



ISLE OF MAN

TOURIST TROPHY

ISLE OF MAN TT RACES 2026
SUPPLEMENTARY REGULATIONS



ALTERATIONS, UPDATES AND AMENDMENTS

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

Version Number	Author	Purpose / Change	Section / Para	Date
One	G Thompson	New ACU Permit No: 206633	Sect 1. Para 1.3	081225
Two	G Thompson	Newcomers will not be eligible to compete in the two six lap races, ie. the Superbike and Senior Race.	Sect 4. Para 4.20	121225
Three	G Thompson	Updated Schedule to reflect inclusion of Qualifying Six	Section 2	160326

Anything not included in these Regulations is strictly prohibited.

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WELCOME

ISLE OF MAN TT RACES 2026

Dear TT Competitors and Teams

Welcome to the 2026 Isle of Man TT Races.

Entries are now open for TT 2026 and will close at 23.59 hrs on Friday 30th January 2026.

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

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

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

Please read all three documents and ensure you understand the contents before your arrival on the Island in May. Be reminded, all competitors need to ensure they have a medical conducted by their own GP / doctor before they get to the Island, the practice of arriving on the Island and expecting the Chief Medical Officer to carry out a medical in order to satisfy the Mountain Course Licence has ceased.

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

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

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

Yours in sport



Gary Thompson MBE BEM
Clerk of the Course
Isle of Man TT Races

SECTION 1

ORGANISATION

THE ISLE OF MAN TT RACES

- 1.1. The Department for Enterprise (“the Promoters”), an Isle of Man Government Department, whose Office is 1st Floor, St George’s Court, Upper Church Street, Douglas, Isle of Man, IM1 1EX, are the commercial rights owners of the Isle of Man TT Races and associated trademarks.
- 1.2. ACU Events Limited (“the Organisers”), a Company incorporated in Great Britain (Number 05781002) whose Registered Office is at ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX, will organise the Isle of Man TT Races under contract and on behalf of the Promoters from the 25th May to 6th June 2026.
- 1.3. ACU Permit Number: 206633
- 1.4. The meeting will be held under the 2026 ACU National Sporting Code and its appendices, these Supplementary Regulations (“the Regulations”) and any further instructions issued or official announcements made. Copies of the ACU Library, containing the ACU National Sporting Code and appendices, can be downloaded from <https://www.acu.org.uk/>

CONTACT INFORMATION

RACE ORGANISER

ACU EVENTS LTD
Stacey Moore
Secretary of the Meeting
ACU Events Ltd
TT Race Office
TT Grandstand
Glencrutchery Road
Douglas, Isle of Man
IM2 6DA

Telephone: +44(0)7624 387068
E-mail: stacey@acu.org.uk

PROMOTER

DEPARTMENT FOR ENTERPRISE
Bruce Baker
TT Development Officer
1st Floor, St George’s Court
Upper Church Street
Douglas
Isle of Man
IM1 1EX

Telephone: +44(0)1624 686877
E-mail: Bruce.baker@gov.im

SENIOR OFFICIALS

RACE MANAGEMENT TEAM

Clerk of the Course

Department for Enterprise

Department for Enterprise

Rider Liaison Officer

Rider Liaison Officer

Technical Director

Gary Thompson MBE BEM

Paul Phillips

Ed Wilson

John Barton

Richard Quayle BEM

Dave Hagen

ENTRY MANAGEMENT TEAM

Clerk of the Course

Rider Liaison Officer

Rider Liaison Officer

Sidecar Liaison Officer

Sidecar Liaison Officer

Department for Enterprise

Statistician and Performance Analyst

Gary Thompson MBE BEM

John Barton

Richard Quayle BEM

Dave Molyneux

Lee Cain

Ed Wilson

Phil Wain

STEWARDS OF THE MEETING

Chief Steward

Steward

Steward

TBC

TBC

TBC

SENIOR OFFICIALS

Deputy Clerk of the Course

Deputy Clerk of the Course

Assistant Clerk of the Course (Start Line Area/Pit Lane)

Technical Director

Deputy Technical Director

Lizzie Kinvig

John Barton

Richard Quayle BEM

Dave Hagen

Alan Cook

Chief Medical Officer

Deputy Chief Medical Officers

Dr Gareth Davies

Dr Sally Simmons

Dr Paul Hancock

Chief Technical Officer

Chief Timekeeper

Event Safety Officer

Serious Incident Report Officer

Chief Travelling Marshal

Chief Official Car Driver

Head of Communications

Secretary of the Meeting

Trevor Denning

Les Quayle

John Barton

Andrew Brown

Tony Duncan

James Mylchreest

Victoria Giles

Stacey Moore

SECTION 2

QUALIFYING AND RACE SCHEDULE

QUALIFYING SCHEDULE

MONDAY 25th MAY - UNTIMED FREE PRACTICE

10:45	Newcomer Speed Controlled Lap (Solo and Sidecar)
11:00 to 11:40	Supersport; Sportbike
11:45 to 12:20	Sidecars
12:40 to 13:30	Superbike / Superstock
13:30	Session end. Course cars will be deployed for rider only collections when safe to do so.

MONDAY 25th MAY - QUALIFYING 1

14:15 to 14:55	Supersport; Sportbike
15:00 to 15:35	Sidecars
15:55 to 16:45	Superbike / Superstock
16:45	Session end

TUESDAY 26th MAY - QUALIFYING 2

18:30 to 19:15	Superbike; Superstock,
19:20 to 20:10	Supersport; Sportbike
20:15 to 20:50	Sidecars
20:50	Session end

WEDNESDAY 27th MAY - QUALIFYING 3

13:00 to 13:40	Supersport; Sportbike
14:00 to 14:35	Sidecars
14:55 to 15:50	Superbike / Superstock
15:50	Session end

WEDNESDAY 27th MAY - QUALIFYING 4

18:30 to 19:15	Superbike; Superstock
19:20 to 20:10	Supersport; Sportbike
20:15 to 20:50	Sidecars
20:50	Session end

FRIDAY 29th MAY – QUALIFYING 5

10:30 to 11:05	Superbike; Superstock
11:25 to 12:00	Sidecars
12:20 to 12:55	Supersport; Sportbike

QUALIFYING SIX

13.15 to 14:00	Superbike; Superstock
14:20 to 14.50	Sidecars
15:10 to 15.50	Supersport; Sportbike
15.50	Session end

TT 2026 RACE SCHEDULE

SATURDAY 30th MAY – RACE DAY 1

10:45	Superstock TT Race 1	3 laps
13:30	Sidecar TT Race 1	3 laps

SUNDAY 31st MAY – RACE DAY 2

13:30	Superbike TT	6 laps
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TUESDAY 2nd JUNE – RACE DAY 3

10:45	Supersport TT Race 1	4 laps
13:00	Sidecar Shakedown	1 lap
14:15	Sportbike TT Race 1	3 laps
15:50	Solo Practice	1 lap

WEDNESDAY 3rd JUNE – RACE DAY 4

10:45	Sidecar TT Race 2	3 laps
13:30	Superstock TT Race 2	3 laps
15:30	Solo Practice	1 lap

FRIDAY 5th JUNE – RACE DAY 5

10:45	Supersport TT Race 2	4 laps
14:00	Sportbike TT Race 2	3 laps
16:00	Senior TT Practice	1 lap

SATURDAY 6th JUNE – RACE DAY 6

11:00	Senior TT	6 laps
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IN CASE OF POSTPONEMENTS - QUALIFYING

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

THURSDAY 28th MAY

Morning, afternoon and/or Evening Session. Schedule to be confirmed on event

FRIDAY 29th MAY

Evening session. Schedule to be confirmed on event

IN CASE OF POSTPONEMENTS - RACING

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

MONDAY 1st JUNE

Schedule to be confirmed on event

THURSDAY 4th JUNE

Schedule to be confirmed on event

SUNDAY 7th JUNE

Afternoon session. Schedule to be confirmed on event

SECTION 3

ENTERING THE ISLE OF MAN TT RACES

ENTRIES

- 3.1. Applications for TT Race entries must be made online via the competitor's section of the Official TT Races website (www.iomtraces.com/page/competitors/) no later than 23:59hrs on Friday 30th January 2026. Any entries received after the closing date may not be accepted.
- 3.2. The entries and the allocation of riding numbers will be administered by the Entry Management Team using factors such as data from previous events.
- 3.3. Where a competitor has entered a class for the first time or the first time in more than two years (pandemic break excluded), an estimated speed will be allocated using data from other previous performances.
- 3.4. The maximum number of starters for the Superbike and Senior TT Races will be 50. The maximum number of starters for all other classes will be 60. More entries than are allowed to start the races may be accepted for qualifying. The fastest qualifiers (50 or 60 as above) in each class will start the races, which may mean that a competitor will meet the qualification standards but not get to race.
- 3.5. Applicants will be advised via the online entry portal as soon as possible after the closing date of entries whether they have been accepted.
- 3.6. The Organisers reserve the right to refuse an entry.
- 3.7. There are no entry fees for the 2026 Isle of Man TT Races.

USING THE ISLE OF MAN TT ENTRY SYSTEM

- 3.8. All entries must be made via the online entry system found at: <https://www.iomtraces.com/page/competitors/>.
- 3.9. Any account set up for entry into the 2025 TT or Manx Grand Prix will be valid to be used to apply for a TT 2026 entry. Please do not create a new account. If you require any assistance, please contact the Entry Helpdesk at tthelpdesk@gov.im
- 3.10. It is important that you complete all of the details that are asked for by following the prompts on screen to work your way through the entry process.
- 3.11. You will not be asked for your travel dates and paddock information until after you have received confirmation that you have an accepted race entry, at which time you will be requested to submit your paddock requirements.

3.12. If an entry is accepted, the competitor or team must submit all required information, including paddock requirements, by 23:59hrs on 27th March 2026.

3.13. You must submit sponsor details by 23:59hrs on 27th March 2026. This information will be included in the Official TT Programme and form the basis for Team Awards (Section 11).

AMENDMENTS & ADVICE (HELPDESK)

3.14. Once you have submitted your entry you will have the opportunity to amend your entry up until 23:59hrs on Friday 27th February 2026. After this date you may only make amendments, including sponsor information, by contacting the following:

- All Race related enquiries:
 - Email: iomttraces@acu.org.uk
 - +44(0)7624 387068
- All Sponsorship information / non-race related enquiries:
 - Email: tthelpdesk@gov.im
 - +44 (0)1624 686877 or +44 (0)1624 686087

CHANGE OF COMPETITOR

3.15. No application for a change of competitor will be considered if an entry submitted by the substitute competitor (or on his/her behalf by a licensed entrant) for TT 2026 has already been refused.

3.16. A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course. Notwithstanding, the competitor must have ridden the alternative machine within six months of the event.

JURISDICTION

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

SECTION 4

INSURANCE AND ELIGIBILITY

INSURANCE

4.1 The Organisers undertake to provide insurance for each rider, indemnifying him/her against any third party claims made arising out of the races or official qualifying, excluding claims by other riders, entrants, sponsors or mechanics.

4.2 All competitors outside of the ACU / SACU must provide insurance cover for the period of 27th May – 7th June 2026, both days inclusive.

4.3 Competitors outside of the ACU / SACU must contact the Road Race Dept, ACU Head Office to get the following insurance cover:

4.3.1 £185,000 Medical Treatment

4.3.2 £75,000 Repatriation Costs

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

4.3.3 Death

4.3.4 Temporary / Permanent Partial Disablement

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

4.4 Competitor's resident outside the United Kingdom must ensure they have sufficient private medical insurance to assist them on their return to their place of domicile for any on-going medical expenses incurred from injuries sustained whilst competing in the TT Races.

4.5 For ACU and SACU licence holders, the Organisers will arrange Personal Accident cover for the following benefits:

4.5.1 £10,000 GBP Death or permanent total disablement

4.5.2 £20,000 GBP Loss of or loss of the use of one or more limbs or eye

4.6 Please note, Insurance provided by the Race Organiser only covers racing incidents. Each competitor, member of their team and family must obtain travel insurance to cover any non-racing incidents that require hospital treatment or repatriation to their home country (including UK residents).

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

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

4.8 **Competitor Condition Updates.** If a competitor is involved in an incident, the Promoter and/or Race Organiser may issue a Condition Update on official event channels, to Host Broadcasters, and to trusted external media organisations. This information, provided by the Chief Medical Officer or Deputy Chief Medical Officer, may include a competitor's identity, the location of the incident, the competitor's reported condition, and their immediate treatment plan (e.g. "airlifted to Noble's Hospital").

In addition, the Promoter and/or Race Organiser may continue to issue regular Condition Updates to trusted external media organisations to support responsible and accurate reporting.

JURISDICTION

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

COMPETITOR ELIGIBILITY

4.10 All competitors must hold a current valid National Licence for Road Racing issued by an FMNR affiliated to the FIM. Competitors must have held this Licence for a minimum of twelve months prior to the first day of Qualifying. All Sidecar Passengers must hold a current valid National Passenger Licence for Road Racing.

4.11 All competitors must be over 18 years of age on the 25th May 2026.

4.12 To compete at this event, all competitors must hold a "TT Mountain Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees.

4.13 Any competitor who wishes to enter as a sidecar passenger must hold a TT Mountain Course Licence as a passenger.

4.14 For competitors wishing to return to competing around the TT Mountain Course, some refresher training may be required dependent on the time elapsed since they last competed in the event.

- 4.15 All Competitors must book an appointment and visit their own General Practitioner (GP)/Doctor to complete the Medical Section of the Mountain Course Licence (MCL) before their arrival on the Isle of Man.

NEWCOMER ELIGIBILITY

- 4.16 For the purpose of these regulations a “Newcomer” is a person who has not previously started a race on the TT Mountain Course.
- 4.17 A previous TT solo competitor will be regarded as a newcomer sidecar driver or passenger. A previous TT sidecar driver will be regarded as a newcomer solo competitor or sidecar passenger. A previous TT sidecar passenger will be regarded as a newcomer sidecar driver or solo competitor.
- 4.18 There is an upper limit of 40 years of age for a Newcomer competitor applying for an Entry to the Isle of Man TT Races. However, based upon the competitor’s profile, experience, previous race results and potential longevity to the Event, competitors aged over the upper limit may be accepted at the discretion of the Entry Management Team.
- 4.19 All newcomer competitors are required to wear an orange bib during Qualifying. These must be collected from the Race Office during signing on.
- 4.19.1 If a newcomer sidecar passenger is competing with an experienced driver, the driver must wear an orange bib on behalf of the passenger.
- 4.19.2 If a sidecar crew are both newcomers, only the driver needs to wear an orange bib.
- 4.20 Newcomers will not be eligible to compete in the two six lap races, ie. the Superbike and Senior Race.

SIDECAR ELIGIBILITY

- 4.21 Sidecar Drivers / passengers applying for an entry to the TT must demonstrate they have competed together on the actual Sidecar Outfit intended for use in a minimum of three races prior to the start of the event.

ENTRANT ELIGIBILITY

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

MACHINE ELIGIBILITY

- 4.23 All motorcycles must comply with Appendix D of the ACU National Sporting Code Group A1 for solos and Group B2 for sidecars and with these TT Supplementary Regulations. The onus of ensuring the eligibility of any machine rests solely with the competitor.

- 4.24 All Superbike, Superstock and Supersport/Supersport Next Generation machines must be on the 2025 FIM list of homologated motorcycles. Other machines may be admitted at the discretion of the Race Management Team.
- 4.25 All spare machines (marked as “T Bikes”) of the same make and model must be declared during the signing-on process and competitors must ensure the machine qualifies during qualifying according to the qualification criteria as laid down in these Regulations.
- 4.26 Competitors may be permitted (on application to the Clerk of the Course) to change machine to any other eligible machine on which the competitor has qualified to race or has raced during the meeting.
- 4.27 It is incumbent and the responsibility of Teams / Competitors to ensure and be able to evidence they have previously tested/competed on the actual machine they have entered for the event in the last twelve months (which may include the TT 2025 event).

CHANGE OF COMPETITOR

- 4.28 No application for a change of competitor will be considered if an entry submitted by the substitute competitor (or on his/her behalf by a licensed entrant) for TT 2026 has already been refused.
- 4.29 A change of both competitor and machine may be permitted at the discretion of the Clerk of the Course. Notwithstanding, the competitor must have ridden the alternative machine within six months of the event.

SUPERBIKE AND SENIOR TT RACES

- 4.30 For machines complying with the Technical Regulations as outlined at Appendix A of the Technical Regulations.
- 4.30.1 Over 750cc up to 1000cc 4 cylinder 4 stroke
- 4.30.2 Over 750cc up to 1000cc 3 cylinder 4 stroke
- 4.30.3 Over 850cc up to 1200cc 2 cylinder 4 stroke
- 4.30.4 Other machines admitted at the discretion of the Race Management Team

SIDECAR TT RACES

- 4.31 For machines complying with Regulations as specified in Appendix E of the Technical Regulations.
- 4.31.1 Maximum 600cc, 4 stroke, 4-cylinder, production based.
- 4.31.2 Maximum 675cc, 4 stroke, 3-cylinder, production based
- 4.31.3 Maximum 900cc, 4 stroke, parallel twin cylinder, production based

SIDECAR STOCK ENGINES

- 4.32 For machines complying with the Stock Engine Regulations as specified at the rear of Appendix E of the Technical Regulations
- 4.32.1 Maximum 600cc, 4 stroke, 4-cylinder, production based.

- 4.32.2 Maximum 675cc, 4 stroke, 3-cylinder, production based
- 4.32.3 Maximum 900cc, 4 stroke, parallel twin cylinder, production based

SUPERSPORT NEXT GENERATION TT RACES

- 4.33 For machines complying with Appendix B of the Technical Regulations

SUPERSTOCK TT RACES

- 4.34 For machines complying with Appendix C of these Regulations.
 - 4.34.1 Over 600cc up to 1000cc 4 cylinders 4 stroke
 - 4.34.2 Over 750cc up to 1000cc 3 cylinders 4 stroke
 - 4.34.3 Over 850cc up to 1200cc 2 cylinders 4 stroke

SPORTBIKE TT RACES

- 4.35 For 2026, the Sportbike Class will incorporate Supertwin machines. All machines to comply with Appendix D of the Technical Regulations.

NON-HOMOLOGATED MOTORCYCLES

- 4.36 Non-homologated motorcycles may be accepted for the Superbike and Senior Races at the discretion of the Race Management Team. Machines will be considered if they provide a demonstrable and significant marketing opportunity for the event.
- 4.37 Any team or competitor wishing to enter such a machine must do so by the closing date for entries on 30th January 2026.
- 4.38 All teams and competitors contesting the event will be notified of any non-homologated machines accepted for the event before the 31st March 2026.
- 4.39 Any team or competitor wishing to enter such a machine will be required to provide a full technical specification of the machine to the Technical Director by 1200hrs Friday 27th February 2026.
- 4.40 No deviation from the specification provided will be permitted after this date without the written approval of the Technical Director.

SECTION 5

SIGNING-ON AND BRIEFINGS

SIGNING-ON

5.1. Signing-on will take place as follows:

5.1.1	Friday 22 nd May	09:00 – 11.00	Media Centre
5.1.1	Saturday 23 rd May	10:00 – 12:00	Opel Mercury Club Hospitality Suite
5.1.2	Sunday 24 th May	10:00 – 12:00	Opel Mercury Club Hospitality Suite

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

- 5.2.1 FMN Approval (Start Permission) for holders of National licences not issued by the ACU/SACU.
- 5.2.2 2026 Road Race Licences issued by any Federation affiliated to the FIM.
- 5.2.3 2026 TT Mountain Course Licence.
- 5.2.4 Transponders – one for each machine, including T Bikes.
- 5.2.5 Next of Kin and mechanic/team contact details, both in the Isle of Man and at home.
- 5.2.6 NOTE: A declaration must be signed by each competitor, regarding any injury or illness sustained since the issue of their current National licence. This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.

5.3 Competitors are required to have portrait photographs taken by the Promoter as part of the Signing-On process. Competitors must wear team apparel.

PRE-EVENT MEDICALS

5.4 All competitors will be required to undertake a compulsory Pre-Event Medical.

Dates/times and locations as follows:

Friday 22 nd May	10:00 - 16:00	Physiotherapy Centre
Saturday 23 rd May	10:00 – 16:00	Physiotherapy Centre
Sunday 24 th May	10:00 – 16:00	Physiotherapy Centre

COMPETITORS BRIEFINGS

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

5.5.1 **SOLOS & SIDECARS** briefings by Zoom. Zoom details will be sent nearer the briefing dates:

Wednesday 13 th May	17:30 and 18:30	Online
Thursday 14 th May	17:30 and 18:30	Online

5.5.2 **SOLOS & SIDECARS**

Friday 22 nd May **	09:00	Media Suite
Saturday 23 rd May	13:00	Opel Mercury hospitality suite
Sunday 24 th May	11:00	Opel Mercury hospitality suite

** For those competitors participating in the pre-TT Classic on the Billown Course

5.5.3 **SOLO & SIDECAR NEWCOMERS ONLY**

Saturday 24 th May	14:00	Opel Mercury hospitality suite
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5.5.4 **FRENCH SPEAKERS - SOLO & SIDECARS**

Saturday 24 th May	15:30	Opel Mercury hospitality suite
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All newcomers (Solos, Sidecar drivers and passengers) must attend a briefing in order to take part in their respective speed-controlled lap on Monday 25th May.

TECHNICAL BRIEFINGS

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

5.6.1	Solos	Sunday 24 th May	13:00	Opel Mercury hospitality suite
5.6.2	Sidecars	Sunday 24 th May	14:00	Opel Mercury hospitality suite

NOTE: Each competitor must be represented at this briefing.

WELFARE BRIEFING

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

Sunday 24 th May	15:00	Opel Mercury Club hospitality suite
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COMPETITOR MEETING

5.8 The Clerk of the Course will chair a Competitor Meeting at the following time and location. The meeting is open to all competitors as an opportunity to highlight any concerns or issues after the opening Free Practice and Qualifying Session. Attention is not compulsory but is strongly encouraged:

Tuesday 26th May

10.00

Opel Mercury Club hospitality suite

PIT LANE BRIEFINGS FOR SOLO NEWCOMERS TEAM PERSONNEL

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

SECTION 6

QUALIFYING AND RACE PROCEDURE

THE COURSE

6.1 The event will be held on the Isle of Man TT Mountain Circuit, which is 60.70km (37.73 miles) in length, on highways, which are closed to the public during practice and race periods. The ACU Course Licence Number is TT001.



QUALIFYING SESSIONS

- 6.2 Qualifying Sessions will commence as per the Qualifying & Race Schedule with competitors in the first session starting in single file from the Start Line. Instructions to competitors and teams to move onto the Start Line or any delays to the start of qualifying will be announced by the Clerk of the Course.
- 6.3 The second solo session of a Qualifying schedule will normally start from the South Ramp in the Assembly Area with competitors proceeding through pit lane and joining the Course at the exit of pit lane.
- 6.4 Any changes to the procedures set out in paragraphs 4.2, 4.3 or 4.4 will be announced by the Clerk of the Course.
- 6.5 Any competitors (solo and sidecar) starting a lap after the initial start procedure will start their lap from the South Ramp in the Assembly Area with the competitor proceeding through pit lane and joining the Course at the Pit Lane exit.
- 6.6 When beginning a qualifying lap from the South Ramp, all solo machines must travel down pit lane at no more than 60kph and use their pit lane limiter until the Pit Lane exit, which is indicated by a solid white lane and a sign at each side with 60kph crossed out.
- 6.6.1 Sidecar competitors starting from the south ramp must maintain reduced speed of 60kph whilst travelling down pit lane until they reach the Pit Lane exit at which time they must proceed at racing speed.
 - 6.6.2 Sidecars are not permitted to stop on the TT Course at a pre-designated location to change wheels/tyres.
- 6.7 Pit lane will be closed to teams and competitors during all qualifying periods.
- 6.8 A blue light will be displayed on the Timekeeping Hut at the Start Line to inform riders approaching the Start / Finish line who are on a flying lap or intend to exit the Course via the Return Road that a competitor is travelling down Pit Lane to re-join the TT Course at Pit Lane Exit.
- 6.8.1 Competitors on a flying lap are also reminded to keep far right when travelling at high speed through Glencrutchery Road. Riders wishing to exit the TT Course via the Return Road should adopt a position in the middle of the road as they travel through the Start / Finish line.
- 6.9 When starting another lap from pit lane, competitors should be mindful of other competitors who may be on a flying lap and as such, keep to the left when joining the TT Course.
- 6.10 Competitors on a flying lap should be aware of other competitors joining the Course and as such keep to the right as they pass through the start/finish line.

- 6.11 Sidecars are not permitted to stop on the TT Course at a pre-designated location to change Wheels/Tyres.
- 6.12 When leaving the Course at the end of a lap, competitors must return to the Assembly Area via the Return Road. Competitors should cross the start/finish line at racing speed before slowing down to enter the Return Road.
- 6.13 Competitors slowing to leave the Course must exercise extreme caution when leaving the Course and be aware of competitors who are exiting pit lane.
- 6.14 Entry to the Pit Lane from the TT Course will be closed during practice sessions. Competitors will leave the Course via the Return Road or via the North Gate if their session is short lapped.
- 6.15 Competitors are to ride slowly down the Return Road and not exceed 60kph, as pedestrians will be in and around this area. In order to control speed in and around the Assembly Area, competitors must stop in the 'STOP BOX'. The Official will then motion to the competitor to continue to the Assembly Area / Paddock Area.

SHORT LAPPING OF QUALIFYING SESSIONS

- 6.16 During any qualifying session, the Clerk of the Course may decide to flag off competitors between Governor's Bridge and the Finish Line. In this case the shortened lap and the time recorded at the flagging off point will be counted towards qualification for the races.
- 6.17 There will be no time gained by proceeding at excessive speeds from the point at which the chequered flag is displayed and the Finish Line.
- 6.18 Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Assembly Area.
- 6.19 The short lapping procedure will be as follows:
- 6.19.1 Stationary yellow flag displayed at the exit of Governor's Bridge. Competitors must begin to reduce speed at this point
 - 6.19.2 Digital 'Pit In' flag displayed approximately 200 metres from exit of Governor's Bridge.
 - 6.19.3 Digital 'Pit In' flag displayed at Governors Bridge and adjacent to St George's Sports field.
 - 6.19.4 Red flags displayed at entrance to North Gate where competitors must leave the Course
- 6.20 When return to the Paddock at the end of a Practice / Qualifying session, all machines must have engines switched off when they approach the barriers adjacent to the Hailwood Centre. Machines must be pushed past this point to the Work Areas

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

- 6.21 Dependent on conditions (such as wet / damp patches around the TT Course, increased winds etc), the Clerk of the Course may decide to start a race day with a Sighting lap for all competitors. Any competitor who has qualified for a race may take part in any Sighting lap ahead of their last scheduled race. Competitors will not be permitted to take part in a Sighting lap once they have completed their last race in the event. Any competitor who achieved the qualifying time but did not secure a starting place in a race, may ride in the Sighting lap. Competitors are reminded that, in the main, Sighting laps do not count towards the qualification criteria of a race. However, at the discretion of the Clerk of the Course, and in exceptional circumstances, the Sighting lap may be used as a qualification lap for time and/or for the motorcycle to complete a qualification lap.
- 6.22 A sidecar one lap session will be available on the day ahead of Sidecar TT Race 2.
- 6.23 Competitors may use any machine on which they have qualified for any race
- 6.24 If a competitor chooses to complete the Sighting lap on a machine which is scheduled for a race later the same day, they may return to the Assembly Area to prepare for the race.
- 6.24.1 If a competitor and the machine return to the paddock after the Sighting lap, the machine must go through technical inspection prior to the race start
- 6.25 Warm up sessions will start from the Start line in single file. Instructions to competitors and teams to move onto the Start Line or any delays to the start of warm up will be announced by the Clerk of the Course.
- 6.25.1 Competitors will be called to the start line in order of machine capacity. Superbike and Superstock machines will be called first with Supersport machines next followed by Supertwin machines.
- 6.26 Any competitor who retires on the Sighting lap must follow the relevant elements of the regulations later in this section.
- 6.27 Official Course Cars will be deployed at the end of the Sighting lap to collect any rider who has retired and endeavour to return them to the TT Grandstand ahead of the race schedule. No machine recovery will take place until the completion of the full race schedule. Therefore, it is the competitor/teams decision on which machine to use and by doing so they acknowledge the risk of the machine not returning ahead of a race scheduled on the same day.
- 6.28 All Sighting laps will be subject to the short lap process and as such all competitors will leave the TT Course and enter the Assembly Area via the North Gate.

RACE START PRELIMINARIES

FIRST SIGNAL - 45 MINUTES BEFORE START

- 6.29 Tyre Warmers must be fitted to all machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers, will not be allowed to start the race for which he/she has entered.
- 6.30 On instruction from the Clerk of the Course, pit crews may enter Pit Lane to fill up their respective fuel fillers. For the Superbike and Senior TT Races only, in addition teams must bring in a five-litre jerry can, which they will use to top up the fuel fillers after the first pit stop.
- 6.31 The specified PPE must be worn when filling refuelling tanks.
- 6.32 All empty fuel cans must be removed from pit lane once the team's fuel fillers are fuelled.

SECOND SIGNAL - 30 MINUTES BEFORE START

- 6.33 For the Superbike and Senior TT Races only – all teams must vacate Pit Lane whilst a check is carried out by Pit Lane Officials to ensure the only fuel remaining in Pit Lane is a five-litre jerry can per team, all other fuel having been removed. Once the check is complete all teams will be allowed back into Pit Lane to continue with their pre-race preparations.

THIRD SIGNAL - 20 MINUTES BEFORE START

- 6.34 Competitors are called by number groups to the starting grid and lined up in order of Qualifying results. Competitors on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the Course conditions. All adjustments and changes of tyres/ wheels must be completed by the fourth signal.
- 6.35 Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A.

FOURTH SIGNAL - 7 MINUTES BEFORE START

- 6.36 Clear grid on the instructions of officials. Exit gate from assembly area to start line will close.

START PROCEDURE

- 6.37 Competitors will be started singly at 10 second intervals. All races will be clutch start.
- 6.38 If the starting interval to the competitor in front is more than 10 seconds, this will be indicated to the competitor by the start line official
- 6.39 Competitors will not start until the starting flag is dropped. Any competitor who starts before the starting flag is dropped, will be adjudged to have made a 'Jump Start' and

will be penalised ten seconds. Any competitor who fails to start immediately after the starting flag is dropped, may be moved to the next available 'vacant' position on the Start Line.

- 6.40 A competitor, who is not in position to start within 10 seconds of the scheduled starting time, may only start 10 seconds after the last competitor is scheduled to start or in consideration of safety, start at a position as decreed by the Clerk of the Course. Their starting time may, at the discretion of the Clerk of the Course, be adjusted to coincide with the new starting position (normal interval times will be observed).
- 6.41 If a competitor's machine experiences a problem immediately after they begin the race, they must pull into the left hand side of the road.
- 6.41.1 Competitors are not permitted to push their machine in the wrong direction of the Course or pit lane
- 6.41.2 Any competitor who pulls off the Course into the return road immediately after the start of the race will not be permitted to start the race from the back of the field

PIT BOX ALLOCATION

- 6.42 Pit boxes will be allocated before the start of each race.
- 6.42.1 Pit box numbers will be affixed on the wall of the pit box.
- 6.42.2 No requests for change of pit box will be accepted.
- 6.42.3 The layout of pit boxes will be published in the Race Office and on the Fire Hut in pit lane.

PIT BOX COMMUNICATION

- 6.43 Each team will be permitted 1 (one) pit return lane pass which will allow one team member into this area for the duration of a race. This pass must be worn at all times whilst in the pit return lane. A pass will be issued for each race.
- 6.44 The pit return lane pass may be collected from the Race Office on the morning of scheduled race and must be signed for by a team member
- 6.45 The purpose of this additional team member will be to communicate with the pit attendants in pit lane and update them with the location and/or position of their rider (i.e. rider at Cronk Ny Mona so the pit crew can prepare for the pit stop)
- 6.46 The team member in pit return lane must position themselves opposite their competitors pit box.
- 6.47 Access to the pit return lane is via the North End only by passing in front of the Technical Inspection Bays. Access will only be permitted after the Third Race Signal (20 minutes to race start)

- 6.48 The pit lane will be an active and noisy area and it is therefore highly recommended that visual signals such as a pit board are used to communicate with the pit crew.

PIT LANE SPEED

- 6.49 Pit Lane – Speed Limit – 60.000kph
- 6.50 At the entrance to the Pit Lane is a single white line with a board at each side indicating a speed limit of 60kph. From this point until the Pit Lane Exit, which is indicated by a yellow line with a board at each side with the 60kph crossed out, the speed limit is 60.000kph.
- 6.51 This speed limit will be policed by transponder loops in the Pit Lane.
- 6.52 Sanctions will be imposed on any competitor breaking the speed limit of 60kph as follows:
- 6.52.1 Over 60.000kph but not over 80.000kph - a time penalty of 30 seconds.
 - 6.52.2 Over 80.000kph but not over 100.000kph - a time penalty of 60 seconds
 - 6.52.3 Over 100.000kph - disqualification from the race.
- 6.53 In the event of more than one infringement during a single pit stop the highest penalty will be awarded.
- 6.54 These penalties will be a matter of fact with no right of protest or appeal.
- 6.55 At the entrance to and exit of the Pit Lane a display board will indicate the speed of competitors approaching. This is only an indication to assist competitors.

REFUELLING DURING QUALIFYING SESSIONS

- 6.56 During a qualifying session, competitors may only refuel in the Assembly Area.
- 6.57 All team members handling fuel in the Assembly Area must wear the appropriate PPE as set out in Section 7 of these regulations.
- 6.58 Whilst refuelling a competitor's machine, only those members of the pit crew wearing the above protective equipment may be within 1 metre of the machine.
- 6.59 Refuelling and other adjustments should take place in an area which will not obstruct traffic within the assembly area

REFUELLING DURING PIT STOPS

- 6.60 The machine must come to a complete stop in the allocated pit box and the engine must be switched off before the fuel cap is removed. Once the fuel stop is complete the fuel cap must be replaced before the competitor sets off down pit lane to re-join the race. Any competitor found to be removing the cap before the motorcycle is

stopped or replacing the cap once he has left the allocated pit box may incur a 30 second penalty.

FUEL TANKS/CAPACITIES

- 6.61 In the interest of safety, the use of replacement tanks in the pit will not be permitted.
- 6.62 Refuelling during the progress of any race must be carried out at the competitor's designated pit.
- 6.63 For the avoidance of doubt, Monza style fuel caps are not permitted.
- 6.64 It is forbidden to open tank filler caps until the machine is stationary at its allotted pit and the engine is switched off. Penalty may be disqualification.
- 6.65 The refuelling equipment supplied by the Organisers must be used and must not be modified.
- 6.66 All filler nozzles will be to unleaded specification.
- 6.67 There will be zero tolerance on maximum fuel tank capacity.

OIL CONTAINMENT

- 6.68 On all four stroke solo machines the lower fairing must 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). For sidecars see Appendix B.

OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

- 6.69 All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 6.70 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 6.71 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 to verify that this is the case.
- 6.72 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.
- 6.73 For the Superbike and Senior TT Races only: Any team found trying to top up the fuel fillers with more than five litres of fuel will result in their competitor being disqualified

from the results of that race.

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

6.74 The Race Organiser will locate an empty fuel filler in pit lane to allow teams to have dry run practice pit stops.

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

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

CONDITIONS

6.74.3 The TT Pit Lane is a Licenced Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:

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

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

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

6.74.7 Refuelling tanks must be drained when the pit lane is closed towards the end of the race. The specified PPE must be worn when draining tanks.

6.74.8 Important Note: Refuelling of tanks must not take place once the race has started with the exception of the Superbike and Senior TT Races, where pit crews are allowed to add a maximum of 5 litres to the fuel hopper after the first pit stop. Pit Crews need to ensure that tanks have enough fuel to complete their pit stops.

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

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

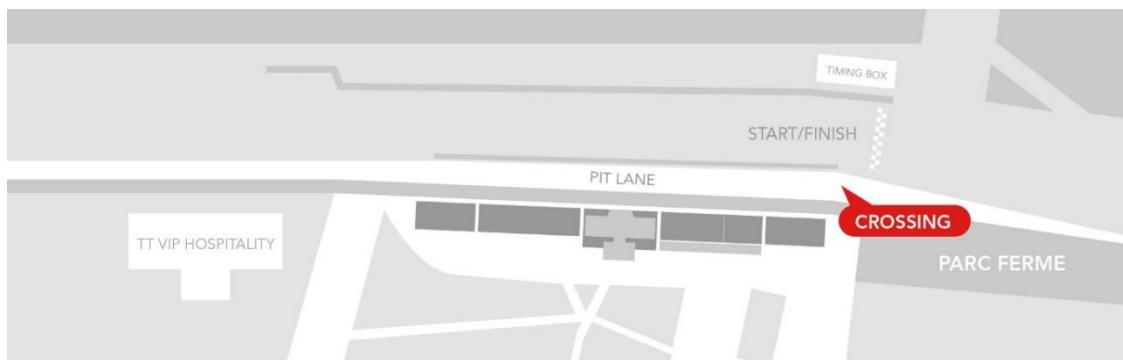
6.74.11 The use of mobile phones or portable communication devices is not permitted while in the pit lane area

PIT ATTENDANTS - RACE

6.75 Each pit box will be supplied with a hand held fire extinguisher, which is provided and pre-located in each pit by the Race Organiser. The fire extinguisher will be clean agent and may be used on all types of fire. When not in use, the extinguisher is to be located in its pre-located holder.

- 6.76 Each competitor is permitted up to four (4) attendants, with at least one of those to be appointed specifically as a fireman. That individual to be identified by way of a visible armband which will be provided by the Race Organiser.
- 6.76.1 The fire attendant is not permitted to swap roles with other pit attendants during a pit stop or perform any other function.
- 6.76.2 The fire attendant must remain in the pit box with the nozzle of the fire extinguisher directed at the motorcycle for the length of the pit stop.
- 6.76.3 The fire extinguisher is to be relocated in its holder when not in use.
- 6.76.4 The pit attendant who is chosen by the team to act as fuel dispenser is not permitted to swap roles with other pit attendants during a pit stop.
- 6.77 Each team/competitor may only have a maximum of four (4) personnel in their allocated pit box for the duration of the race. A maximum of 3 personnel plus the competitor may work on the machine at any one time during the pit stop.
- 6.78 No applications for additional pit attendants will be considered.
- 6.79 The designated fireman, nor any other person outside of the allocated pit crew for that competitor, is permitted to pass items to the competitor or pit crew during the pit stops. This includes but is not limited to drinks, tools or spare wheels.
- 6.80 Should any Team exceed the number of attendants either in the pit box or working on the machine during a pit stop, a 10 second penalty may be imposed on the Competitor by the Clerk of the Course.
- 6.81 If the person identified as the fireman carries out any other duties other than be prepared to operate the fire extinguisher, a 10 second penalty will be imposed on the competitor.
- 6.82 Any team/competitors who do not leave the fire extinguisher in the allocated pit box at the end of the race will be subject to a monetary fine to the value of a replacement fire extinguisher.
- 6.82.1 If an extinguisher is deployed to fight a fire during the pit stop then the cost of a replacement extinguisher will be covered by the Race Organiser.
- 6.83 All team members working in Pit Lane must wear, at all times whilst their competitor is in pit lane, the Personal Protective Equipment (PPE) specified in Section 7 of these regulations

- 6.84 All Attendants must remain in the pit allotted to them, except when their competitor is at the pit, when Attendants may assist or carry out replacements and repairs, only using the spares previously deposited in the pit.
- 6.85 Wheels fitted with tyres may be brought into the pit during a race.
- 6.86 The use of purpose made front wheel paddock stands designed to elevate the front of the motorcycle during refuelling is permitted. The use of ramps or other means for this purpose is forbidden. The Paddock rear stand must be used at the same time to ensure the stability of the machine.
- 6.87 Smoking and vaping is strictly forbidden in the Technical Inspection Bay, Assembly Area, Parc Ferme, Pit Lane, Pit Box, Grid, Start Line areas, Pit Return Lane and Winners Enclosure.
- 6.88 Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane as indicated below.



MEANS OF PROPULSION

- 6.89 During a race a motorcycle can only be propelled by its own power, the muscular effort of its competitor and by the natural forces of gravity.
- 6.90 Competitors may receive assistance from their pit attendants to restart their machine in pit lane if the machine fails to start by using the ignition after a pit stop. For clarity, pit lane extends to the thick white line after the final pit box at pit lane exit (line to define time loop). A 30 second penalty may be imposed if competitors receive assistance from their pit attendants passed the end of pit lane.

FINISH OF A RACE

- 6.91 Competitors who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level. A digital chequered flag will also be displayed on the Timekeepers Hut and at Pit Lane Exit.
- 6.92 Competitors who cross the finish line without completing the designated number of laps, but after the leading competitor on the road has been shown the chequered flag, will be permitted to proceed on a further lap. However, after a race has been won and at the discretion of the Clerk of the Course, there may be a FLAG ALL

situation which will mean all competitors are to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.

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

STOPPING A RACE

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

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

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

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

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

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

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

- There will be no overtaking by any of the competitors whilst travelling to the Grandstand in wrong direction.

6.100 A race will not be stopped prematurely unless the Clerk of the Course deems it necessary, but if so stopped before the leading competitor has completed half of the total race distance, the race will be declared abandoned. The finishing positions in an abandoned race will be ignored for the purpose of classification of the race result.

6.101 A race stopped after the leading competitor has completed 50% of the scheduled race distance will be deemed to have been completed and the prize money re allocated by the Promoter, as it considers appropriate. The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.

6.102 The Clerk of the Course may, notwithstanding the previous paragraphs, declare a result of any race based on such assessment as he thinks appropriate and, in doing so, may apply Sections 10 and 12 of the ACU Standing Regulations for Road Racing to such extent (if any) as he thinks appropriate in the circumstances.

6.103 In the event of the Clerk of the Course shortening (as opposed to stopping) a race, the chequered flag will be displayed at the start/finish line.

RACE RESTART PROCEDURE

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

FIRST SIGNAL - 45 MINUTES BEFORE START

6.104.1 Tyre Warmers must be fitted to all machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers, will not be allowed to start the race for which he/she has entered.

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

SECOND SIGNAL - 30 MINUTES BEFORE START

THIRD SIGNAL - 20 MINUTES BEFORE START

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

6.104.4 Tyre warmers must be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the

hand carried type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A. No batteries or other electrical supplies are permitted on the grid except a self-contained starting device.

FOURTH SIGNAL - 7 MINUTES BEFORE START

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

QUICK START PROCEDURE

6.105 In the event of a red flag situation where a race has had to be neutralised and the lead competitor has not achieved 50% of the race distance, the race will need to be restarted over a distance decided by the Clerk of the Course. Notwithstanding the Restart procedure outlined at para 4.105 above, the Clerk of the Course may decide to restart the race by utilising the Quick Start procedure. The Quick Start procedure is outlined as follows:

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

FIRST SIGNAL - 30 MINUTES BEFORE START

SECOND SIGNAL - 20 MINUTES BEFORE START

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

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

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

THIRD SIGNAL - 7 MINUTES BEFORE START















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

END OF RACE PROCEDURE

6.106 At the conclusion of all races the finishers will be required to return their machines to Parc Ferme. This will be located in the Assembly Area. They will be held for as long as required until the completion of post-race technical inspection. No pit crew team members / attendants are allowed to touch the machine and as such no further work on the machine allowed.

FLAG SIGNALS

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

	Manx National Flag	<i>Start</i>
	Black and white chequered flag	<i>Finish of race or qualifying session</i>
	Yellow and red striped flag	<i>Oil, water or other substance is affecting adhesion on this section of the Course</i>
	White flag with red diagonal cross	<i>Wet or damp patches is affecting adhesion on this section of the Course</i>
	White flag with "SUN" or "S"	<i>Sun dazzle warning</i>
	White flag with 'V'	<i>Bad visibility warning</i>
	Blue flag (light)	<i>Competitors are re-entering the TT Course from Pit Lane</i>
	Black flag with orange disc	<i>(Displayed along with competitor's number) The competitor to stop immediately</i>
	23 Black flag with number (light)	<i>The competitor to stop immediately</i>
	Yellow flag (stationary)	<i>Danger, slow down, overtaking forbidden</i>
	Yellow flag (waved)	<i>Danger, slow down, prepare to stop, overtaking forbidden</i>
	Green flag	<i>Course clear</i>
	Red flag	<i>The qualifying or race is being interrupted. The red flag will be waved at nominated marshal's posts. Competitors will stop and be directed by the marshals.</i>
	Red flag (light)	<i>The qualifying or race is being interrupted. The red flag light signal will be illuminated at designated locations. Competitors will stop and be directed by the marshals.</i>

FLAG SIGNALS - IMPORTANT INFORMATION

6.108 Only authorised officials are permitted to use these flags or light signals and no other flag or light signals of any kind are permitted.

6.109 Only the Clerk of the Course or in his absence the Deputy Clerk of the Course can authorise a race to be stopped.

RETIREMENTS

6.110 During a race, if a competitor wishes to retire at the end of a lap, he must use pit lane and stop in front of his designated pit until authorised to move by a Pit Lane Marshal.

6.111 During a qualifying session, if the competitor wishes to leave the Course at the start/finish area, they must follow the procedure set out in paragraph 4.13.

6.112 If a competitor needs to retire anywhere else on the TT Course, they must pull off the racing line and leave the course at the earliest and safest opportunity.

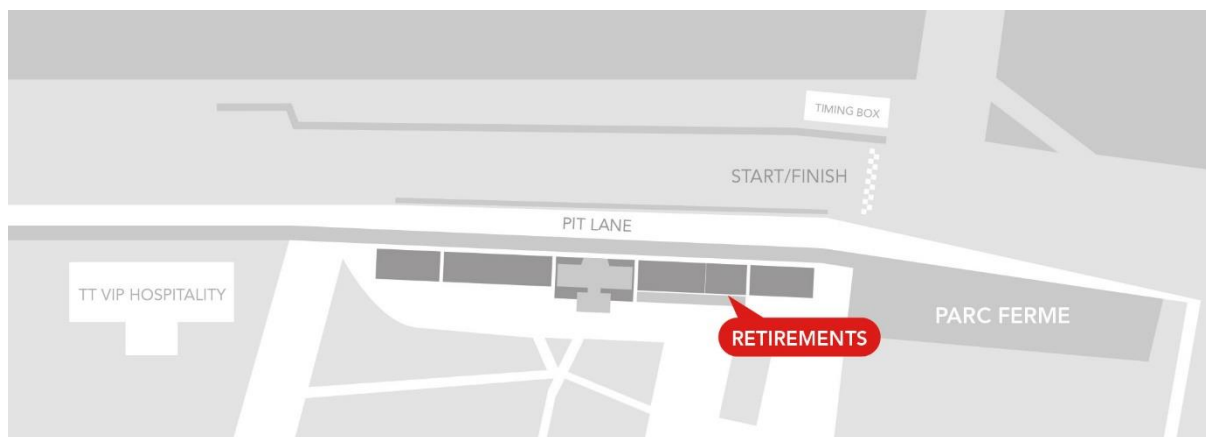
6.112.1 Competitors should avoid pulling across the road which could lead to a collision with another competitor.

6.112.2 Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.

6.113 Competitors must also ensure that the Marshals inform Race Control that they have stopped so that their team are informed of the situation. A retired competitor should inform the Marshals whether they will arrange for their team to recover the machine or if they wish for the Official Recovery Service to retrieve the machine. Machines retrieved by the Official Recovery Service will be returned to the paddock and stored in the Technical Bays.

6.114 Any competing motorcycle or equipment left unattended, on or adjacent to the circuit, after taking part in a qualifying session or race, may be taken charge of by the Organisers. The Organisers accept no responsibility for any such motorcycle or equipment.

6.115 Team personnel requiring information about a competitor who may have retired or been involved in an incident should report to the Competitors Retirement Office situated adjacent to the Race Office. This can be accessed from the rear of the Grandstand, or from the Assembly Area via a door located within the Technical Inspection garages.



TOURING

6.116 Touring is not permitted at any time. Competitors, who have an issue with their machine, must pull off the Course as soon as possible.

LAST TRAVELLING MARSHAL

6.117 At the end of each qualifying and race day schedule, a Travelling Marshal wearing a red bib will leave the Grandstand travelling in course direction. This signifies that he is the last motorcycle on the road and very shortly the Roads Open Car will depart

the Grandstand to reopen the road for public use. Competitors who have stopped for any reason on the course must not restart once the Last Travelling Marshal has passed their location as the Roads Open procedure will have commenced.

COMPETITORS WHO HAVE STOPPED ON THE TT COURSE

6.118 Competitors who have had to stop on the TT Course to make adjustments or are required to stop following a red flag situation may only re-join the TT Course or enter the TT Course under the instruction of a Marshal. Competitors must follow the instruction given by a Marshal.

6.119 During a scheduled Qualifying or Race Session, Course Cars may be permitted to enter the Course once authorisation has been given by the Clerk of the Course or his Deputy. This may be following a red flag situation, between Qualifying or race sessions or at the end of a session.

6.120 Competitors must be aware that there is a possibility that Course Cars or Travelling Marshals may circulate either between and/or at the end of a practice/qualifying or race session.

DISCIPLINARY AND JUDICIAL

6.121 All disciplinary and judicial matters will be dealt with in accordance with the ACU National Sporting Code, Chapter 10. In accordance with ACU NSC 10.03.3.2, the Clerk of the Course has the authority to penalise any voluntary or involuntary action or deed made by any person or ACU Licence Holder(s) during a meeting contrary to the current Standing Regulations, Supplementary Regulations or instructions given by an Official of the meeting or event security or stewarding personnel. The Clerk of the Course will also penalise any corrupt or fraudulent act, or any action prejudicial to the interests of the meeting or of the sport, carried out by a person or ACU Licence Holder(s) during the meeting. The Clerk of the Course is empowered to adjudicate upon any protest lodged during a meeting and as such he may impose the following penalties:

- 6.121.1 A warning
- 6.121.2 A time penalty
- 6.121.3 A place penalty
- 6.121.4 The Black Flag
- 6.121.5 A Fine up to the maximum of £500.00
- 6.121.6 Withdrawal of any prize monies
- 6.121.7 Withdrawal of any appearance fees and/or travel allowance
- 6.121.8 Disqualification from the event, a practice or disqualification from the results of a race

6.122 Furthermore, the Clerk of the Course can refer the case to the ACU Judicial Panel in order to impose a higher penalty than he is empowered to do.

PROTESTS

6.123 Protests must be in accordance with the ACU National Sporting Code Chapter 10, and accompanied by a fee of £150. In addition, if the dismantling of an engine is involved, a deposit of £500 for 4 stroke or £250 for 2 stroke must be submitted with

the Protest Fee. In the event of the protest being upheld the deposit will be returned. If the protest is unsuccessful the deposit will be awarded to the winning party and will be the only cost claimable. The time limit for making a protest will be 30 minutes after the display of the provisional results in the Race Office. The deposit for a fuel test will be £1,000.

DRUG AND ALCOHOL TESTING

- 6.124 The testing procedures to be used at ACU events will be commensurate with any current legitimate procedure adopted and carried out in the UK.
- 6.125 The permitted level of alcohol is 0.00g/L
- 6.126 Tests may be carried out, on any competitor or team personnel at the event, at any time on the day of qualifying or a race by means of the standard breath test system. A nominated Breath Alcohol Technician will carry out the tests. A non-negative breath test or a refusal to undergo a test will result in being excluded from the event as a minimum sanction. All results / qualification times attained would be null and void.
- 6.127 The ACU list of prohibited drugs is the list agreed by UK Sport and WADA and published by them and also in the FIM Anti-Doping Code
- 6.128 At any time during the event, the event may be subject to a random drugs test or the Clerk of the Course or the Chief Medical Officer may request a Medical Examination or an Approved Swab Test to be carried out on any competitor or team personnel to test for the use of recreational drugs. Should a test prove non-negative, the competitor/team personnel will be excluded/suspended from any form of competition/their respective activities for the remainder of that event. Any competitor or team personnel who refuses to participate in a medical examination/approved Swab Test will be excluded/suspended from any form of competition/their respective activities for the remainder of that event. Details of any medical examination/testing/non-compliance to examination/testing will be reported to the ACU or the Federation who has issued the competitors competition licence.
- 6.129 Procedures will be as prescribed in the current ACU National Sporting Code.

WINNERS ENCLOSURE

- 6.130 At the conclusion of each race the first three finishers will be directed into the Winners Enclosure with their machines to conduct interviews with the host television and radio broadcasters.
- 6.131 The teams and family of the first three finishers will be provided with a 'Winners Enclosure' pass at the conclusion of the race. Only essential team and family members will be permitted into the winners enclosure until the radio and television interviews are concluded, at which point all remaining team and family members with a 'Winners Enclosure' pass will be allowed into the winners enclosure.

GARLANDING CEREMONY

6.132 Competitors finishing first, second and third in each race will be required to take part in a short ceremony to be held in front of the TT Grandstand to acclaim and garland the winners. These competitors will then also be required to take part in a short appearance at the official Hospitality facility, Media Pen, and TT Fan Park as instructed by the Promoters.

MOBILE PHONES

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

VEHICLE RECOVERY SERVICE

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

MACHINES ON THE PUBLIC HIGHWAY

6.135 The law on the Isle of Man provides that no racing machines should be ridden on a public highway except during the period commencing three hours before, during and two hours after a scheduled road closure period from where the machine is kept, directly to the start of the course, from a point on the course directly to the place it is kept or vice versa, or between points on the course.

6.136 Once a competitor has completed the Signing On process he/she is automatically covered for this under a policy put in place by the ACU and there is no additional cost to the competitor.

6.137 During this same period there are certain exemptions as identified in the Tourist Trophy Road Races (Road Vehicles Maintenance and Use) Order 2016 which apply to Machines, in that; The requirements relating to tyres and lighting as set out in the Road Vehicles (Maintenance and Use) Regulations 2012 shall not apply to a motor vehicle competing in any road race or practice authorised by the Road Race Order.

6.138 Any competitor reported as having ridden their machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

BEHAVIOUR DURING THE EVENT

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

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

- 6.140 Competitors, and team personnel should act in a responsible manner at all times. This includes periods outside of qualifying or racing on the TT Course. Competitors, and team personnel reported for acting in an inappropriate manner (eg. abusive/aggressive manner towards others) will face disciplinary action from the Clerk of the Course in accordance with Chapter 10 of the ACU National Sporting Code.
- 6.141 Competitors must at all times adhere to the provisions of the regulations.
- 6.142 Competitors should use only the Course and the pit-lane. However, if a competitor accidentally leaves the Course then he may re-join it at the place indicated by the marshals or at a place which does not provide an advantage. The marshals may assist the competitor to the extent of helping them to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the competitor, working alone, with absolutely no outside assistance.
- 6.143 Competitors must not transport another person on their machine.
- 6.144 Competitors must not ride or push their motorcycles in the opposite direction of the Course, either on the course or in the pit lane, unless doing so under the direction of an Official.
- 6.145 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or competitor, save for the signal from the time keeping transponder, from on-board cameras, or messages on a pit board or body movements by the competitor.
- 6.146 Stopping on the Course during qualifying and races is forbidden.
- 6.147 A competitor involved in an incident, or who has fallen from his motorcycle, will not be allowed to continue qualifying or racing until they have been passed medically fit by one of the Chief Medical Officers.

APPEALS

- 6.148 A meeting of the Stewards will take place prior to the commencement of qualifying. The Stewards will then meet as necessary. Following a Protest to the Clerk of the Course and his subsequent decision, appeals to the Stewards must be made in writing and accompanied by the appropriate fee and should be handed to the Race Secretary.
- 6.149 Entrants and competitors must accept the official records of the Organisers which may be published as the Organiser thinks fit, and also agree not to publish, or allow to be published, on their behalf, any inaccurate, misleading or premature advertisement in connection with these races.

SECTION 7

COMPETITOR QUALIFICATION AND ALLOCATION OF RIDING NUMBERS

QUALIFICATION

- 7.1 To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a minimum of six laps on a solo machine or four laps on a sidecar machine. This applies to sidecar passengers as well as drivers.
- 7.2 Newcomers must complete a speed-controlled lap before taking part in any qualifying session.
- 7.3 All other competitors must have signed on and commenced qualifying by the end of the second qualifying session.
- 7.4 Competitors who have qualified to start in any previous race on the TT Mountain Course (TT, Classic TT or Manx Grand Prix) shall be required to complete a minimum of five laps for solos and three laps for sidecars, unless the Clerk of the Course grants permission otherwise.
- 7.5 For all Isle of Man TT Race classes a minimum of two laps must be completed on each machine entered, one of which must be within the qualifying time, unless the Clerk of the Course grants permission otherwise.
- 7.6 Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race, unless the Clerk of the Course grants permission otherwise.
- 7.7 Sidecar Drivers / passengers applying for an entry to the TT must demonstrate they have competed together in a minimum of three races prior to the start of the event. Sidecar drivers must qualify with the passenger with whom they intend to race. In the event of a change of passenger the driver must re-qualify with the new passenger.
- 7.8 Sidecar teams competing under the Sidecar Stock Engine Technical Regulations must declare this as part of the entry process and confirm this at Signing On, prior to the first Qualifying Session. Teams are not able to change the status of their entry after this point under any circumstances.
- 7.9 The maximum number of starters for the Superbike and Senior TT Races will be 50. The maximum number of starters for all other classes will be 60. More entries than are allowed to start the races may be accepted for qualifying. The fastest qualifiers (50 or 60 as above) in each class will start the races, which may mean that a competitor will meet the qualification standards but not get to race.
- 7.10 The Clerk of the Course may, at his discretion, in circumstances he deems necessary, decide a practice or qualifying session is untimed.

RIDING NUMBERS AND GRID POSITIONS

- 7.11 All competitors will be issued a 'riding number', which will be listed in the official event programme and displayed on all machines in the usual manner. Numbers are issued to the Seeded Riders (1-20) normally after a discussion between the Promoter and the competitor concerned. The riding number for all competitors from 21 onwards will be based on best lap speeds achieved in race conditions only (not qualifying) and other factors such as known ability. The Clerk of the Course will have the final decision on any rider number allocated.
- 7.12 Competitors wanting to use their Superstock machine in the Superbike / Senior races will display the red plate throughout practice / qualifying and during the race. Those competitors who have both a Superbike and Superstock machine can decide which machine they want to ride in the Senior race and in doing so, will display the colour plate specific for that machine.
- 7.13 Newcomers who have entered the TT Races on 1000cc machines will only be permitted to race Superstock machines. The Clerk of the Course may, in certain circumstances, allow a Newcomer to race on Superbike machines dependent on the individual who has entered.
- 7.14 Riding numbers will not change for any competitor during the course of the event, unless the Clerk of the Course grants permission otherwise.
- 7.15 These riding numbers will be used for group seeding during qualifying (i.e. seeded group one No's 1-20, seeded group two 21-40 etc.).
- 7.16 The top 20 seeded competitors in all solo races will, subject to qualifying, start their races in the traditional way, in numerical order, at 10 second intervals.
- 7.17 Having qualified for the race, no other competitors will be moved into any of these seeded positions nor will any of the seeded competitors be moved out, unless the Clerk of the Course grants permission otherwise.
- 7.18 All other competitors will be issued with a grid position, which will be the position they start their races and will be based on qualification times. The list of grid positions will be issued after the final Qualifying session in the Race Office or via www.iomttraces.com. It should be noted that for Sidecar Race 1 and Sidecar Race 2, all competitors will be issued a grid position, which will be based on qualification times. There will be no seeded positions for these two races.
- 7.19 Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. This decal must be displayed on the front number board of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.

- 7.20 The start lists will be reviewed the day before each race and starting positions may be offered to additional riders throughout race week, each time further space becomes available and which will be allocated by qualifying order. Any changes to the start list will be communicated by 21.00hrs the evening before the race.
- 7.21 It is important to note that meeting the qualification time does not a guarantee that a rider will start any given race.
- 7.22 No request or applications for a change of number will be considered at any time.
- 7.23 The Clerk of the Course's decision will be final on the allocation of all starting positions.

QUALIFICATION CRITERIA

- 7.24 **ALL SOLO CLASSES:**
 - 7.24.1 112.5% of the time set by the third fastest qualifier in the class.
- 7.25 **SIDECAR TT RACES:**
 - 7.25.1 117% of the time set by the third fastest qualifying team in the class.
- 7.26 The qualifying criteria will be based on the times set as at the close of qualifying.
- 7.27 The qualification regulations will only be waived at the absolute discretion of the Race Management Team whose decision will be final.

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