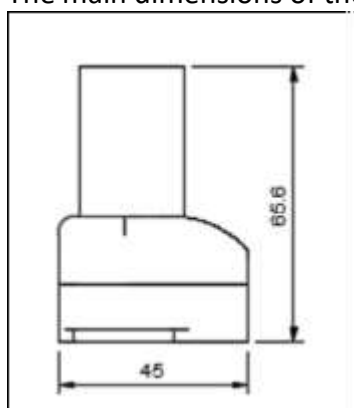
Please note that when the unit is charged via a 5v micro USB port and the LED status does not light up. You must turn on the unit before you enter Technical Inspection.

### GPS Antenna

Solo machines - the GPS antenna is fitted into a small housing that has lugs on it to allow temporary fixing to a machine. It must have a clear view of the sky and must be mounted as close to vertical as possible – ideally mounted on the tail section of the machine.

Sidecar machines – the GPS antenna is fitted into a small housing that has lugs on it to allow temporary fixing to a machine. It must have a clear view of the sky and must be mounted as close to vertical as possible – ideally mounted on the front part of the fairing in front of the passenger.

The main dimensions of the GPS antenna are below:



The cable supplied is a 1m cable with an SMA male connector on one end and a SMA female connector on the other end. If supplied by a team or an extension cable is used, the cable must be CE certified.







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