ACU
AUTO CYCLE UNION
EVENTS LTD

TECHNICAL

REGULATIONS

2026 MANX GRAND PRIX & CLASSIC TT RACES

MGP

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
1	G Thompson	Clarification of the homologated crankcases for the YZF-R6	Appendix E Para 11.11	22/12/25

WELCOME
MANX GRAND PRIX / CLASSIC TT RACES 2026

Dear MGP / Classic TT Competitors and Teams

Welcome to the 2026 Manx Grand Prix / Classic TT event.

You will note the Regulations have been split. This document provides for all Technical Regulations. There are two other documents you need for Manx GP / Classic TT 2026 and those are:

Supplementary Regulations	– All sporting matters
Event Information	– such as Entry Management, Signing On / Rider Briefing, Paddock information.

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.

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 GP / Classic TT Races

SECTION 1
TECHNICAL INSPECTIONS

TECHNICAL INSPECTION OF RIDER PROTECTIVE EQUIPMENT

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

1.1.1	Friday 14 August	12:00 to 17:00
1.1.2	Saturday 15 August	10:00 to 12:00
1.1.3	Sunday 16 August (late arrivals only)	10:00 to 12:00

1.2 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:

- 1.2.1 All helmets
- 1.2.2 All leathers
- 1.2.3 All airbags
- 1.2.4 All boots
- 1.2.5 All gloves
- 1.2.6 Identity tags
- 1.2.7 Back Protector
- 1.2.8 Chest protector
- 1.2.9 Pit crew fireproof overalls

1.3 See Section 2 for clothing specification

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

PRE-QUALIFYING TECHNICAL INSPECTIONS

1.5 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.

- 1.5.1 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:
- 1.5.2 The correct number board and numbers
- 1.5.3 Transponder, sufficiently charged and correctly fitted
- 1.5.4 GPS Tracker, sufficiently charged and correctly fitted
- 1.5.5 After technical examination, machines must be placed in the Assembly Area. Tyre warmers must then be fitted.

PRE-QUALIFYING TECHNICAL INSPECTION TIMES

SUNDAY 16 AUGUST

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

MONDAY 17 AUGUST

16:00 to 17:30	MGP Senior& Supersport MGP/ MGP Junior & Sportbike MGP
17:30 to 18:30	Classic TT machines

TUESDAY 18 AUGUST

16:00 to 17:30	MGP Senior & Supersport MGP/ MGP Junior & Sportbike MGP
17:30 to 18:30	Classic TT machines

WEDNESDAY 19 AUGUST

16:00 to 17:30	MGP Senior & Supersport MGP/ Formula One / Junior 600
17:30 to 18:30	MGP Junior & Sportbike MGP / Lightweight / U Lightweight
18:30 to 19:30	Historic Senior / Historic Junior

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

THURSDAY 20 AUGUST*

16:00 to 17:30	MGP Senior & Supersport MGP/ Formula One / Junior 600
17:30 to 18:30	MGP Junior & Sportbike MGP / Lightweight / U Lightweight
18:30 to 19:30	Historic Senior / Historic Junior

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

FRIDAY 21 AUGUST

08:00 to 09:00	Historic Senior / Historic Junior
09:00 to 10:30	MGP Junior & Sportbike MGP / Lightweight / U Lightweight
10:30 to 12:00	MGP Senior & Supersport MGP/ Formula One / Junior 600

PRE-RACE TECHNICAL INSPECTIONS - MACHINES

1.6 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.

1.7 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:

- 1.7.1 The correct number board and numbers
- 1.7.2 Transponder, sufficiently charged and correctly fitted
- 1.7.3 GPS Tracker, sufficiently charged and correctly fitted

1.8 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.

1.9 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

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

PRE-RACE INSPECTION TIMES

SATURDAY 22 AUGUST

Sportbike MGP Race	
Nos 31 upwards	08:00 to 08:45
Nos 1 – 30	08:45 to 09:30
Lightweight / U Lightweight / Historic Senior / Historic Junior Qualifying	09:30 to 11:30
Supersport MGP Race	
Nos 31 upwards	11:30 to 12:15
Nos 1 – 30	12:15 to 13:00
Formula One / Junior 600 Qualifying	13:30 to 15:00

MONDAY 24 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
Historic Junior Race	
Nos 31 upwards	12:30 to 13:15
Nos 1 – 30	13:15 to 14:00

WEDNESDAY 26 AUGUST

Formula One Race	
Nos 31 upwards	08:00 to 08:45
Nos 1 – 30	08:45 to 09:30
TT Rewind / Classic Sidecar Parade	09:30 to 10:45
Lightweight / U Lightweight Race	
Nos 31 upwards	10:45 to 11:30
Nos 1 – 30	11:30 to 12:15
Junior 600 Race	
Nos 31 upwards	12:30 to 13:15
Nos 1 – 30	13:15 to 14:00

FRIDAY 28 AUGUST

Historic Senior Race	
Nos 31 upwards	08:00 to 08:45
Nos 1 – 30	08:45 to 09:30
Senior Classic Race	
Nos 31 upwards	10:00 to 10:45
Nos 1 – 30	10:45 to 11:30
John McGuinness Parade	13:30 to 14:30

TYRES

1.11 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 tyres side wall.

1.12 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 manufacturers date stamp at time of fitting.

NUMBER PLATES

1.13 The following colour combinations must be used

1.13.1 MGP Senior & Supersport MGP Race	Blue numbers on white plates
1.13.2 MGP Junior & Sportbike MGP Race	White numbers on red plates
1.13.3 Formula One Classic	Black numbers on white plates
1.13.4 Junior 600 Classic	White numbers on blue plates
1.13.5 Lightweight Classic	White numbers on green plates
1.13.6 Ultra Lightweight Classic	White numbers on black plates
1.13.7 Historic Senior	Black numbers on yellow plates
1.13.8 Historic Junior	White numbers on blue plates
1.13.9 Senior Classic	Black numbers on yellow plates

1.14 The Promoters may require a machine in any class to carry a race sponsors logo if so directed. Stickers will be provided to all competitor s in the appropriate class and confirmation of this requirement will be communicated by the Promoter

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

1.15.1 Blue	5010
1.15.2 White	9010
1.15.3 Red	3020
1.15.4 Black	9005
1.15.5 Green	6002
1.15.6 Yellow	1003

1.16 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:

1.16.1 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.

1.16.2 The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight.

NUMBERS

1.17 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.

1.17.1 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

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

1.19 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.

1.20 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.

1.21 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.

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

CHANGE OF MACHINE

1.23 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

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

FUEL

1.25 Fuel for all practices and races must comply with the ACU Specification as follows:

1.25.1 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).

1.25.2 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

1.25.3 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.

1.26 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.

1.27 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.

1.28 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.

1.29 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

1.30 For solo machines one fuel tank only is permitted.

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

PADDOCK FUEL STORE

1.32 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.

1.33 The Fuel Store will be located adjacent to the Assembly Area.

FUEL TANKS /CAPACITIES

1.34 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.

1.35 MGP SENIOR and SUPERSPORT MGP RACE

1.35.1 The petrol tank capacity must be no greater than 24 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.

1.36 MGP JUNIOR RACE & SPORTBIKE MGP RACE

1.36.1 It is permitted to modify the standard manufacturers tank provided the silhouette of the tank remains as homologated and the capacity does not exceed 20 litres. See Appendix B.

1.37 FORMULA ONE CLASSIC TT

1.37.1 The petrol tank must be no greater than 29 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 D.

1.38 JUNIOR 600 CLASSIC TT

1.38.1 The petrol tank must be no greater than 22 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 E.

1.39 LIGHTWEIGHT CLASSIC TT

1.39.1 The petrol tank must be no greater than 24 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 F

1.40 ULTRA LIGHTWEIGHT CLASSIC TT

1.40.1 The petrol tank must be no greater than 2.4 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 G.

1.41 HISTORIC SENIOR CLASSIC TT

1.41.1 The petrol tank must be no greater than 24 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 H

1.42 HISTORIC JUNIOR CLASSIC TT

1.42.1 The petrol tank must be no greater than 24 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 J

1.43 SENIOR CLASSIC TT

1.43.1 Any machine complying with the Technical Regulations of the Formula One, Junior 600 or Lightweight Classes is eligible for the Senior Classic TT. See Appendix K.

1.44 FUEL TANK CAPS AND BREATHER

1.44.1 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.

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

1.44.3 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

1.45 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

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

1.47 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 devise. 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.

1.48 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.

1.49 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

1.50 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.

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

1.52 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.

1.53 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.

1.54 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.

1.55 See Appendix C for fitting location details.

GPS TRACKING

1.56 GPS trackers will be mandated on all machines for MGP 2025.

1.57 GPS trackers and aerials can be forwarded to Newcomer competitors on request, otherwise all competitors may collect their GPS trackers from the Race Office.

1.58 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.

1.59 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.

1.60 See Appendix C for fitting location and fixing details.

SAFETY LIGHTS

1.61 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:

1.61.1 Safety light must be of a robust quality and securely fitted in the approved position.

1.61.2 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.

1.61.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.

1.61.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).

1.61.5 The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running.

1.61.6 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.

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

1.61.8 See Appendix D, Fig. 2

FRONT BRAKE LEVER GUARD

1.62 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

1.63 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.

1.64 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.

1.65 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:

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

1.65.2 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,

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

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

1.66 The installation of an on-board camera or cameras, associated equipment, and telemetry data recorders for use by the Promoter 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 approval of the Chief Technical Officer.

1.67 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.

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

1.69 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.

1.70 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.

1.71 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.

1.72 Competitors are permitted to fit their own on-board cameras to their machine(s). Footage from these cameras is for personal use only. Under no circumstances is the footage to be distributed further eg. published online. Cameras must be fitted when the machine is presented to Technical Inspection, and their fitment is subject to approval from Technical Officials.

1.73 For the avoidance of doubt, the use of cameras fitted to or inside a helmet or visor are strictly prohibited.

1.74 For the avoidance of doubt, the Promoter owns the rights to any and all content captured by on-board cameras, associated equipment, and telemetry data recorders. Any content captured by competitors using their own equipment must be made available to the Promoter upon request.

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 2
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 GP/Classic TT. It is the sole responsibility of each competitor to obtain the correct equipment before the event. Anyone seeking clarification on this section should contact stacey@acu.org.uk in the first instance.

HELMETS

2.1 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 2026 to replace FRHPhe-01 in 2027.

2.2 Helmets which have not received FIM approval for the FIM FRHPhe01 and 02 Homologation Protocol will not be accepted

2.3 All helmets must display the FIM Hologram and QR Code.

2.4 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.

2.5 The helmet's visor should be fitted and be free of scratches or defects that could impair the riders vision.

2.6 It is highly recommended that a race visor capable of taking tear-offs should be used.

2.7 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.

2.8 Any damage to the helmet above what could be considered cosmetic only will render the helmet unusable.

2.9 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

2.10 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.

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

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

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

2.13 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

2.14 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.

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

CHEST PROTECTOR

2.16 A chest protector must be used by all competitors.

2.17 The chest protector must comply with European Standard EN1621-3, C (full chest) or DC (divided chest) Level 1 or 2.

2.18 The chest protector may form part of a suit, and airbag suit or an airbag vest as long as the chest protector forms part of the original design of the airbag suit or the original design of the airbag vest.

AIRBAG SYSTEMS

2.19 An integrated airbag into the leather suit or an airbag vest worn under the suit is mandatory for solo competitors, with the following requirements:

2.19.1 Airbag vests designed to be worn above the leather suit are not permitted.

2.19.2 Airbag vests physically (lanyard) connected to the motorcycle are not permitted.

2.19.3 All eligible airbags (categories 1 and 2), excluding those mechanically activated or designed to be worn over the suit which are forbidden, are listed in the file "2025 Self-Certified airbags" at the following link: https://fim-moto.com/en/documents?tx_solr%5Bq%5D=airbag

2.19.4 The electronic unit of all airbags must include a dedicated road racing mode. It is the competitor's responsibility to ensure the airbag system includes this riding mode prior to use, consulting the airbag system manufacturer if necessary.

2.20 Each competitor must start each session with a fully functional airbag system. Once the airbag has been deployed, the decision to continue in the practice/qualifying or race is the sole responsibility of the competitor.

GLOVES

2.21 Competitors must wear CE marked gloves, which conform with European Standard EN13594, minimum level of 1-KP

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

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

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

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

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

2.27 No metal studs should be present on the palm.

BOOTS

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

2.29 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.

2.30 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

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

2.31.1 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

2.31.2 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.

2.31.3 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.

2.31.4 Wear competitors wristbands which has a unique number for each competitor issued on arrival.

POST-ACCIDENT RIDERS SAFETY EQUIPMENT CHECK

2.32 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.

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

2.34 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

2.35 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

2.36 The use of Kevlar or other fabric suits are prohibited.

2.37 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.

2.38 The use of titanium knee sliders is prohibited.

PIT ATTENDANTS

REFUELLING PROTECTIVE EQUIPMENT

2.39 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.

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

REFUELLING IN ASSEMBLY AREA

2.41 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

2.42 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.

2.43 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.

2.44 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.

2.45 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.

TECHNICAL REGULATIONS

SUPERSPORT / SENIOR

MANX GRAND PRIX

APPENDIX A

APPENDIX A
MANX GRAND PRIX SENIOR AND SUPERSPORT MGP REGULATIONS

Machines competing in the 2026 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 2026 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 30th April 2026.

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 tyres 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.

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 degreeing 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. lf 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. AII 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.

11.14.4 The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.

11.14.5 The 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

RPM LIMITS		
Brand	**Type**	**Limit**
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

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, 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

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. 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.

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.

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 devise. 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.

ACU
AUTO CYCLE UNION
EVENTS LTD

TECHNICAL REGULATIONS

SPORTBIKE / JUNIOR

MANX GRAND PRIX

APPENDIX B

MGP

CLASSIC TT RACES

APPENDIX B
MANX GRAND PRIX JUNIOR AND SPORTBIKE MGP REGULATIONS

For Manx GP 2026, Supertwin machines will be allowed to compete in the Sportbike Class. Sportbike and Supertwin machines competing must comply with the Regulations outlined below. These are as follows and are correct at the time publication but are subject to any amendments made which will be issued by means of a MGP 2026 Bulletin.

For clarity, specific technical regulations for Supertwin are annotated in italics/red text.

For the avoidance of doubt; competitors may use the Aprilia RS 660 and Yamaha YZF R7 in either the Sportbike specification or the Supertwin specification.

Note: If the Aprilia RS 660 / Yamaha YZF R7 is intended for competition under Sportbike technical regulations, then all technical regulations for Sportbike must apply. Equally, the same applies if the Aprilia RS 660 / Yamaha YZF R7 is intended for competition under Supertwin Regulations.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

SPORTBIKE MACHINES:
If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

MCRCB Sportbike class motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period stated in the homologation conditions. Or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Sportbike motorcycles 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.

SUPERTWIN MACHINES:
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.

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 2012 or later.

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.

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.

Eligible machines for Supertwins TT 2026:

Make and Model	Capacity Bore and Stroke (mm)
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)

1. MOTORCYCLE SPECIFICATIONS

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

2. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

TT Sportbike Class Motorcycles must be able to achieve approximately 70kW (95PS): They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will have their full specification published in the MCRCB Authorised Parts List.

3. MINIMUM WEIGHT

SPORTBIKE

Brand	Minimum Weight
Aprilia RS 660	158 kg
CF Moto 675SR-R	160 kg
Kawasaki Ninja 650	156 kg
Kawasaki ZX4R (&RR)	tbc
Kove 450RR Pro	141 kg
Suzuki GSX-8R	169 kg
Triumph Daytona 660	165 kg
Yamaha YZF-R7	158 kg

SUPERTWIN

Brand	*Minimum Weight*
Kawasaki Ninja 650	*150 kg*
Kawasaki Z650	*150 kg*
Kawasaki ER-6F	*150 kg*
Yamaha MT-07	*150 kg*
Yamaha YZF – R7	*150 kg*
Patton S1-R 650	*150 kg*
Suzuki SV 650	*150 kg*
Aprilia RS660	*150 kg*

3.1 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.

3.2 There is no tolerance on the minimum weight of the motorcycle.

3.3 In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race.

3.4 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.

3.5 During the practice/qualifying sessions competitors may be asked to submit their motorcycle to weight control which the competitor and his team must comply with.

3.6 The use of ballast is allowed in order to stay over the minimum weight limit. This must be securely mounted to the main body of the chassis and be declared at technical inspection.

4. TYRES

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

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

4.2 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.

4.3 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 TT.

4.4 Tyre warmers must be used.

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

4.6 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.

4.7 Tyre pressures must remain within the tyre manufacturers recommended range.

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

5. CONTROLS

5.1 Footrest and foot controls may be replaced or relocated.

5.2 Handlebars, hand controls and cables may be altered or replaced. Engine starter switch and kill switch must be located on the handlebars and must be operational at technical checks.

5.3 The engine kill switch must be able to be operated by the rider whilst holding the handlebars in a normal riding position. In the event of a dispute the decision of the Technical Director or his appointed deputy will be final.

6 BODYWORK, TANK, FAIRING AND SEAT UNIT

6.1 Fairing, mudguards and seat unit may be altered or replaced.

6.2 Windscreen, if fitted, may be replaced with transparent material only.

6.3 The original instruments and fairing brackets may be removed, replaced or added to.

6.4 The petrol tank capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed but must be metal (steel / aluminium / titanium). The use of carbon composite or plastic fuel tanks are not permitted unless they are as fitted to the standard motorcycle and remain unmodified. The fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.

6.5 The lower fairing must 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.

7. BATTERY

The size and type of the battery may be changed and relocated.

8. ENGINE

SPORTBIKE:
For the Sportbike category all engine parts must remain as homologated unless specified in the MCRCB Authorised parts list, where the list will take precedence over the following. Engine Kits are compulsory where listed.

SUPERTWIN:

8.1 Engine type must be by the original manufacturer, substituting with an alternative brand is not permitted.

8.2 Bore and Stroke must remain as per the standard machine.

8.3 Original OEM cylinder head, pistons, valves, cylinders may be modified, polished or lightened. Gas flow modifications normally associated with individual tuning is permitted.

8.3.1 Pistons and associated parts (i.e. piston rings, piston pin, piston circlips may be modified or replaced. The use of anti-friction/anti-wear coatings is permitted. Std bore size must be retained.

8.3.2 Intake and exhaust valves must be the original OEM parts. However, they may be modified. The valve head must be the same diameter or smaller than the standard OEM valve. Oversize valves are not permitted.

8.3.3 Valve Springs are free and may be modified or replaced.

8.3.4 Valve Spring retainers and cotters are free and may be modified or replaced.

8.3.5 Valve spring seats are free and may be modified or replaced.

8.3.6 Valve lash caps (buckets) may be modified. The use of anti-friction/anti wear coatings is permitted.

8.3.7 Cylinders may be modified (i.e. machining gasket faces to adjust deck hight/squish etc) but the cylinder bore size must remain standard.

8.4 Compression ratio of the engine may be changed.

8.5 Pistons may be replaced.

8.6 Conrods may be modified or replaced but the material must remain the same type as found on the standard machine (steel rods can only be replaced by steel rods) and the rods must be the same weight or heavier than standard.

8.7 Crankshaft may be modified or changed but must be no lighter than that used on the standard machine.

8.8 Camshaft timing may be changed by the slotting of cam sprockets. Cam lift and dwell is free. The thermostat may be removed from the housing to aid cooling, if required.

Camshaft timing is free. Camshaft sprockets may be modified or replaced to aid adjustment of the camshaft timing.

Camshaft lift and duration (dwell) is free. The camshaft may be modified or replaced. The use of anti-friction/anti wear coatings is permitted.

9 IGNITION SYSTEM / FUEL SYSTEM

SPORTBIKE

9.1 The original homologated fuel injection system must be used without any modification unless outlined in the Authorized parts List.

9.2 The fuel injectors must be std and unaltered from the original specification and manufacturer unless outlined in the Authorized Parts List.

9.3 Butterflies cannot be changed or modified unless outlined in the Authorized parts List.

SUPERTWIN

9.4 The ECU must remain as fitted to the homologated machine or a machine of similar type and construction from a previous model and from the same manufacturer. However, it is permitted to use a secondary fuel and/or ignition module such as a Power Commander / Bazzaz etc "Flashing the standard ECU is also allowed.

9.5 The use of a secondary closed loop self-mapping devise such as "Auto Tune" is permitted.

9.6 The use of an aftermarket ECU (e.g. Motec, IgniTech etc) is not permitted.

9.7 RPM Limits:

9.7.1	*650cc machines*	*11,000 RPM*
9.7.2	*651cc to 700cc machines**	*11,000 RPM*
9.7.3	**The Aprilia RS660 to have a RPM limit of 11,500RPM.*	

9.8 Machines may be selected for mandatory Dyno Testing for verification of RPM limit.

10 SUPERTWIN - THROTTLE BODIES

10.1 For machines under 651cc, the throttle bodies and injectors can be changed, bored out, polished and modified. The use of multiple injectors per cylinder is allowed.

10.2 The Aprilia RS660 throttle bodies and injectors must remain as homologated. No modifications are permitted with the exception of removal or fixing the position of any secondary butterflies only.

10.3 The Yamaha MT-07/R7 is permitted to modify/bore out standard throttle bodies. Injectors may be changed. Dual injectors are not permitted.

10.4 Bell mouths may be modified, removed or changed.

10.5 Air boxes may be modified or replaced.

11. ENGINE CRASH COVERS

11.1 All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.

11.2 The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.

11.3 Plates or crash bars from aluminium or steel are also permitted in addition to those covers outlined above. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.

11.4 FIM or MCRCB approved covers will be permitted without regard of the material or dimensions.

11.5 Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.

11.6 The Technical Director has the authority to refuse any cover not complying with the above.

12. TRANSMISSION / GEARBOX

SPORTBIKE:

12.1 Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:

a. Undercutting and re-shimming are allowed

b. The positive neutral selector mechanism may be removed.

c. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.

d. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

e. The front sprocket cover may be modified or eliminated.

f. Chain guard if it is not incorporated in the rear fender may be removed.

g. Support may be added to the gearbox shift shaft to reduce flex, this may be a separate part or integrated into a cover.

SUPERTWIN:

h. Gearbox may be changed or modified. The number of gears must remain as found on the standard machine.

i. Additions to the gearbox or selector mechanism, such as quick shift systems are permitted.

j. Clutch springs; friction and drive plates may be replaced.

k. The use of slipper clutch assemblies is permitted.

l. Front and rear external drive sprockets, chain pitch, width and length can be changed.

13. CLUTCH

13.1 Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.

13.2 Friction and drive discs may be changed.

13.3 Clutch springs may be changed.

13.4 The clutch basket (outer) must be the originally fitted and homologated part.

13.5 The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).

13.6 No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

14. OIL PUMPS AND OIL LINES

14.1 Must be the originally fitted and homologated parts with no modification allowed.

14.2 Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

14.3 All oil related fittings must be lockwired.

14.4 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 or HEX heads are not to be used.**

15. COOLING SYSTEM

15.1 The only liquid engine coolants permitted will be water.

15.2 An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

15.3 Alternatively, but not in addition to 14.2, an oil cooler may be fitted. The retail price limit (excluding taxes) of complete system including all hoses and fittings must be €1350. The oil feed may be provided by:

a. An oil coupling already present
b. A heat exchanger (oil/water) may be replaced with an oil cooler adaptor plate
c. An adaptor plate may be fitted behind the oil filter
d. Protective meshes may be added in front of the oil and/or water radiator(s).
e. The cooling system hoses and catch tanks may be changed. The reservoir/overflow/expansion bottle must be fitted. It can have a small vent hole.
f. Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.
g. Radiator Cap is free

16. AIRBOX

16.1 The airbox must be the originally fitted and homologated part with no modification allowed.

16.2 The air filter element may be replaced but must be fitted in the original location.

16.3 The airbox drains must be sealed.

16.4 All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.

16.5 No heat protection may be attached to the airbox.

17. FUEL SUPPLY

17.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.

17.2 The fuel pressure must be as homologated.

17.3 Fuel lines from the fuel tank to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.

17.4 Fuel level sensors may be removed or fixed in position.

17.5 Quick connectors or dry break connectors may be used.

17.6 Fuel vent lines may be replaced.

17.7 Fuel for all practices and races must comply with the ACU Specification as outlined in Section 1 of these Regulations.

18 EXHAUST SYSTEM

18.1 Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. The number of final exit(s) to the exhaust may be altered from that of the homologated machine.

19 ELECTRICS AND ELECTRONICS

19.1 The engine must start using the standard on board electric start.

19.2 The alternator may be modified or changed.

19.3 The original wiring harness may be modified or replaced.

19.4 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.

19.5 Data logging is permitted with no restriction on the number of logged channels. Telemetry (ie. ship to shore communications) is not permitted.

20 GENERATOR, ALTERNATOR, ELECTRIC STARTER

20.1 The generator (ACG) must be the originally fitted and homologated part with no modification allowed.

20.2 The alternator must be fitted in its original position and without offsetting.

20.3 The electric starter must operate normally and always be able to start the engine during the event.

21 FRAME AND SWING ARM

21.1 Frame must remain as originally produced by the manufacturer for the homologated machine. Surplus attachment brackets may be removed and replaced with those more suitable for race fairings, sub frame attachment, instrument brackets and rear sub frame may be removed, replaced, or modified. Swing arm may be replaced by another provided it is from the same manufacturer and provided the original attachment to frame and rear suspension remains the same as the standard motorcycle. No bracing or strengthening is allowed. Chain adjusters / rear axle blocks may be modified or replaced. For clarity and the avoidance of doubt:

Chain adjusters/rear axle blocks refer to the removable parts of the chain adjustment and axle assembly.

The swinging arm, in the area where the rear wheel axel is assembled is not considered to be a chain adjuster or rear axle block and as such may not be modified or replaced.

For clarity and the avoidance of doubt:

Any rear suspension linkage and/or tie rods (if fitted) are free, but their attachment points located on the main body of the swinging arm and main body of the chassis must remain as found on the standard machine.

Any removable footrest / auxiliary brackets that the swing arm pivot axle passes through are not considered to be part of the main frame and as such may be modified or replaced but their attachment points to the main frame must remain as found on the standard machine.

22 SUSPENSION

22.1 Participants in the TT Sportbike class have no restriction on component cost. The MCRCB Authorised parts list can be disregarded in this respect.

23 FRONT FORKS

SPORTBIKE

23.1 Forks must be the originally fitted and homologated parts with the following modifications allowed.

a. Kits must be of an open cartridge design (no sealed/through rod/pressurized systems).

b. Fork springs may be modified or replaced.

c. 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.

d. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.

e. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.

f. Dust seals may be modified, changed or removed if the fork is totally oil sealed.

g. The triple clamp assembly with fixed offset (Upper clamp, lower clamp and stem) must be the manufacturer designated assembly and listed on the MCRCB Authorised Parts list. The price limit for the complete assembly is €850 (£745GBP). No other options are allowed.

h. A steering damper may be added or replaced with an aftermarket damper.

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

SUPERTWIN

j. Forks may be changed or modified.

k. Fork yokes / triple clamp may be changed.

l. Original internal parts of the fork may be modified or replaced.

m. Aftermarket damper kits or valves may be installed.

n. Fork springs may be replaced.

o. Fork caps may be modified or replaced beyond the homologated standard to allow external adjustments.

p. The use of carbon fibre for structural elements of the fork is not permitted.

q. Steering damper may be added or changed. The addition of steering damper mounting lugs to the chassis by welding is permitted.

24 REAR SUSPENSION UNIT

SPORTBIKE

24.1 Rear suspension unit (shock absorber) may be replaced.

24.2 The original attachment points to the frame and rear fork (or linkage) must be as homologated.

24.3 The rear suspension linkage must be the manufacturer designated assembly and listed on the MCRCB Aurthorised Parts list. The linkage must have fixed geometry (non-adjustable). The price limit for the complete assembly is €550 (£485 GBP).

24.4 Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

SUPERTWIN

Rear suspension unit can be changed or modified, but the original attachment to the frame and swing arm must remain as found on the standard machine.

25. WHEELS

SPORTBIKE

25.1 Wheels must be the originally fitted and homologated parts with no modification allowed.

25.2 The wheels may be overpainted but the original finish cannot be removed.

25.3 A non-slip coating / treatment may be applied to the bead area of the rim.

25.4 If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.

25.5 Wheel axles must be as homologated with no modification allowed. Axle cones are not allowed.

25.6 Axle nut may be replaced and be captive.

25.7 Wheel spacers can be modified or replaced.

25.8 Bearing spacers are free.

25.9 Wheel balance weights may be discarded, changed or added to.

25.10 Angled aluminium or steel inflation valves are compulsory.

25.11 The only allowed rim sizes are:

Wheels Size	
Front	3.5”
Rear	5.5”

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacture and the Technical Director. The inertia must be within 10% of the originally fitted wheel. The inertia must be within the range of homologated wheels in the other machines.

SUPERTWIN

25.12 Wheels may be replaced. Carbon fibre or composite wheels are not permitted.

25.13 Wheel rim diameter and width are free.

26 BRAKES

SPORTBIKE

26.1 Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. The maximum outside diameter is 320mm. However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

26.2 The maximum thickness of the brake disc is 5.5mm

26.3 Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.

26.4 Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. Spacers may be fitted between the caliper and fork lower to fit larger diameter discs. Caliper bolts must have correct length shanks.

26.5 Rear brake calipers must be the originally fitted and homologated parts with no modification allowed. The mounting points and carrier/hanger must remain as homologated but threaded holes may be made in the carrier/hanger to make the hanger captive connected to the chain adjusters.

26.6 In order to reduce the transfer of heat to the hydraulic fluid it is permitted to replace light alloy pistons with steel pistons kits made by the same manufacturer of the calliper and listed on the MCRCB Authorised Parts List.

26.7 The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a aftermarket racing unit.

26.8 The brake lever design is free.

26.9 Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may replaced and/or repositioned. Quick connectors may be used but only between the master cylinder and the brake hose split.

26.10 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). Brake line hose fittings (including banjo bolts) can only be Steel.

26.11 Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

26.12 Additional air ducts are not allowed.

26.13 The ABS System must be removed.

26.14 Motorcycles must be equipped with brake lever protection, intended to protect handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the MCRCB Authorised Parts List will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

SUPERTWIN

26.15 Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.

26.16 Front Brake and rear brake calipers maybe changed or modified.

26.17 Front and rear brake pads may be changed.

26.18 Front and rear master cylinders may be changed.

26.19 Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (bottom yoke).

26.20 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.

26.21 Any handbrake (scooter type) must be protected with a lever guard of the same type used for the front brake.

27 HANDLEBARS AND HAND CONTROLS

27.1 Handlebars may be replaced.

27.2 Handlebars and hand controls may be replaced and relocated.

27.3 Throttle controls must be self-closing when not held by the hand.

27.4 Only the Grip/Gas sensor listed in the MCRCB Authorised Parts list may be used.

27.5 Clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

27.6 Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

27.7 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. The button or switch must be red.

28 FOOTREST AND FOOT CONTROLS

28.1 Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

28.2 Foot controls; gear shift must remain operated manually by foot.

28.3 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return hem to the normal position.

28.4 The end of the foot rest must have at least an 8 mm solid spherical radius.

28.5 Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

29 FUEL TANK

29.1 The petrol tank capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed but must be metal (steel / aluminium / titanium). The use of carbon composite or plastic fuel tanks are not permitted unless they are as fitted to the standard motorcycle and remain unmodified. The fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.

29.2 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

29.3 Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time. Monza caps are not allowed.

29.4 If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.

29.5 A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

29.6 The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

29.7 The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

29.8 Fuel tank cannot have heat reflective sheet attached to its bottom surface.

30 FAIRING / BODYWORK

30.1 Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.

30.2 For all bodywork paint and decal design is free.

30.3 The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. In case modifications to the design are necessary to fit the purpose of racing then this must be agreed between the Manufacturer and the Technical Director and will apply to ALL machines of that model. In all cases the decision of the Technical Director is final.

30.4 Wind screen may be replaced.

30.5 Fairing brackets may be altered or replaced.

30.6 If fitted the ram-air intake must maintain the originally homologated shape and dimensions.

30.7 The original air ducts running between the fairing and the airbox may replaced by exact cosmetic replicas of the original parts If the part serves another function (ie Dash Mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the MCRCB Authorised Parts List. The material is free.

30.8. No ducting may be added to direct airflow towards the airbox if not fitted on the original machine. No other part may be modified to perform this purpose.

30.9 Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed. Air ducts cannot be added if they are not present on the original machine.

30.10 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 (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

30.11 The lower fairing must not have a drain hole.

30.12 Minimal changes are allowed in the fairing to allow clearance for protective engine covers.

30.13 Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

30.14 Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fibre or Kevlar® composites are allowed.

30.15 Front mudguard may be spaced upward for increased tyre clearance.

30.16 Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicates of the original part. The use of carbon fibre or Kevlar® ~ composites are allowed.

30.17 The chain guard may be removed as long as it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.

30.18 The chain guard may be removed as long as it is not incorporated in the rear fender.

30.19 The existing rear mudguard under the seat may be removed.

30.20 In the event that the proposed machine is not fitted with a fairing, then a fairing from the manufacturers range may be used by agreement with the Technical Director. A bellypan is compulsory.

31 SEAT

31.1. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.

31.2 The top portion of the rear body work around the seat may be modified to a solo seat.

31.3 Same materials as fairing must be used

31.4 All exposed edges must be rounded.

32 FASTENERS

32.1 Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.

32.2 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.

32.3 Aluminium fasteners may only be used in non-structural locations.

32.4 Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.

32.5 Thread repair using inserts of different material such as helicoils and timeserts.

32.6 Fairing/bodywork fasteners may be changed to the quick disconnect type

33 SAFETY LIGHTS

33.1 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:

33.1.1 Safety Light must be of a robust quality and securely fitted in the approved position.

33.1.2 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.

33.1.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.

33.1.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).

33.1.5 The Safety light must be hard wired into the machines power supply and must turn on when the machine ignition is energised.

33.1.6 In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Technical Director will be final.

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

33.2 See Appendix G, Fig. 2

34 THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED FROM THOSE FITTED ON THE HOMOLOGATED MOTORCYCLE

34.1 Any type of lubrication, brake or suspension fluid.

34.2 Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

34.3 Gaskets and gasket materials (excepting head and base gaskets – see Authorised parts list).

35 THE FOLLOWING ITEMS MUST BE REMOVED

35.1	Headlamp
35.2	Rear lamp and turn signal indicators
35.3	Rear view mirrors
35.4	Horn
35.5	Licence plate bracket
35.6	Tool box
35.7	Helmet hooks and luggage carrier hooks
35.8	Passenger foot rests
35.9	Passenger grab rails
35.10	Safety bars
35.11	Centre and side stands.

TECHNICAL REGULATIONS

GENERAL
CLASSIC TT

APPENDIX C

APPENDIX C
GENERAL TECHNICAL REGULATIONS – CLASSIC TT

For the avoidance of doubt, anything that is not included and prescribed in these Regulations is not permitted. In the case of any dispute concerning any part of the Classic TT Technical Regulations relating to any Class as prescribed in these Regulations, the decision of the Technical Director will be final.

GENERAL

The following regulations apply to all machines and classes.

Overview

1.1 In formulating these Regulations, the Organisers have endeavoured to produce races for machines built using components available in the eligibility periods. When administering entries, consideration will be given to the period appearance of the machine (including the major components, fairings, bodywork and seat) as well as adherence to these regulations.

1.2 Machines may incorporate components of a type manufactured before the 31st December cut-off date or manufactured after that date without substantial alteration. Competitors are expected to present machines with visible components generally similar to a type available in the period. The machine must look as it did in the relevant race period.

1.3 All components fitted must be of a type available and fitted to machines of the relevant classes within the relevant classic periods, as defined in these regulations. This includes all major components such as frame, forks, wheels etc. No modifications (other than those specifically authorised in these regulations) are permitted unless used during the period. Where components are of later manufacture, they must resemble the original period components.

1.4 The onus is on the rider or entrant to prove eligibility if required. Riders who are in any doubt about eligible components or modifications are invited to contact the Chief Eligibility Officer for a ruling.

1.5 The Chief Technical Officer and/or the Chief Eligibility Officer's decision will be final in terms of machine eligibility with regard these Regulations.

Eligibility

2.1 The Organisers may accept a machine not complying with these Supplementary regulations if: In the opinion of the Promoters, it would enhance the spectacle of the racing; and in the opinion of the Organiser that any dispensation given would not give a competitor an unfair advantage.

2.2 Such requests for a dispensation must be made to the Organiser in writing and be received by 30 June. Requests will be accepted or rejected on a case-by-case basis and be valid for this event only. The details of any dispensation shall be published by the Organiser in a timely manner accessible by other competitors.

Seat, Tank, and Fairing

3.1 Motorcycles must be presented in period condition. Seats, tanks and fairings (if fitted) must be of a style and type manufactured and used in the appropriate period. Modern styles may not be acceptable unless it can be shown that a similar style was used in the period.

3.2 Additional ducting, encasement or shrouding to influence induction or cooling will not be acceptable unless evidence of period use on a similar machine is provided.

3.3 Machine paint schemes and liveries must be in style fitting of the relevant period.

Race Numbers and Number Plates

4.1 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:

4.2 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.

4.3 The figures must be clearly legible and like the background must be in matt colours to avoid reflection from sunlight.

4.4 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. NOTE: In the case of any dispute concerning the legibility of numbers the decision of the Chief Technical Officer is 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.

Frames and Replica Frames

5.1 Frames must be what was used for the machine in the period. Replica frames are permitted provided they are dimensionally accurate copies of known period chassis.

5.2 For chassis without known pedigree, entries must be supported by documentary evidence of racing in period proving eligibility.

Fairings, Mudguards and Body Work

6.1 Fairings, mudguards and body work must conform in principle to the shape as produced by the manufacturer, irrespective of the model/year.

Engine and Gearbox

7.1 All engine and gearbox casings must be unmodified externally and the engine configuration must remain as originally produced by the manufacturer, except for modifications carried out in the period.

7.2 Internal modifications are free and the use of components of modern manufacture is permitted.

Oil Supply Pipes

8.1 Oil lines containing positive pressure must if replaced, be of steel re-enforced construction with swaged or threaded connectors. All drain plugs must be tight and drilled and wired into position.

Oil Catch Tanks and Breather Systems

9.1 Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the motorcycle commences any practice / qualifying or race. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

Fuel

10.1 The following fuels are accepted for the Classic TT event:

10.1.1 Fuels up to a maximum RON of 110 and maximum MON of 96 may be used, provided all other specific parameters comply with standing regulations.

10.1.2 Avgas may be used as specified (MON 100).

10.1.3 Fuel must comply with the ACU Specification. 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

10.1.3 Any regular pump fuel from any Isle of Man public fuel station may be used.

10.1.4 Formula 105 is a fuel manufactured by Classic Fuel Solutions is also acceptable (MON98) and Avgas may also be used as specified (MON100). Values are taken from the ACU regulations and are applied to the fuel types as indicated.

Note: For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump petrol.

10.2 The use of 'Bluegas', power boosters, octane boosters and the like is prohibited. No additions are allowed to the fuel with the exception of water or standard lubricants sold to the public.

Fuel Tanks and Capacities

11.1 There is zero tolerance on maximum capacity.

11.2 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 to prevent fuel surging is permitted.

11.3 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.

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

11.5 Fuel tanks should have a breather* pipe with a one way valve that terminates in a catch bottle of minimum 250ml capacity. This bottle should be located in a visible position and enable the contents to be seen.

11.6 Each motorcycle must have only one fuel tank.

Brakes

12.1 The use of carbon fibre brakes is not permitted.

12.2 Thumb operated brake levers are NOT permitted unless supported by medical evidence that demonstrates the rider cannot use a conventional footbrake. The use of such device must be stated on the eligibility form and will be subject to prior approval by the Chief Eligibility Officer.

12.3 If a thumb operated brake lever is permitted, due to space constraints, this may mean that an out of period master cylinder is permitted.

Clutch and Brake Levers

13.1 All handlebar levers (clutch, brake etc) must be, in principle, ball ended or be rounded (minimum thickness of the flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.

13.2 The maximum length of control levers measured from the pivot point to the extremity of the ball must not exceed 200mm. Each control level (hand and foot levers) must be

mounted on an independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

13.3 For all types of motorcycles, throttle controls must be self-closing when not held by the hand, preferably using two cables ie to open and to close

Front Brake Lever Guard

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

Tyres

15.1 Metal valve caps (not extractor type) or moulded racing valve caps which incorporate a pressure seal must be fitted

15.2 Valves must be of the short stub or metal stem type but must be firmly affixed so as not to become loose.

15.3 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.

15.4 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 recommended manufacturer(s) 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

Oil and Water Containment

16.1 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).

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

16.3 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 visible security devise. 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.

16.4 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 paint marked.

16.5 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.

Transponders, Automatic Timing, and GPS Tracking

17.1 All qualifying sessions and races are 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.

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

17.3 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.

17.4 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.

17.5 GPS trackers are mandatory on all machines for the 2025 Classic TT.

17.6 Fitting instructions for GPS trackers and aerials will be sent to competitors or teams once entries for the event are confirmed. GPS trackers and aerials can be forwarded to Newcomer competitors on request, otherwise all competitors may collect their GPS trackers from the Race Office.

17.7 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.

17.8 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.

Safety Lights

18.1 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:

18.2 Safety light must be of a robust quality and securely fitted in the approved position.

18.3 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.

18.4 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.

18.5 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).

18.6 The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running or ignition energised. For machines where this is not applicable, approval is sought by the Chief Technical Officer.

18.7 In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Chief Technical Officer is final.

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

Noise Limits

19.1 The ACU has granted an exemption to the sound level permitted under Standing Regulations.

Promotion

20.1 The Promoters may require a machine in any class to carry a race sponsors 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.

TECHNICAL REGULATIONS

FORMULA ONE
CLASSIC TT

APPENDIX D

APPENDIX D
FORMULA ONE CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 The following machines are eligible to compete in the Formula 1 Classic TT:

Period 1 – Machines from 1 January 1973 up to 31 December 1986

- Up to 1300cc, 4-stroke machines
- Up to 750cc, 2-stroke machines

Period 2 – Machines from 1 January 1987 up to 31 December 1992

- 700 – 750cc, 4-stroke, 4-cylinder machines
- Up to 1000cc, 4-stroke, 3- and 2-cylinder machines
- Up to 500cc, 2-stroke machines
- Up to 600cc, rotary-engine machines

Period 3 – Machines from 1 January 1993 up to 31 December 1996

- 700 – 750cc, 4-stroke, 4-cylinder machines
- Up to 1000cc, 4-stroke, 3- and 2-cylinder machines
- Up to 500cc, 2-stroke machines
- Up to 600cc, rotary-engine machines

Race Numbers and Number Plates

2.1 Black numbers (RAL 9005) on white plates (RAL 9010)

Swinging Arm, Suspension, and Front Forks

3.1 The swinging arm and suspension layout must be the same type as what was originally available and fitted to that specific model during the relevant period.

3.1.1 A modern or different-style system (e.g. mono-shock if the model originally used twin shocks or newer model parts) are not permitted for use.

3.1.2 The correct design and configuration for the model must be used for the period specified in para 1.1 above.

3.1.3 Upgrades in materials or internal components may be allowed only if the Regulations elsewhere permit that to be the case, but the basic design and appearance must be commensurate with the period type.

Tyre Size modification

3.2 Modifications can be made, only as much as is necessary, to allow a different size tyre to be used. This typically allows:

3.2.1 Minor changes for clearance (width, diameter).

3.2.2 Adjustments to accommodate modern tyre availability.

3.2.3 It does not allow:

3.2.3.1 Changing the fundamental suspension type.

3.2.3.2 Redesigning the swinging arm beyond what is needed to fit the tyre.

Engine and Gearbox

4.1 Period 1 - maximum rebore up to 1.524mm/0.060inch oversize and must not exceed capacity limit for the class.

4.2 Period 2 - maximum rebore up to 2.000mm/0.080inch oversize.

4.3 Period 3 – maximum rebore up to 0.060/1.524mm.

Clutch

5.1 Free of restriction. Quick shifters are allowed.

Fuelling

6.1 The original type of fuel system must be used i.e. if the machine was originally manufactured with carburettors, it must use carburettors.

6.2 Only modifications that were used within the period are permitted i.e. if a machine was not manufactured with an airbox in the period, it cannot use an airbox. If a different make of carburettor was available and used in the period, it can be used.

6.3 Shower injectors are out-of-period and are not allowed on Ducati 916 machines and throttle bodies must not exceed 60mm, as used in 1996/1997.

Fuel Tank Capacity

7.1 The maximum permitted fuel tank capacity is 29 litres.

7.2 Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank. Approval must be sought form the Eligibility Officer before the event.

Ignition System

8.1 There is no restriction on the type of ignition system to be used, however additional sensors such as telemetry systems, GPS sensors, wheel speed sensors and the like are NOT permitted.

Brakes

9.1 Radial brake calipers are not permitted.

Wheels

10.1 Free choice providing they resemble what was fitted in the period.

10.2 Magnesium alloy wheels may be used but must be less than 10 years old. In the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may also be used

Tyres

11.1 The use of either slick tyres or moulded tyres is permitted.

11.2 Additional cutting of tyres is not permitted.

11.3 Free choice of size with no maximum tyre size requirement.

TECHNICAL REGULATIONS

JUNIOR 600
CLASSIC TT

APPENDIX E

APPENDIX E
JUNIOR 600 CLASSIC TT - TECHNICAL REGULATIONS

Machines competing in the Classic TT Junior 600 Pre-injection Supersport Race must comply with the Regulations outlined below. These are as follows and are correct at the time publication but are subject to any amendments made by the Race Organiser.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

1. GENERAL PRINCIPLES

2. Supersport motorcycles require an FIM homologation.

3. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of Supersport motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer. The appearance of the exhaust system is excluded from this rule.

4. MACHINE SPECIFICATIONS

5. All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

6. DISPLACEMENT CAPACITIES

   6.1 Over 400cc up to 600cc 4 stroke 4 cylinder,
   6.2 750cc 4 stroke 2 cylinder
   6.3 The displacement capacities must remain at the homologated size.
   6.4 Modifying the bore and stroke to reach class limits is not allowed.

7. MINIMUM WEIGHTS. The minimum weights will be:

   7.1 600cc machines; 166kg (with a tolerance of 1 kg).
   7.2 At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg. 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. The established weight limit must be met in the condition the machine finished the race. Nothing may be added to the machine including water, oil, fuel or tyres.
   7.3 During practice/qualifying sessions 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. 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 checks.

8. NUMBER PLATES

8.1 Background: Blue
8.2 Numbers: White

8.3 Front Numbers:

8.3.1	Height:	160mm
8.3.2	Width:	80mm
8.3.3	Stroke:	25mm

8.4 Side Numbers:

8.4.1	Height:	120 mm
8.4.2	Width:	60mm
8.4.3	Stroke:	25mm

8.5 Numbers must be displayed:

8.5.1 Once on the front (centre or slightly offset)
8.5.2 Once on each side
8.5.3 Alternative, once across the top of the rear seat section with the top of the number towards the rider. These numbers must have the same size as the front numbers. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

9. FUEL

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

10. TYRES

10.1 The use of either slick or moulded tyres is permitted.

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

10.3 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.

10.3.1 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 TT.

10.3.2 Tyre warmers must be used.

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

10.3.4 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.

10.3.5 Tyre pressures must remain within the tyre manufacturers recommended range.

10.3.6 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

11.1 CARBURETION. Must be as homologated.

11.1.1 Jetting is free, no flat side or after-market carburettors to be used.

11.1.2 Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the homologated machine.

11.2 CYLINDER HEAD. Cylinder head must be as homologated. The following modifications are allowed.

11.2.1 Grinding of the cylinder head surface on the side of the gasket; Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden).

11.2.2 Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side; Polishing of the combustion chamber; Original valve seats must be used, but modifications are allowed to the shape.

11.2.3 Compression ratio is free, but the combustion chamber may be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above.

11.2.4 The compression ratio is free.

11.2.5 The combustion chamber may be modified.

11.2.6 Rocker arms (if any) and valve bucket must remain as homologated (material and dimensions). Dlc coating is permitted.

11.2.7 Valves may be altered or replaced and the material may be changed, but maximum diameters and minimum weights must remain as homologated. The use of titanium valves is permitted only if the homologated machines are equipped with such kind of valves.

11.2.8 Valve springs may be changed. Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones.

11.3 CAMSHAFT. The method of drive must remain as homologated.

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

11.3.2 The cam chain or cam belt tensioning device(s) are free.

11.3.3 At the technical inspection; 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.

11.4 CAM SPROCKETS OR GEARS

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

11.5 CYLINDERS

11.5.1 Cylinders must remain as homologated.

11.5.2 Only the following modifications to the cylinders are allowed.

11.5.3 Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.

11.5.4 Homologated materials and castings for cylinders must be used.

11.5.5 The surface finish of the cylinder bore must remain as homologated.

11.5.6 Cylinder capacity must remain at the homologated size.

11.6 PISTONS

11.6.1 Pistons must remain as homologated. Polishing and lightening is not allowed.

11.7 PISTON RINGS

11.7.1 Piston Rings Piston rings must remain as homologated. No modifications are allowed.

11.8 PISTON PINS AND CLIPS

11.8.1 Piston Pins and Clips Piston pins and clips must remain as homologated. No modifications are allowed.

11.9 CONNECTING RODS

11.9.1 Connecting Rods Connecting rods must remain as homologated. Polishing and lightening is not allowed.

11.10 CRANKSHAFT

11.10.1 Crankshaft must remain as homologated without modification. Polishing and lightening is not allowed.

11.10.2 flywheels /generators are free kit generators are permitted

11.11 CRANKCASE / GEARBOX HOUSING

11.11.1 Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening). Other engine cases must be made of the homologated material with exclusion of lateral side covers.

Yamaha YZF – R6 (5EB)

For the avoidance of doubt, the Yamaha YZF-R6 must use the homologated crankcases, which are identified by the casting number 5EB (see image below). Crankcases marked 5SL must not be used, as these are from a newer model and are not homologated for this application.

Correct 5EB Crankcase

Incorrect 5SL crankcase (not to be used)

11.12 LATERAL COVERS AND PROTECTION

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 composite materials, type carbon or Kevlar®.

11.12.3 All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Holes may be added in dry clutch covers to allow additional cooling.

11.13 TRANSMISSION / GEARBOX

11.13.1 All transmission/gearbox ratios are free. The number of gears must remain as homologated. Primary gears must remain as homologated.

11.13.2 Quick-shift systems are allowed.

11.13.3 Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

11.13.4 Chain guard as long as it is not incorporated in the rear fender may be removed.

11.14 CLUTCH

11.14.1 Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.

11.14.2 Friction and drive discs may be changed.

11.14.3 Clutch springs may be changed.

11.14.4 The clutch basket (outer) may be reinforced.

11.14.5 The original clutch assembly may be modified for back torque limiting capabilities (slipper type).

11.14.6 It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type).

11.14.7 The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

11.15 OIL PUMPS AND OIL LINES

11.15.1 Oil Pumps, water pumps and Oil Lines Modifications are allowed but pump housing, mounting points and oil feed points must stay as original. Electric water pumps are forbidden.

11.15.2 Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or treaded connectors.

11.15.3 The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.

11.15.4 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 or HEX heads are not to be used.

11.16 RADIATOR AND OIL COOLERS

11.16.1 Radiator and oil-coolers 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 exchanger (oil/water) may 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.

12. AIR BOX

12.1 Air Box The air box must remain as originally produced by the manufacturer on homologated machine. The air filter element may be removed or replaced.

12.2 The air box drains must be sealed.

12.3 All motorcycles must have a closed breather system.

12.4 All oil breather lines must be connected and discharge in the air box.

12.5 The original air ducts running from the fairing to the air box may be altered or replaced.

12.6 No ram air systems to be fitted unless homologated.

13. FUEL SUPPLY

13.1 Fuel lines may be replaced from the fuel petcock (excluded) to the delivery pipe assy (excluded). Quick connectors or dry brake quick connectors may be used.

13.2 Fuel vent lines may be replaced. Fuel filters may be added.

13.3 No modifications of fuel pump are allowed.

14. EXHAUST

14.1 Exhaust pipes and silencers may be modified or changed.

14.1.1 Catalytic converters must be removed.

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

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

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

14.1.5 Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

15. ELECTRONIC CONTROL UNIT (ECU)

15.1 Electrics and Electronics Connectors and switches are free.

15.2 Ignition / Engine Control System (ECU) Ignition/engine control system (ECU) may be modified or changed.

15.3 Spark plugs, plug caps and wires may be replaced.

16. GENERATOR, ALTERNATOR, ELECTRIC STARTER

16.1 Generator, alternator, electric starter Generator may be modified, or replaced. The electric starter must operate normally and always be able to start the engine during the practices and race.

16.2 The addition of a GPS unit for lap timing/scoring purposes is allowed.

17. WIRING HARNESS

17.1 The wiring harness may be altered or replaced.

17.2 Additional wiring harnesses may be added.

17.3 Cutting of the wiring harness is allowed.

18. BATTERY

18.1 The size and type of battery may be changed and relocated.

19. FRAME BODY AND REAR SUB-FRAME

19.1 The frame must remain as originally produced by the manufacturer for the homologated machine.

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

19.3 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. Nothing else may be added or removed from the frame body.

19.4 All motorcycles must display a vehicle identification number on the frame body (chassis number). Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

19.5 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.

19.6 Bolt-on accessories to the rear sub-frame may be removed.

19.7 The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

20. FRONT FORKS

20.1 Front Forks Forks must remain as originally produced by the manufacturer for the homologated machine.

20.2 Standard original internal parts of the forks may be modified or changed.

20.3 After market damper kits or valves may be installed.

20.4 Fork springs may be modified or replaced.

20.5 Fork caps may be modified or replaced to allow external adjustment.

20.6 Dust seals may be modified, changed or removed if the fork is totally oil-sealed.

20.7 The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

20.8 The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

20.9 The steering damper may be added or replaced with an aftermarket damper.

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

21. REAR FORK (SWING ARM)

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

21.2 A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket.

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

21.4 Rear axle chain adjuster may be modified or changed. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.

21.5 Brackets must have rounded edges (with a large radius).

21.6 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.

21.7 Rear Suspension Unit Rear suspension unit may be changed or modified.

21.8 The original attachments of the frame and rear fork must be as homologated.

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

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

22. WHEELS

22.1 Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

22.2 Any inflation valves may be used.

22.3 Wheel balance weights may be discarded, changed or added to.

22.4 The speedometer drive may be removed and replaced with a spacer.

22.5 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

22.6 Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.

22.7 Wheel diameter and rim width must remain as originally homologated.

23. BRAKES

23.1 Front and rear brake discs may be changed but must fit the original calliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine.

23.2 Internally ventilated discs are not allowed if not homologated on the original model.

23.3 The brake disc carriers may be changed, but must retain the same off set and same type of mounting to the wheels.

23.4 Replacement brake discs must be of ferrous material.

23.5 Front and rear brake callipers 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.

23.6 The front master cylinder is free.

23.7 Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.

23.8 Front and rear hydraulic brake lines may be changed.

23.9 The brake fluid reservoir may be replaced and/or repositioned.

23.10 Quick connectors may be used.

23.11 The split of the front brake lines for both front brake callipers must be made above the lower edge of fork bridge (lower triple clamp).

23.12 Front and rear brake pads may be changed.

23.13 Brake pad locking pins may be modified for quick change type.

23.14 Additional air ducts are not allowed.

24 HANDLEBARS AND HAND CONTROLS

24.1 Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced.

24.1 Throttle controls must be self-closing when not held by the hand.

24.2 Electric starter switch and engine stop switch must be located on the handle bars.

25 FOOTREST / FOOT CONTROLS

25.1 Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

25.2 Footrests may be rigidly mounted.

25.3 The end of the footrest must have at least an 8 mm solid spherical radius.

26 FUEL TANK

26.1 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.

26.2 It must retain in principle, its Homologated shape as closely as possible.

26.3 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.

26.4 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.

26.5 Fuel caps may be changed (no Monza). Fuel caps when closed, must be leak proof.

26.6 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).

27 SAFETY LIGHTS

27.1 A functioning red light must be fitted at the rear of all machines.

27.2 It must be switched on at all times when the machine is on TT 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 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 will be final.

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

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.

29 THE FOLLOWING ITEMS MUST BE REMOVED:

29.1 Headlamp
29.2 Rear lamp (unless used as a rain light)
29.3 Turn signal indicators (when not incorporated in the fairing)
29.4 Openings must be covered by suitable materials
29.5 Rear-view mirrors
29.6 Horn
29.7 Licence plate bracket
29.8 Toolbox

29.9 Helmet hooks and luggage carrier hooks
29.10 Passenger footrests
29.11 Passenger grab rails
29.12 Safety bars
29.13 Centre and side stands must be removed (fixed brackets must remain)

30. MACHINE LIST:

30.1	Honda CBR 600	-	up to F4 which ran to 2000
30.2	Kawasaki ZX6R	-	up to J series which ran to 2002
30.3	Suzuki GSXR 600	-	up to w v series which ran to 2000
30.4	Yamaha YZF R6	-	up to 5eb which ran to 2002

Please note: CARBURETOR MODELS ONLY

TECHNICAL REGULATIONS

LIGHTWEIGHT
CLASSIC TT

APPENDIX F

CLASSIC TT RACES

APPENDIX F
LIGHTWEIGHT CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 The following machines are eligible to compete in the Lightweight Classic TT:

1.1.1 250 GP – Machines up to 31 December 2010

1.1.2 Up to 250cc, 2-stroke, 2-cylinder machines

Race Numbers and Number Plates

2.1 White numbers (RAL 9010) on green plates (RAL 6002)

Swinging Arm, Suspension, and Front Forks

3.1 The swinging arm and suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period.

3.2 Modifications can be made to allow a different size tyre to be used.

Engine and Gearbox

4.1 250 GP machines - Must retain standard bore size

Clutch

5.1 Free of restriction. Quick shifters are allowed.

Fuelling

6.1 The original fuel system must be used i.e. if the machine was originally manufactured with carburettors, it must use carburettors

6.2 The addition or modification of the airbox is permitted.

Fuel Tank Capacity

7.1 The maximum permitted fuel tank capacity is 24 litres.

7.2 Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank. Approval must be sought form the Eligibility Officer before the event.

Ignition System

8.1 There is no restriction on the type of ignition system to be used, however additional sensors such as telemetry systems, GPS sensors, wheel speed sensors and the like are NOT permitted.

Brakes

9.1 250 GP – Free of restriction

Wheels

10.1 Free choice providing they resemble what was fitted in the period.

10.2 Magnesium alloy wheels may be used but must be less than 10 years old. In the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may also be used

Tyres

11.1 The use of either slick tyres or moulded tyres is permitted.

11.2 Additional cutting of tyres is not permitted.

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TECHNICAL REGULATIONS

UTRA LIGHTWEIGHT
CLASSIC TT

APPENDIX G

MGP

CLASSIC TT RACES

APPENDIX G
ULTRA LIGHTWEIGHT CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 The following machines are eligible to compete in the Ultra Lightweight Classic TT:

1.1.1 Up to 125 cc 2 stroke single cylinder

1.1.2 Supersport 400 – Machines up to 31 December 1996

1.1.3 Up to 400cc, 4-stroke, 4-cylinder machines

Race Numbers and Number Plates

2.1 White numbers (RAL 9010) on Black plates (RAL 9005).

Swinging Arm, Suspension, and Front Forks

3.1 The swinging arm and suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period.

3.2 Modifications can be made to allow a different size tyre to be used.

Engine and Gearbox

4.1 Single cylinder, two stroke engine only

4.2 No quick shifters permitted

4.2 Maximum 6 speed gearbox

4.3 Supersport 400 machines – Restricted to a maximum rebore up to 1.524mm+ (0.060”) oversize.

Fuelling

5.1 The original fuel system must be used i.e. if the machine was originally manufactured with carburettors, it must use carburettors

5.2 The addition or modification of the airbox is permitted.

Fuel Tank Capacity

6.1 The maximum permitted fuel tank capacity is 24 litres.

6.2 Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank. Approval must be sought form the Eligibility Officer before the event.

Ignition System

7.1 There is no restriction on the type of ignition system to be used, however additional sensors such as telemetry systems, GPS sensors, wheel speed sensors and the like are NOT permitted.

Brakes

8.1 Single front disc

9.2 Carbon brakes are not permitted.

9.3 No ABS or electronic braking aids.

9.4 Supersport 400 - Radial brake calipers are not permitted.

Wheels

10.1 Maximum wheel diameter: 17 inch.

10.2 Magnesium alloy wheels may be used but must be less than 10 years old. In the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may also be used

Tyres

11.1 The use of either slick tyres or moulded tyres is permitted.

11.2 Additional cutting of tyres is not permitted.

11.3 Tyre warmers are not mandatory.

TECHNICAL REGULATIONS

HISTORIC SENIOR
CLASSIC TT

APPENDIX H

APPENDIX H
HISTORIC SENIOR CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 The following machines are eligible to compete in the Historic Senior Classic TT:

Historic Senior – Machines from 1 January 1945 up to 31 December 1972

- 351cc - 500cc, 4-stroke, 2-stroke, and rotary-engine machines

Race Numbers and Number Plates

2.1 Black numbers (RAL 9005) on yellow plates (RAL 1003)

Swinging Arm, Suspension, and Front Forks

3.1 The swinging arm and suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period.

Engine and Gearbox

4.1 Engines may be rebored up to the machine manufacturer's recommended maximum oversize but no more than 1.524mm+ (0.060") if the actual capacity would then exceed the capacity class size.

4.2 Multi-valve heads are not permitted, unless available and used in the era. Multi-valve modifications are only permitted provided the external appearance remains as manufactured and thus accepted by the Eligibility Officer prior to the meeting.

4.3 Non-period components, e.g. engine castings, oil filter castings, cylinder barrels and expansion chambers are not be permitted. Only components or copies of components from the period are permitted.

4.4 External oil pumps are not permitted.

4.5 The fitment of belt primary drives and the repositioning of gear-shifting controls is permitted.

4.6 All primary drives (belt and chain) must be totally concealed from view.

Clutch

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

5.2 Quick shifters are not allowed.

Fuelling

6.1 Free choice of carburettor, with the exception of power jet carburettors, flat-side carburettors (except Gardner carburettors), and fuel injection which are not permitted.

Fuel Tank Capacity

7.1 The maximum permitted fuel tank capacity is 24 litres.

7.2 Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank.

Ignition System

8.1 There is no restriction on the type of ignition system to be used, if non-standard electronic units are used, components should be concealed where possible. However additional sensors such as telemetry systems, GPS sensors, wheel speed sensors and the like are NOT permitted.

Brakes

9.1 Drum brakes and disc brakes are permitted for both front fitment and rear fitment.

9.2 Drilled discs are permitted, but only in a direction parallel to the wheel spindles when fitted. Additional drilling of the disc brake to that of the manufacturer is not permitted.

9.3 Floating disc brakes are not permitted.

9.4 Disc brakes must have a constant radius on the outer edge. The use of 'wavy' or 'petal' disc brakes are not permitted.

9.5 Machines fitted with front disc brakes must use an axial master cylinder with an integrated fluid reservoir, and only 2-piston brake calipers are permitted.

Wheels

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

Tyres

11.1 Only tyres having a moulded tread pattern for racing purposes are permitted. No additional cutting of moulded tyres is permitted.

11.2 Maximum tyre width, as stated on the manufacturer's specification sheet, shall be 4.50" (114mm) i.e. a tyre described as a 110. Tyres must be fitted with inner tubes.

TECHNICAL REGULATIONS

HISTORIC JUNIOR
CLASSIC TT

APPENDIX J

CLASSIC TT RACES

APPENDIX J
HISTORIC JUNIOR CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 The following machines are eligible to compete in the Historic Junior Classic TT:

Historic Junior – Machines from 1 January 1945 up to 31 December 1972

- 175cc - 350cc, 4-stroke, 2-stroke, and rotary-engine machines

Race Numbers and Number Plates

2.1 White numbers (RAL 9010) on blue plates (RAL 5010)

Swinging Arm, Suspension, and Front Forks

3.1 The swinging arm and suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period.

Engine and Gearbox

4.1 Engines may be rebored up to the machine manufacturer's recommended maximum oversize but no more than 1.524mm+ (0.060") if the actual capacity would then exceed the capacity class size.

4.2 Multi-valve heads are not permitted, unless available and used in the era.

4.3 Non-period components, e.g. engine castings, oil filter castings, cylinder barrels and expansion chambers are not be permitted. Only components or copies of components from the period are permitted.

4.4 External oil pumps are not permitted.

4.5 The fitment of belt primary drives and the repositioning of gear-shifting controls is permitted.

4.6 All primary drives (belt and chain) must be totally concealed from view.

Clutch

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

5.2 Quick shifters are not allowed.

Fuelling

6.1 Free choice of carburettor, with the exception of power jet carburettors, flat-side carburettors (except Gardner carburettors), and fuel injection which are not permitted.

Fuel Tank Capacity

7.1 The maximum permitted fuel tank capacity is 24 litres.

7.2 Exceptions may be considered if the specified make and model of machine was originally manufactured and raced with a larger tank.

Ignition System

8.1 There is no restriction on the type of ignition system to be used, if non-standard electronic units are used, components should be concealed where possible. However, additional sensors such as telemetry systems, GPS sensors, wheel speed sensors and the like are NOT permitted.

Brakes

9.1 Drum brakes and disc brakes are permitted for both front fitment and rear fitment.

9.2 Drilled discs are permitted, but only in a direction parallel to the wheel spindles when fitted. Additional drilling of the disc brake to that of the manufacturer is not permitted.

9.3 Floating disc brakes are not permitted.

9.4 Disc brakes must have a constant radius on the outer edge. The use of 'wavy' or 'petal' disc brakes are not permitted.

9.5 Machines fitted with front disc brakes must use an axial master cylinder with an integrated fluid reservoir, and only 2-piston brake calipers are permitted.

9.6 Where a rider has a genuine reason for not being able to operate a conventional rear brake lever, a thumb operated brake lever will be permitted. Due to space constraints, this may mean that an out of period master cylinder is permitted.

Wheels

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

Tyres

11.1 Only tyres having a moulded tread pattern for racing purposes are permitted. No additional cutting of moulded tyres is permitted.

11.2 Maximum tyre width, as stated on the manufacturer's specification sheet, shall be 4.50" (114mm) i.e. a tyre described as a 110. Tyres must be fitted with inner tubes.

TECHNICAL REGULATIONS

SENIOR
CLASSIC TT

APPENDIX K

CLASSIC TT RACES

APPENDIX K
SENIOR CLASSIC TT - TECHNICAL REGULATIONS

Overview

1.1 Any machine complying with the Technical Regulations of the Formula 1, Junior 600 or Lightweight classes is eligible for the Senior Classic TT.

Race Numbers and Number Plates

2.1 Black numbers (RAL 9005) on yellow plates (RAL 1003). Race numbers and number plates will be provided by the Race Organiser.

TECHNICAL REGULATIONS

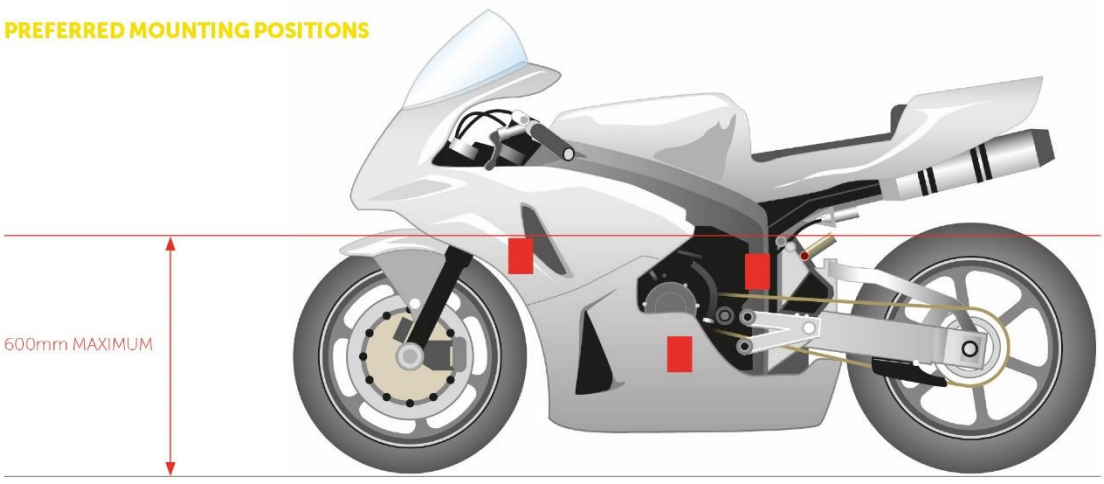
TRANSPONDERS

APPENDIX L

CLASSIC TT RACES

APPENDIX L
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 a 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



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TECHNICAL REGULATIONS

CLEARANCE & BODYWORK DIMENSIONS

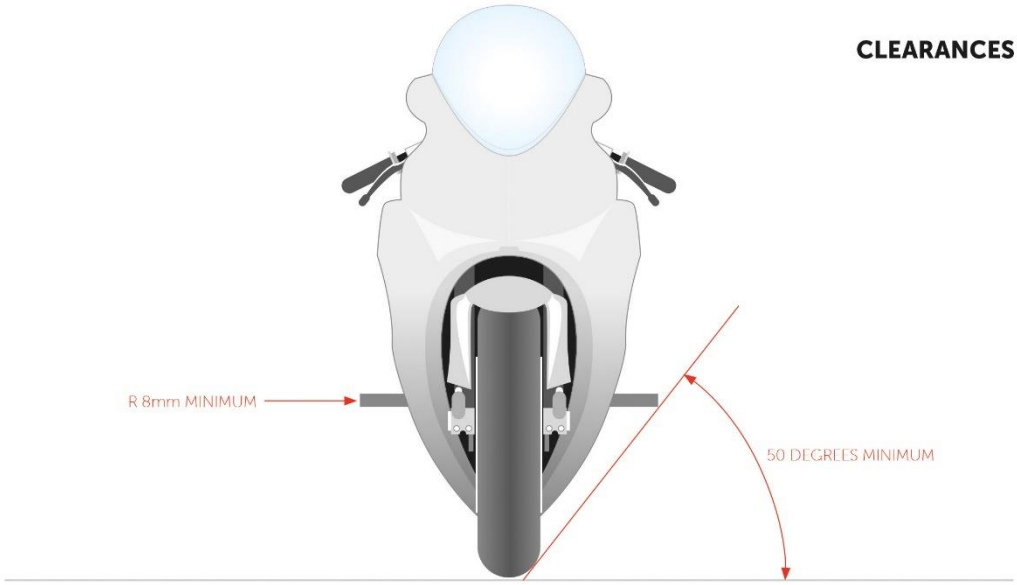
APPENDIX M

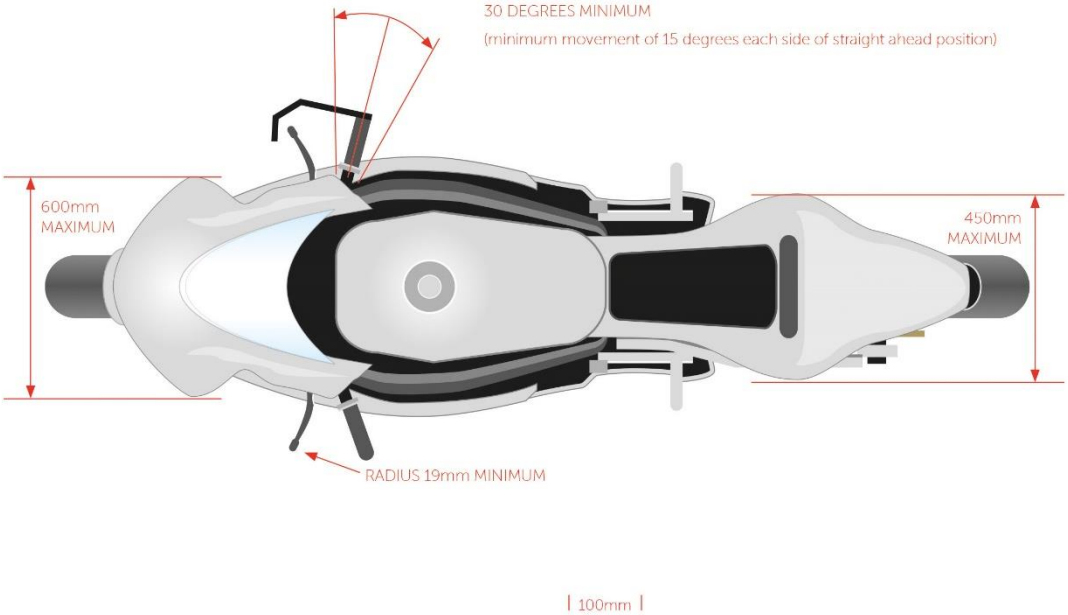
MGP

CLASSIC TT RACES

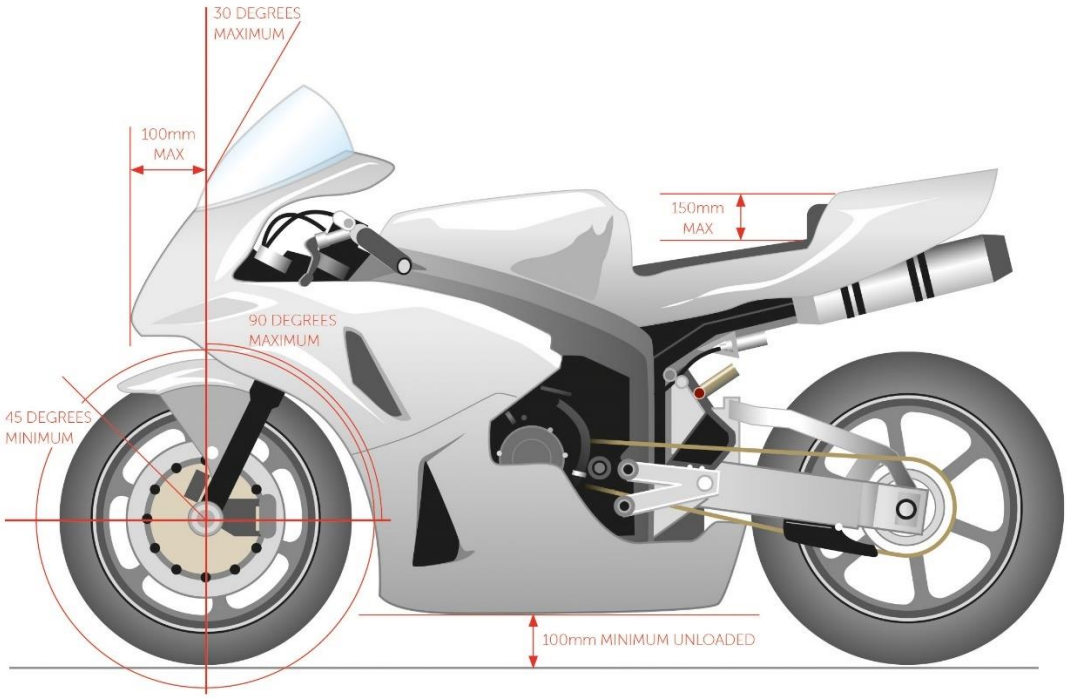
APPENDIX M
CLEARANCE AND BODYWORK DIMENSIONS

FIG 1. CHAIN GUARD





BODYWORK DIMENSIONS



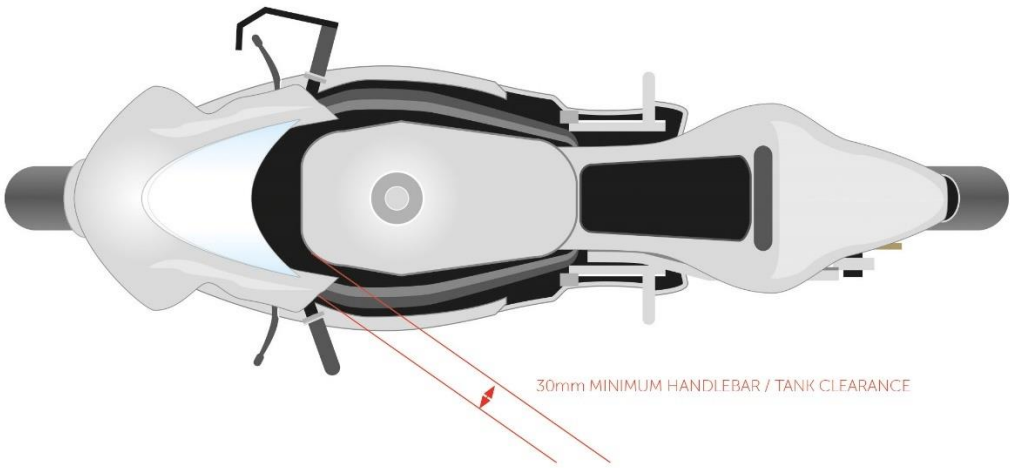


FIG 1. CHAIN GUARD

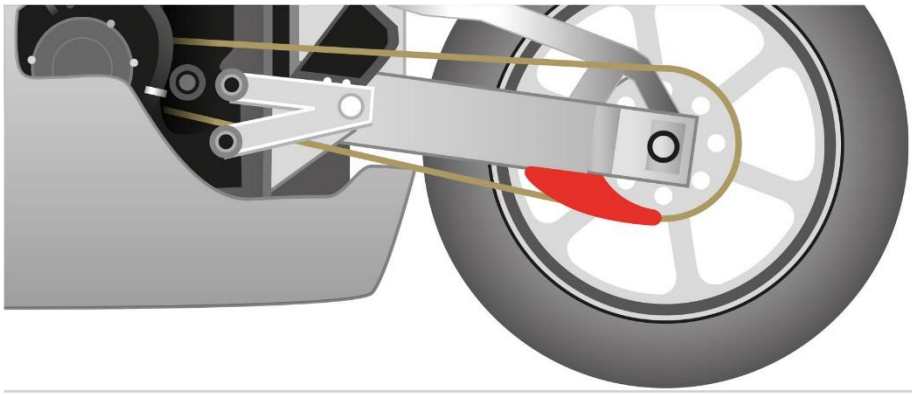
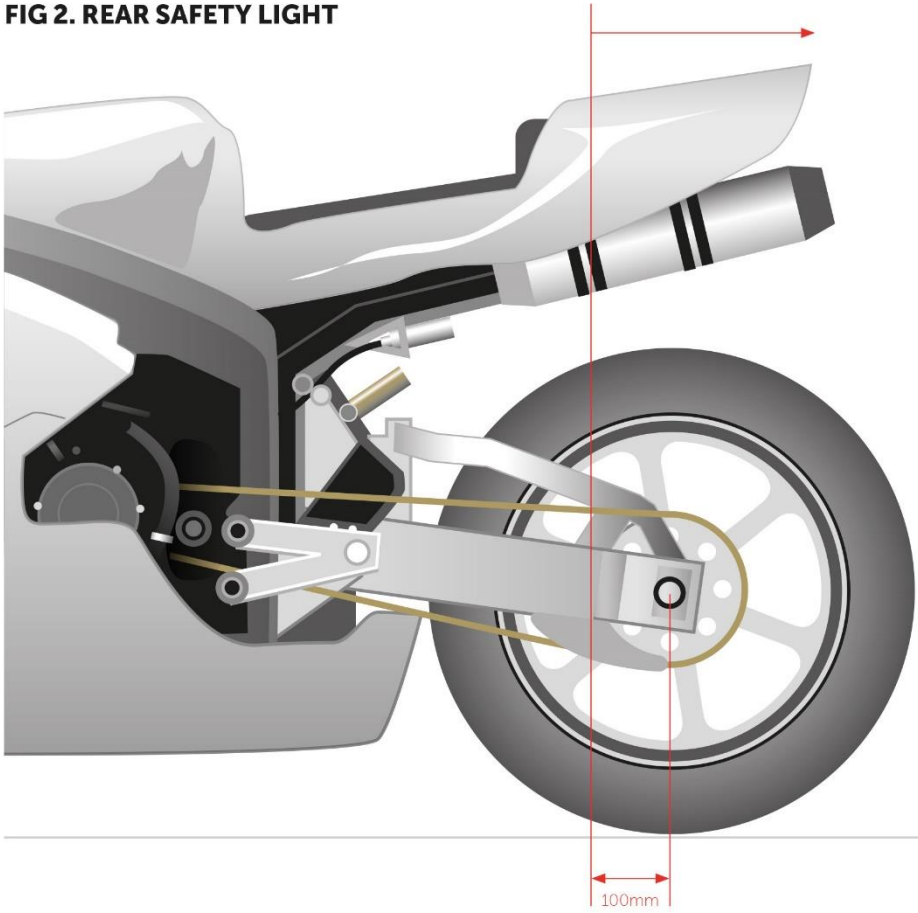


FIG 2. REAR SAFETY LIGHT



TECHNICAL REGULATIONS

GPS
FITTING INSTRUCTIONS

APPENDIX N

APPENDIX N
GPS UNIT – FITTING GUIDE

It is mandatory for ALL machines being ridden in the TT Races 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 and 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).

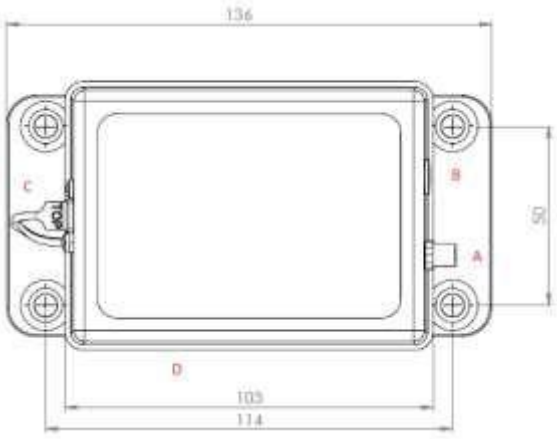
The unit must not be fitted anywhere which may interfere with the rider or machine operation. It must not be fitted directly above the engine or near moving parts and must be kept away from any significant heat source.

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.

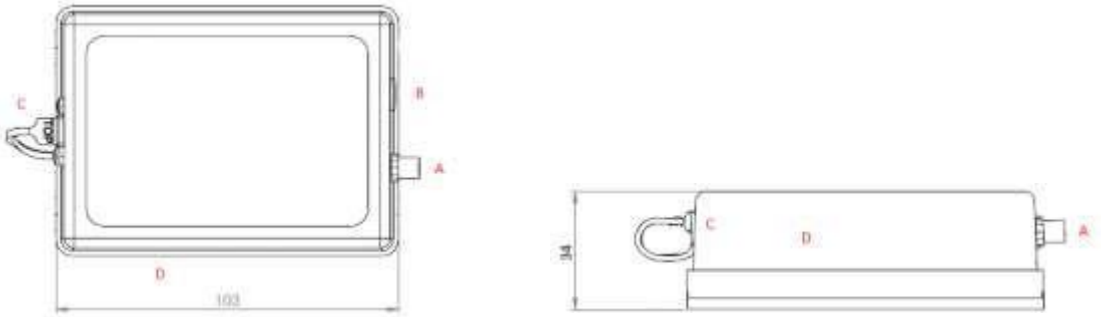
In addition to the main unit, an external GPS antenna is provided which is connected to the main unit (A) via a standard 1m connecting cable, which is provided.

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 turn back 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.

CT Tracker LED operation

1) Charge status LEDs

The tracker is charged by connecting a Micro USB as shown below. Whilst the battery is charging, a red LED is illuminated:

The green LED indicates that the battery is fully charged:

2) Connection status LED

The tracker's status is shown by a multicoloured LED near the antenna connector.

When the tracker is switched on, the status LED will be solid red, as shown below:

During initialisation, the status LED will flash slowly (about once per second). The LED will then flash rapidly (5 times per second) to indicate the next stage of initialisation. Once the process is complete, the LED will show solid green, as shown below:

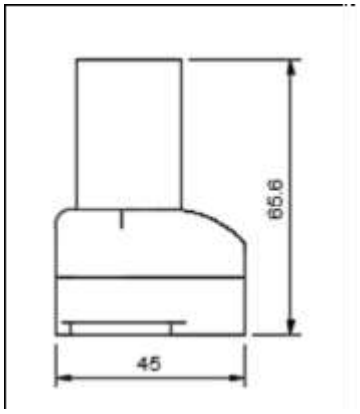
When the tracker is shutting down, the LED will be illuminated orange:

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.

Rider Checklist – Aide Memoire

Please ensure you double check the following the morning before each session:

Technical Inspection

- Ensure you check the WhatsApp and RMS notifications for latest information or any specific items which might impact you

- Before the first session make sure riders and passengers have completed ALL the mandatory checks, or your machine will not be allowed to enter technical inspection. This may include:

    - Rider Sign on
    - Rider briefing
    - PPE (clothing/ helmet) checks
    - Pre-event medical

- Check your Technical inspection times, only turn up within your allocated time. This will also be announced to the Paddock by the Technical Team.

    - Technical Regulation, section 1

- Ensure your Transponder has been charged and mounted correctly

    - Technical Regulation, Appendix F

- Ensure your GPS has been charged and is TURNED ON

    - Technical Regulation, Appendix J

- If you have any problem with your Transponder or GPS please visit the Race Office.

Pre-Session

- Please make sure you monitor and listen out to the session times as these may change.
    - These will be issued via Whatsapp, announced by the Clerk of the Course via the Tannoy system and can be seen on the displays in Parc Ferme

- Check Identification tags, sidecar teams armbands are present for riders/passengers.

- Rear Safety light on the Machine must be turned on.

- Before leaving the Start Line / South Ramp make sure Riders are aware of the Course conditions.

- These will be advised over the Tannoy and on the display at the Start Line.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