



S U P P L E M E N T A R Y

REGULATIONS

2026 MANX GRAND PRIX & CLASSIC TT RACES



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

CONTENTS

WELCOME

SUPPLEMENTARY REGULATIONS

SECTION 1	ORGANISATION
SECTION 2	QUALIFYING AND RACE SCHEDULE
SECTION 3	ENTERING THE MANX GRAND PRIX AND CLASSIC TT RACES
SECTION 4	INSURANCE AND ELIGIBILITY
SECTION 5	SIGNING ON AND BRIEFINGS
SECTION 6	QUALIFYING AND RACE PROCEDURE
SECTION 7	QUALIFICATION AND RIDING NUMBERS

WELCOME

MANX GRAND PRIX AND CLASSIC TT RACES 2026

Dear MGP and Classic TT Competitors and Teams

Welcome to the 2026 Manx Grand Prix and Classic TT Races.

Entries are now open for the Manx GP and Classic TT Races 2026 and will close as follows:

- For Manx GP Entries - at 23.59 hrs on Thursday 30th April 2026.
- For Classic TT Entries - at 23.59 hrs on Friday 12th June 2026.

You will note the production of the Regulations for the event has changed. We have now split the Regulations into three specific areas:

- a. Supplementary Regulations
- b. Technical Regulations
- c. Event Information

The aim of the 'split' is to make the information more succinct and easier to find / digest.

Please read all three documents and ensure you understand the contents before your arrival on the Island in August. Be reminded, 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 has ceased.

Pre-event medical checks that formed part of the Signing On process for MGP / Classic TT 2025 will continue at this event and all events going forward.

If you have anything you are concerned about, wish to query or check, please get in touch with us at the contact details contained in the document on page 2. We are always available to assist.

Finally, I wish you all the very best for your preparations for the 2026 racing season and look forward to seeing you all in August.

Yours in sport



Gary Thompson MBE BEM
Clerk of the Course
Manx Grand Prix and Classic TT Races

SECTION 1

ORGANISATION

THE MANX GRAND PRIX RACES

- 1.1. The Manx Motor Cycle 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”).

THE CLASSIC TT RACES

- 1.2 The Department for Enterprise (“the Promoters”), an Isle of Man Government Department, whose Office is 1st Floor, St George’s Court, Upper Church Street, Douglas, Isle of Man, IM1 1EX, are the commercial rights owners of the Classic TT Races and associated trademarks.

RACE ORGANISER

- 1.3 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 and Classic TT Races under contract, for and on behalf of the Promoters from the 16th August to 28th August 2026.

- 1.4 ACU Permit Number: ACU 206666

- 1.5 The meeting will be held under the 2026 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
Warks
CV21 2YX

Stacey Moore

Email: stacey@acu.org.uk

Tel: +44(0)7624 387068

MANX GP PROMOTER

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

Liz Warden

liz@mgp.co.im

+44(0)1624 644649

CLASSIC TT PROMOTER

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

Bruce Baker

Bruce.Baker@gov.im

+44(0)1624 686877

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

SUNDAY 16 AUGUST

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

MONDAY 17 AUGUST

18:30 to 19:10	MGP Senior/Supersport MGP
19:15 to 19:45	MGP Junior/Sportbike MGP
19:50	Classic TT (one lap)

TUESDAY 18 AUGUST

18:30 to 19:10	MGP Senior/Supersport MGP
19:15 to 19:45	MGP Junior/Sportbike MGP
19:50	Classic TT (one lap)

WEDNESDAY 19 AUGUST

18:30 to 19:10	Formula One / Junior 600 / MGP Senior / Supersport MGP
19:15 to 19:45	Lightweight / U. Lightweight / MGP Junior / Sportbike MGP
19:50 to 20:00	Historic Senior / Historic Junior

THURSDAY 20 AUGUST

18:30 to 19:10	Formula One / Junior 600 / MGP Senior / Supersport MGP
19:15 to 19:45	Lightweight / U. Lightweight / MGP Junior / Sportbike MGP
19:50 to 20:00	Historic Senior / Historic Junior

FRIDAY 21 AUGUST

10:15 to 11:15	Historic Senior / Historic Junior
11:45 to 12:45	Lightweight / U. Lightweight / MGP Junior / Sportbike MGP
13:15 to 14:45	Formula One / Junior 600 / MGP Senior / Supersport MGP

2026 RACE SCHEDULE

SATURDAY 22 AUGUST

1015	Sportbike MGP Race	3 laps
1215 - 1300	Lightweight / U Lightweight / Hist Senior / Historic Junior	Qualifying
1415	Supersport MGP Race	4 laps
1615	Formula One / Junior 600	Qualifying

MONDAY 24 AUGUST

10:15	MGP Junior Race	3 laps
12:45	MGP Senior Race	4 laps
15:00	Historic Junior	3 laps

WEDNESDAY 26 AUGUST

10:15	Formula One Race	3 laps
12:15	TT Rewind / Classic Sidecar Parade	1 lap
13:15	Lightweight / U Lightweight Race	3 laps
15:00	Junior 600	3 laps

FRIDAY 28 AUGUST

10:15	Historic Senior Race	3 laps
13:00	Senior Classic TT Race	4 laps
15:30	John McGuinness Parade	1 lap

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 19 AUGUST

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

THURSDAY 20 AUGUST

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

FRIDAY 21 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 23 AUGUST

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

TUESDAY 25 AUGUST

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

THURSDAY 27 AUGUST

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

SECTION 3

ENTERING THE MANX GRAND PRIX AND CLASSIC TT RACES

ENTRIES

3.1. Applications for the Manx GP and Classic TT Race entries must be made online as follows:

3.1.1. Manx GP: via the competitor's section of the Official MGP Races website (<https://manxgrandprix.co.uk/page/competitors/>).

3.1.2. Classic TT: via the competitor's section of the Official TT Races website (<https://www.iomttraces.com/page/competitors/>).

3.2 Entries will closed as follows:

3.2.1 Manx GP: For the Manx GP Supersport, Sportbike, Senior and Junior Classes will close at 23:59hrs on 30th April 2026. Any entries received after the closing date may not be accepted.

3.,2.2 Classic TT: For Classic TT Formula One, Junior 600, Lightweight, Ultra Lightweight, Historic Junior and Historic Senior Classes will close at 23.59 hrs on 12th June 2026. Any entries received after the closing date may not be accepted.

3.3 The entries and the allocation of riding numbers will be administered by the Race Entries Committee using data from previous events.

3.4 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.

3.5 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.

3.6 Applicants will be advised via the online entry portal as soon as possible after the closing date of entries whether they have been accepted.

3.7 The Organisers reserve the right to refuse an entry.

3.8 The Entry fee for each Manx GP race is as follows:

3.8.1 ACU Licence Holders: £375.00

3.8.2 Non-ACU Licence Holders: £275.00

3.9 Riders are accepted into the Supersport MGP, Sportbike MGP, MGP Senior and MGP Junior Classes will be required to make payment for their entries via BACS before 31st May 2026 to the following account:

Manx Motor Cycle Club
Sort Code: 55-91-00
Account No: 10931163

Any queries relating to Entry Fees should be addressed to the Manx Motorcycle Club Ltd, telephone 01624 644649 or email; liz@mgp.co.im

3.9 50% of Entry Fees will be refunded in full if a written cancellation is received by 1st August. Any cancellations made after 1st August will not be eligible for a refund.

3.10 Entry into each of the Classic TT races are free of charge.

USING THE MANX GRAND PRIX ENTRY SYSTEM

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

USING THE CLASSIC TT ENTRY SYSTEM

3.12 All entries must be made via the online entry system found at:
<https://www.iomttraces.com/page/competitors/>

3.13 Any account set up for entry into the 2025 TT, 2025 Manx Grand Prix or 2025 Classic TT will be valid to apply for an entry to the 2026 Manx GP or Classic TT even. Please do not create a new account. If you require any assistance, please contact;

Stacey Moore – stacey@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.

3.14 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.

3.15 If an entry is accepted, the competitor or team must submit all required information, including paddock requirements, by Tuesday 14th July 2026.

3.16 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 and Classic TT Race Guides. Please note that sponsor information must be provided by

23:59hrs Tuesday 14th July 2026 for inclusion in the printed Official Manx Grand Prix and Classic TT Race Guides.

AMENDMENTS & ADVICE (HELPDESK)

- 3.17 Once you have submitted your entry you will have the opportunity to amend your entry up until 23:59hrs on Friday 26th May 2026. After this date you may only make amendments, including sponsor information, by contacting the Helpdesk:
- stacey@acu.org.uk
 - 07624 387068

CHANGE OF COMPETITOR

- 3.18 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 Manx GP or Classic TT 2026 has already been refused.
- 3.19 A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course.

JURISDICTION

- 3.20 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

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

Any initial enquires can be made with the Steam Packet company by emailing them:
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 Manx GP and/or Classic TT must provide insurance cover for the period of 16th August to 28th August 2026 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 and/or the Classic TT Races.
- 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 15 August 2026.

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, Sportbike 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' solo TT events (ie. 2024 or 2025).

4.13.3 They have previously won a Manx Grand Prix Senior, Junior, Supersport or Supertwin Race.

4.13.4 For further clarification please contact Stacey Moore – stacey@acu.org.uk

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 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.

4.17 All newcomer competitors are required to wear an orange bib during Qualifying. These must be collected from the Race Office during signing on.

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

ENTRANT ELIGIBILITY

- 4.19 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

- 4.20 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.
- 4.21 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.
- 4.22 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.
- 4.23 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.
- 4.24 It is the responsibility of Teams / Competitors to ensure that, and if required, be able to 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 Manx GP / Classic TT 2025 events).

SUPERSPORT MGP / SENIOR MANX GRAND PRIX

- 4.25 For machines complying with Appendix A of the Technical Regulations.

SPORTBIKE MGP / JUNIOR MANX GRAND PRIX

- 4.26 For machines complying with Appendix B of the Technical Regulations.

FORMULA ONE CLASSIC TT

- 4.27 For machines complying with Appendix C of the Technical Regulations.

JUNIOR 600 CLASSIC TT

- 4.28 For machines complying with Appendix D of the Technical Regulations.

LIGHTWEIGHT CLASSIC TT

- 4.29 For machines complying with Appendix E of the Technical Regulations.

ULTRA LIGHTWEIGHT CLASSIC TT

4.30 For machines complying with Appendix F of the Technical Regulations.

HISTORIC SENIOR CLASSIC TT

4.31 For machines complying with Appendix G of the Technical Regulations.

HISTORIC JUNIOR CLASSIC TT

4.32 For machines complying with Appendix H of the Technical Regulations.

SENIOR CLASSIC TT

4.33 For machines complying with Appendix J of the Technical Regulations

SECTION 5

SIGNING-ON AND BRIEFINGS

SIGNING-ON

5.1. Signing-on will take place as follows:

5.1.1	Friday 14 th August	09:00 – 12:00	Opel Mercury Club Hospitality Suite
5.1.2	Saturday 15 th August	09:00 – 12:00	Opel Mercury Club Hospitality Suite
5.1.3	Sunday 16 th August	08:30 – 09:00	Race Office (for late arrivals only)

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

- 5.2.1 FMN Approval (Start Permission) for holders of National licences not issued by the ACU/SACU.
- 5.2.2 2026 Road Race Licences issued by any Federation affiliated to the FIM.
- 5.2.3 2026 TT Mountain Course Licence.
- 5.2.4 Transponders – one for each machine, including T Bikes.
- 5.2.5 Next of Kin and mechanic/team contact details, both in the Isle of Man and at home.
- 5.2.6 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.

PRE-EVENT MEDICALS

5.3 All competitors will be required to undertake a compulsory Pre-Event Medical. Dates/times and locations as follows:

Thursday 13 th August	10:00 - 16:00	Physiotherapy Centre
Friday 14 th August	10:00 – 16:00	Physiotherapy Centre
Saturday 15 th August	10:00 – 16:00	Physiotherapy Centre

COMPETITORS BRIEFINGS

5.4 All competitors must attend a compulsory briefing in order to be permitted to commence qualifying. Briefings will take place as follows:

5.4.1 Briefings by Zoom. Zoom details will be sent nearer the briefing dates:

	Wednesday 5 th August	17:30 and 18:30	Online
	Thursday 6 th August	17:30 and 18:30	Online
5.4.2	Friday 14 th August	14:00 and 16:00	Opel Mercury hospitality suite
	Saturday 15 th August	12:30	Opel Mercury hospitality suite
	Sunday 16 th August	09:00	Race Office (late arrivals only)
5.4.3	NEWCOMERS ONLY		
	Saturday 15 th August	11:00	Opel Mercury hospitality suite
5.4.4	FRENCH SPEAKERS		
	Saturday 15 th August	09:30	Opel Mercury hospitality suite

All newcomers must attend a briefing in order to take part in their respective speed-controlled lap on Sunday 16th August.

TECHNICAL BRIEFINGS

5.5 Technical briefings for team managers plus one mechanic per competitor will be held as follows:

5.5.1	Saturday 15 th August (Surnames A – M)	13:30	Opel Mercury hospitality suite
	(Surnames N – Z)	14:30	Opel Mercury hospitality suite

NOTE: Each competitor must be represented at this briefing.

WELFARE BRIEFING

5.6 The nominated On-Island Contact for each competitor must attend a Welfare Briefing at the following time and location:

Saturday 15th August	15:30	Opel Mercury Club hospitality suite
----------------------	-------	-------------------------------------

PIT LANE BRIEFINGS FOR SOLO NEWCOMERS TEAM PERSONNEL

5.7 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

QUALIFYING AND RACE PROCEDURE

THE COURSE

6.1 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

- 6.2 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.
- 6.3 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.
- 6.4 Any changes to the procedures set out in paragraphs 6.2 or 6.3 will be announced by the Clerk of the Course.
- 6.5 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.
- 6.6 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.
- 6.7 Pit lane will be closed to teams and competitors during all qualifying periods.
- 6.8 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.
- 6.8.1 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.
- 6.9 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.
- 6.10 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.
- 6.11 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.

- 6.12 Competitors slowing to leave the Course must exercise extreme caution when leaving the Course and be aware of competitors who are exiting pit lane.
- 6.13 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.
- 6.14 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

- 6.15 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.
- 6.16 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.
- 6.17 Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Assembly Area.
- 6.18 The short lapping procedure will be as follows:
- 6.18.1 Stationary yellow flag displayed at the exit of Governor's Bridge. Competitors must begin to reduce speed at this point.
 - 6.18.2 Digital 'Pit In' flag displayed at Governors Bridge and adjacent to St George's Sports field.
 - 6.18.3 Chequered flag displayed on the exit of Governors Bridge.
 - 6.18.4 Red flags displayed at entrance to North Gate where competitors must leave the Course.

SIGHTING LAP PROCEDURE (ONLY TO BE HELD WHEN CONDITIONS ARE SUB-OPTIMAL)

- 6.19 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 Sighting Lap for all competitors. Any competitor who has qualified for a race may take part in any sighting lap ahead of their last scheduled race. Competitors will not be permitted to take part in a sighting 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 sighting lap. Competitors are reminded that, in the main, sighting 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 sighting lap may be used as a qualification lap for time and/or for the motorcycle to complete a qualification lap.
- 6.20 Competitors may use any machine on which they have qualified for any race

- 6.21 If a competitor chooses to complete the sighting 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.
- 6.21.1 If a competitor and the machine return to the paddock after the sighting lap, the machine must go through technical inspection prior to the race start.
- 6.22 Sighting 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.
- 6.22.1 Competitors will be called to the start line in order of machine capacity.
- 6.23 Any competitor who retires on the sighting lap must follow the relevant elements of the regulations later in this section.
- 6.24 Official Course Cars will be deployed at the end of the sighting lap to collect any rider who has retired and endeavour to return them to the TT Grandstand ahead of the race schedule.
- 6.25 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.
- 6.26 All sighting 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

- 6.27 Tyre Warmers must be fitted to all machines in the Sportbike 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.
- 6.28 On instruction from the Clerk of the Course, pit crews may enter Pit Lane to fill up their respective fuel fillers.
- 6.29 The specified PPE must be worn when filling refuelling tanks.
- 6.30 Empty fuel cans must be removed from pit lane once the team's fuel filler is fuelled.

SECOND SIGNAL - 30 MINUTES BEFORE START

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

THIRD SIGNAL - 20 MINUTES BEFORE START

6.32 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.

6.33 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.

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

FOURTH SIGNAL - 7 MINUTES BEFORE START

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

START PROCEDURE

6.36 Competitors will be started singly at 10 second intervals. All races will be clutch start.

6.37 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.

6.38 Competitors will not start until the starting flag is dropped. Any competitor who starts before the starting flag is dropped, will be adjudged to have made a 'Jump Start' and will be penalised ten seconds. Any competitor who fails to start immediately after the starting flag is dropped, may be moved to the next available 'vacant' position on the Start Line.

6.39 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).

6.40 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.

6.40.1 Competitors are not permitted to push their machine in the wrong direction of the Course or pit lane

6.40.2 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

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

PIT BOX COMMUNICATION

- 6.45 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.
- 6.46 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
- 6.47 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)
- 6.48 The team member in pit return lane must position themselves opposite their competitors pit box.
- 6.49 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)
- 6.50 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

- 6.51 Pit Lane – Speed Limit – 60.000kph
- 6.52 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.
- 6.53 This speed limit will be policed by transponder loops in the Pit Lane.

- 6.54 Sanctions will be imposed on any competitor breaking the speed limit of 60kph as follows:
- 6.54.1 Over 60.000kph but not over 80.000kph - a time penalty of 30 seconds.
 - 6.54.2 Over 80.000kph but not over 100.000kph - a time penalty of 60 seconds
 - 6.54.3 Over 100.000kph - disqualification from the race.
- 6.55 In the event of more than one infringement during a single pit stop the highest penalty will be awarded.
- 6.56 These penalties will be a matter of fact with no right of protest or appeal.
- 6.57 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

- 6.58 During a qualifying session, competitors may only refuel in the Assembly Area.
- 6.59 All team members handling fuel in the Assembly Area must wear the appropriate PPE as set out in Section 7 of these regulations.
- 6.60 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.
- 6.61 Refuelling and other adjustments should take place in an area which will not obstruct traffic within the assembly area

REFUELLING DURING PIT STOPS

- 6.62 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.
- 6.62.1 In the interests of safety, competitors must refuel at the end of lap 2 in four lap races.
 - 6.62.2 In the interests of safety, competitors must refuel at the end of lap 1 in three lap races.
- 6.63 For the avoidance of doubt, fuel fillers are not permitted to be topped up during any race.
- 6.64 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.

6.64.1 Teams and competitors must not fill this filler with any liquid.

6.64.2 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

6.65 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.

6.66 Refuelling during the progress of any race must be carried out at the competitors designated pit.

6.67 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.

6.68 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.

6.69 The refuelling equipment supplied by the Organisers must be used and must not be modified.

6.70 All filler nozzles will be to unleaded specification.

6.71 There will be zero tolerance on maximum capacity.

CONDITIONS

6.72 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:

6.72.1 There must be no smoking, no vaping and/or no naked flames.

6.72.2 Petrol cans used for filling and draining must be BSI approved.

6.72.3 When refuelling tanks are being filled or drained, only those persons immediately involved and race officials are permitted within 4 metres of the activity.

6.72.4 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.

6.72.5 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.

6.72.6 When a competitor or team vacates their pit they must not carry unused fuel or empty drums that have contained fuel beneath the Grandstand.

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

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

PIT ATTENDANTS - RACE

6.73 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.

6.74 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.

6.74.1 The fireman is not permitted to swap roles with other pit attendants during a pit stop.

6.74.2 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.

6.74.3 The fire extinguisher is to be relocated in its holder when not in use

6.74.4 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.

6.75 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.

6.76 No applications for additional pit attendants will be considered

6.77 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.

6.78 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.

6.79 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.

6.80 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.

6.80.1 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.

6.81 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

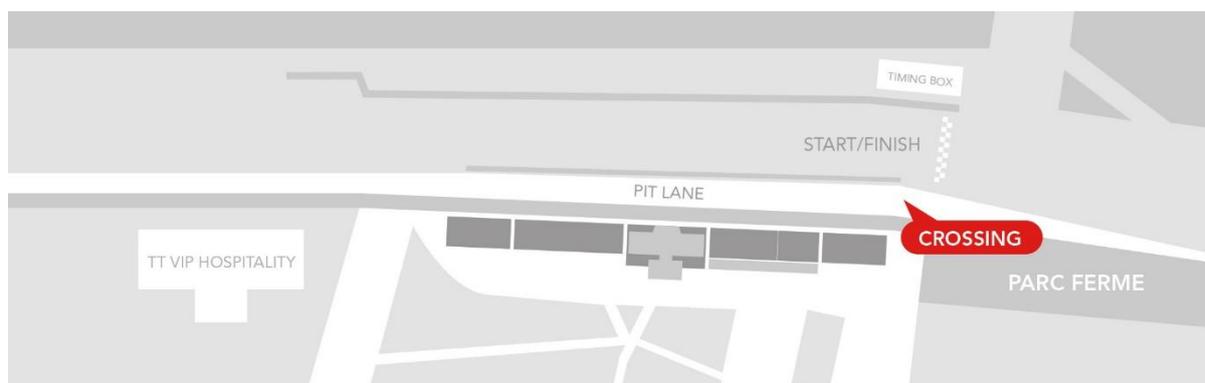
6.82 All Attendants must remain in the pit allotted to them, except when their competitor is at the pit, when Attendants may assist or carry out replacements and repairs, only using the spares previously deposited in the pit.

6.83 Wheels fitted with tyres may be brought into the pit during a race.

6.84 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.

6.85 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.

6.86 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

6.87 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.

6.88 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

- 6.89 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.
- 6.90 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.
- 6.91 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

- 6.92 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.
- 6.93 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.
- 6.94 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.
- 6.95 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.
- 6.96 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.
- 6.97 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.

6.98 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.

6.99 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.

6.100 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.

6.101 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

6.102 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

6.102.1 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.

6.102.2 The specified PPE must be worn when filling refuelling tanks.

SECOND SIGNAL - 30 MINUTES BEFORE START

THIRD SIGNAL - 20 MINUTES BEFORE START

6.102.3 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.

6.102.4 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.

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

FOURTH SIGNAL - 7 MINUTES BEFORE START

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

QUICK START PROCEDURE

6.103 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

6.103.1 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.

6.103.2 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.

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

THIRD SIGNAL - 7 MINUTES BEFORE START

6.103.4 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

6.104 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

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

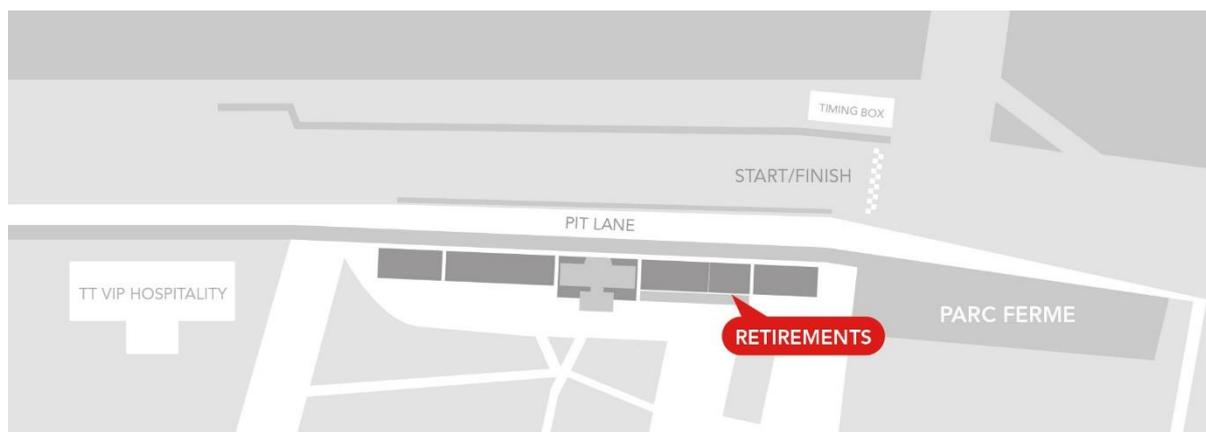
	Manx National Flag	Start
	Black and white chequered flag	Finish of race or qualifying session
	Yellow and red striped flag	Oil, water or other substance is affecting adhesion on this section of the Course
	White flag with red diagonal cross	Wet or damp patches is affecting adhesion on this section of 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

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

RETIREMENTS

- 6.108 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.
- 6.109 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.
- 6.110 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.
- 6.110.1 Competitors should avoid pulling across the road which could lead to a collision with another competitor.
 - 6.110.2 Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.
- 6.111 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.
- 6.112 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.
- 6.113 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

6.114 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

6.115 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

- 6.116 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.
- 6.117 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.
- 6.118 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

6.119 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:

- 6.119.1 A warning
- 6.119.2 A time penalty
- 6.119.3 A place penalty
- 6.119.4 The Black Flag
- 6.119.5 A Fine up to the maximum of £500.00
- 6.119.6 Withdrawal of any prize monies
- 6.119.7 Withdrawal of any appearance fees and/or travel allowance
- 6.119.8 Disqualification from the event, a practice or disqualification from the results of a race

6.120 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

6.121 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

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

6.123 The permitted level of alcohol is 0.00g/L

6.124 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.

6.125 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.

6.126 At any time during the event, the event may be subject to a random drugs test or the Clerk of the Course or the Chief Medical Officer may request a Medical Examination or an Approved Swab Test to be carried out on any competitor or team personnel to test for the use of recreational drugs. Should a test prove non-negative, the competitor/team personnel will be excluded/suspended from any form of competition/their respective activities for the remainder of that event. Any competitor

or team personnel who refuses to participate in a medical examination/approved Swab Test will be excluded/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 or the Federation who has issued the competitors competition licence.

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

WINNERS ENCLOSURE

6.128 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.

6.129 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

6.130 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

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

VEHICLE RECOVERY SERVICE

6.132 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

6.133 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.

6.134 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.

- 6.135 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.
- 6.136 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

- 6.137 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.
- 6.138 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.
- 6.139 Competitors must at all times adhere to the provisions of the regulations.
- 6.140 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.
- 6.141 Competitors must not transport another person on their machine.
- 6.142 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.
- 6.143 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.
- 6.144 Stopping on the Course during qualifying and races is forbidden.

6.145 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.

6.146 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

6.147 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.

6.148 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 7

COMPETITOR QUALIFICATION AND ALLOCATION OF RIDING NUMBERS

QUALIFICATION

- 7.1 To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a minimum of six laps.
- 7.2 Manx GP and Classic TT Newcomers must complete a speed controlled lap before taking part in any qualifying session.
- 7.3 All other competitors must have signed on and commenced qualifying by the end of the second qualifying session.
- 7.4 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.
- 7.5 For all Manx Grand Prix and Classic TT classes, a minimum of two laps must be completed on each machine entered, one of which must be within the qualifying time.
- 7.6 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.
- 7.7 The maximum number of starters for all classes will be 60.
- 7.8 The Clerk of the Course may, at his discretion, in circumstances he deems necessary, decide a practice or qualifying session is untimed.

QUALIFICATION CRITERIA

7.9 The qualification lap times for each class are as follows:

7.9.1	MGP Junior/Sportbike MGP	23m00s	98.43mph
7.9.2	MGP Senior/Supersport MGP	21m30s	105.29mph
7.9.3	Formula 1	21m 30s	105.29mph
7.9.4	Junior 600	21m 30s	105.29mph
7.9.5	Lightweight	23m 30s	96.33mph
7.9.6	Ultra Lightweight	24m 00s	94.33mph
7.9.7	Historic Senior	25m 30s	88.78 mph
7.9.8	Historic Junior	27m 30s	82.32mph

- 7.10 There will be a 30 second dispensation per class for Newcomers
- 7.11 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

- 7.12 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).
- 7.13 Riding numbers will not change for any competitor during the event, unless the Clerk of the Course grants permission otherwise.
- 7.14 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
- 7.15 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.
- 7.16 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.
- 7.17 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.
- 7.18 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.
- 7.19 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.
- 7.20 It is important to note that meeting the qualification time does not a guarantee that a rider will start any given race.
- 7.21 No request or application for a change of number will be considered at any time.
- 7.22 The Clerk of the Course's decision will be final on the allocation of all starting positions.

SENIOR CLASSIC TT

- 7.23 The Start List for the Senior Classic TT to be held over four laps on Friday 28th August will be based on the fastest laps achieved by competitors in the qualifying sessions and races of the Formula 1 Classic TT, the Junior 600 Classic TT and the Lightweight Classic TT. The allocation of race numbers for the Senior Classic TT will be finalised with the Start List following the conclusion of the Race Schedule on Wednesday 26th August.

