



ISLE OF MAN

TOURIST TROPHY

2024 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	Page number	Date
Two	Gary Thompson	Amdt to Supertwin Regulations. Delete the word 'Parallel' in Appendix D, Section One	Appendix D, Section One	7 th December 2023
Three	Gary Thompson	Amdt to Section 8. delete 'Third Signal – 15 minutes to the Start' insert 'Third Signal – 20 minutes to the Start'	Section 8, para 8.33	3 rd January 2024
Four	Gary Thompson	Amdt to Section 5. See new timings for Sign On and Rider Briefings	Section 5, paras 5.1, 5.4.2 and 5.4.4	7 th February 2024
Five	Gary Thompson	Inclusion of Arai Helmet parade lap on Saturday 1 st June at 15.50 hrs	Section 2	7 th February 2024
Six	Gary Thompson	Amendment to suitability of tyres to be used during the TT.	Section 6, paras 6.14 & 6.14.1. Amdt also shown In each Technical appendix in the relevant Tyre paragraph	29 th February 2024
Seven	Gary Thompson	Amendment to the Filming and Videography.	Section 10. New paras, 10.16, 10.17 and 10.18	24 th May 2024
Eight	Gary Thompson	Technical Updates to Appendices C,D and E		24 th May 2024

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WELCOME ISLE OF MAN TT RACES 2024

Dear TT Competitors and Teams

Welcome to the 2024 Isle of Man TT Races.

Entries are now open for TT 2024, which have opened slightly earlier than usual and it is important to note that the closing date for entries is also earlier than previous years. This is designed to allow more time for teams and competitors to confirm their arrangements once the entry process is complete.

Continuing on the success of TT 2023, the schedule remains the same with ten races, the slight tweak in this year's schedule sees the Sidecar 2 race and Supersport 2 race swap places on Wednesday 5th June with the Sidecar race being the first scheduled race of the day.

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

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 2024 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 27th May to 8th June 2024.
- 1.3. ACU Permit Number: 202261
- 1.4. The meeting will be held under the 2024 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
Lydia Mabbott
Secretary of the Meeting
ACU Events Ltd
C/O MMCC Office
TT Grandstand
Glencrutchery Road
Douglas, Isle of Man
IM2 6DA

Telephone: +44(0)1624 644649
E-mail: lydia@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

SECTION 1

CORRESPONDENCE

ADDRESS FOR ALL CORRESPONDENCE DURING THE EVENT:

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

Telephone: 01624 644628

E-mail: lydia@acu.org.uk

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

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

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

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

RACE OFFICE OPENING HOURS

Friday 24 th May	12:00 to 16:00
Saturday 25 th May	10:00 to 17:00
Sunday 26 th May	10:00 to 17:00
Monday 27 th May	08:00 to 17:30
Tuesday 28 th May	10:00 to 12:00 and 14:30 to 22:00
Wednesday 29 th May	10:00 to 12:00 and 14:30 to 22:00
Thursday 30 th May	10:00 to 12:00 and 14:30 to 22:00
Friday 31 st May	09:00 to 17:30
Saturday 1 st June	08:00 to 18:00
Sunday 2 nd June	09:00 to 18:00
Monday 3 rd June	10:00 to 13:00
Tuesday 4 th June	08:00 to 17:30
Wednesday 5 th June	08:00 to 17:30
Thursday 6 th June	10:00 to 13:00
Friday 7 th June	08:00 to 17:30
Saturday 8 th June	08:00 to 17:30
Sunday 9 th June	10:00 to 12:00
Monday 10 th June	11:00 to 12:00

SECTION 1

SENIOR OFFICIALS

RACE MANAGEMENT TEAM

Clerk of the Course
Department for Enterprise
Team and Competitor Liaison Officer
Team and Competitor Liaison Officer
Technical Director

Gary Thompson MBE BEM
Paul Phillips
John Barton
Richard Quayle
Dave Hagen

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
Chief Medical Officers

Lizzie Kinvig
John Barton
Richard Quayle
Dave Hagen
Alan Cook
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
Press Office
Secretary of the Meeting

Trevor Denning
Les Quayle
John Barton
Crown Ltd
Tony Duncan
James Mylchreest
TBC
Lydia Mabbott

SECTION 2

SECTION 2

QUALIFYING AND RACE SCHEDULE

QUALIFYING SCHEDULE

MONDAY 27th MAY - UNTIMED FREE PRACTICE

10.00	Roads Close
10:40	Newcomer Speed Controlled Lap (Solo and Sidecar)
10:55 to 11.35	Supersport; Supertwin
11.35 to 12.15	Superbike; Superstock
12.20 to 12.40	Sidecars
12.40	Session end. Course cars will be deployed for rider only collections

MONDAY 27th MAY - QUALIFYING 1

13.20 to 14.00	Supersport; Supertwin
14.00 to 14:40	Superbike; Superstock
14:45 to 15:15	Sidecars
15:15	Session end

TUESDAY 28th MAY - QUALIFYING 2

18:30 to 19:20	Superbike; Superstock,
19:20 to 20:05	Supersport; Supertwin
20:10 to 20:50	Sidecars
20:50	Session end

WEDNESDAY 29th MAY - QUALIFYING 3

18:30 to 20:05	Superbike; Superstock; Supersport
20:10 to 20:50	Sidecars
20:50	Session end

THURSDAY 30th MAY - QUALIFYING 4

18:30 to 19:20	Superbike; Superstock,
19:20 to 20:05	Supersport; Supertwin
20:10 to 20:50	Sidecars
20:50	Session end

FRIDAY 31st MAY – QUALIFYING 5

13.00 to 13.40	Sidecars
13:45 to 14.40	Supersport; Supertwin
14.45 to 15.50	Superbike; Superstock
15.50	Session end

SECTION 2

TT 2024 RACE SCHEDULE

SATURDAY 1st JUNE – RACE DAY 1

10:30	Solo Warm-Up	1 lap
11:45	Supersport TT Race 1	4 laps
14:15	Sidecar TT Race 1	3 laps
15:50	Arai Helmet parade lap	1 lap

SUNDAY 2nd JUNE – RACE DAY 2

13:30	Solo Warm-Up	1 lap
14:40	Superbike TT Race	6 laps

TUESDAY 4th JUNE – RACE DAY 3

10:30	Solo Warm-Up	1 lap
10:50	Sidecar Shakedown Lap	1 lap
11:45	Superstock TT Race 1	3 laps
14:00	Supertwin TT Race 1	3 laps

WEDNESDAY 5th JUNE – RACE DAY 4

10:30	Solo Warm-Up	1 lap
11:45	Sidecar TT Race 2	3 laps
14:00	Supersport TT Race 2	4 laps

FRIDAY 7th JUNE – RACE DAY 5

10:30	Solo Warm-Up	1 lap
11:45	Superstock TT Race 2	3 laps
14:00	Supertwin TT Race 2	3 laps

SATURDAY 8th JUNE – RACE DAY 6

10:30	Solo Warm-Up	1 lap
11:20	Parade Lap	TBC
12:15	Senior TT Race	6 laps

SECTION 2

TOURIST TROPHY

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.

MONDAY 27th MAY

Evening session. Schedule to be confirmed on event

FRIDAY 31st 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 3rd JUNE

Schedule to be confirmed on event

THURSDAY 6th JUNE

Schedule to be confirmed on event

SUNDAY 9th JUNE

Afternoon session. Schedule to be confirmed on event

SECTION 2

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.iomttraces.com/page/competitors/) no later than 23:59hrs on Wednesday 31st January 2024. Any entries received after the closing date may not be accepted.
- 3.2. The entries and the allocation of riding numbers will be administered by the Race Management Team using data from previous events.
- 3.3. Where a competitor has entered a class for the first time or the first time in more than two years (pandemic break excluded), an estimated speed will be allocated using data from other previous performances.
- 3.4. The maximum number of starters for 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. The Promoters will cover the cost of all entry fees necessary to enter the 2024 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.iomttraces.com/page/competitors/>.
- 3.9. Any account set up for entry into the 2023 TT or Manx Grand Prix will be valid to be used to apply for a TT 2024 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.

SECTION 3

3.12. If an entry is accepted, the competitor or team must submit all required information, including paddock requirements, by 23:59hrs 31st March 2024.

3.13. You must make sure that your sponsor details are correct and allocated to each race that you are entering as this information will appear in the printed Official TT Race Guide. Please note that sponsor information must be provided by 23:59hrs 31st March 2024 for inclusion in the printed Official TT Race Guide.

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 Thursday 29th February 2024. 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)1624 644649
- 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 2024 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.

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

SECTION 4

INSURANCE AND ELIGIBILITY

INSURANCE

- 4.1. The Organisers undertake to provide insurance for each rider, indemnifying him/her against any third party claims made arising out of the races or official qualifying, excluding claims by other riders, entrants, sponsors or mechanics.
- 4.2. All competitors with a Licence issued by an FMN other than the ACU/SACU must produce a Start Permission specific to the TT and must provide insurance cover for the period of 27th May 2024 – 9th June 2024, both days inclusive.
- 4.3. The Start Permission should annotate Competitors are insured for:
 - 4.3.1. EUR 185,000 Medical Treatment
 - 4.3.2. EUR 75,000 Repatriation Costs

Further to the above, Competitors through their own Federations or otherwise should make provision for the following insurance cover:

- 4.3.3. EUR 25,000 Death
- 4.3.4. EUR 50,000 Temporary Partial Disablement
- 4.3.5. Personal Accident cover

It is important to note that competitors from Federations other than the ACU/SACU will not be covered for the Insurance Cover outlined above at paras 4.3.3, 4.3.4 and 4.3.5 and as such need to make own arrangements to facilitate this.

- 4.4. The ACU Road Race Department will contact the FMNs of Competitors holding licences issued by a Federation other than the ACU or SACU for copies of their Start Permissions. Competitors must also obtain a copy of their own Start Permission and be prepared to produce a copy during the Signing On process.
- 4.5. Competitor's resident outside the United Kingdom must ensure they have sufficient private medical insurance to assist them on their return to their place of domicile for any on-going medical expenses incurred from injuries sustained whilst competing in the TT Races.
- 4.6. For ACU and SACU licence holders, the Organisers will arrange Personal Accident cover for the following benefits:
 - 4.6.1. £10,000 GBP Death or permanent total disablement
 - 4.6.2. £20,000 GBP Loss of or loss of the use of, one or more limbs or eye
- 4.7. Please note, Insurance provided by the race organiser only covers racing incidents. Each competitor, member of their team and family must obtain travel insurance to cover any non-racing incidents that require hospital treatment or repatriation to their home country (including UK residents)

SECTION 4

COMPETITOR ELIGIBILITY

- 4.8. 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.
- 4.9. All competitors must be over 18 years of age on the 27th May 2024.
- 4.10. 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.
- 4.11. Any competitor who wishes to enter as a sidecar passenger must hold a TT Mountain Course Licence as a passenger.
- 4.12. For competitors wishing to return to competing around the TT Mountain Course, some refresher training may be required dependent on the time lapsed since they last competed in the event.
- 4.13. 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

- 4.14. For the purpose of these regulations a "Newcomer" is a person who has not previously taken part in a race on the TT Mountain Course or qualified to do so.
- 4.15. 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.
- 4.16. 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 competitors 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 Race Management Team.
- 4.17. All newcomer competitors are required to wear an orange bib during Qualifying. These must be collected from the Race Office during signing on.
 - 4.17.1 If a newcomer sidecar passenger is competing with an experienced driver, the driver must wear an orange bib on behalf of the passenger.
 - 4.17.2 If a sidecar crew are both newcomers, only the driver needs to wear an orange bib.

SECTION 4

ENTRANT ELIGIBILITY

- 4.18. 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

- 4.19. 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.
- 4.20. All Superbike, Superstock and Supersport /Supersport next generation machines must be on the 2024 FIM list of homologated motorcycles. Other machines may be admitted at the discretion of the Race Management Team.
- 4.21. 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.
- 4.22. 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.

SUPERBIKE AND SENIOR TT RACES

- 4.23. For machines complying with the Technical Regulations as outlined at Appendix A to these Regulations.
- 4.23.1. Over 750cc up to 1000cc 4 cylinder 4 stroke
- 4.23.2. Over 750cc up to 1000cc 3 cylinder 4 stroke
- 4.23.3. Over 850cc up to 1200cc 2 cylinder 4 stroke
- 4.23.4. Other machines admitted at the discretion of the Race Management Team

SIDECAR TT RACES

- 4.24. For machines complying with Regulations as specified in Appendix E of these Regulations.
- 4.24.1. Maximum 600cc, 4 stroke, 4-cylinder, production based.
- 4.24.2. Maximum 675cc, 4 stroke, 3-cylinder, production based
- 4.24.3. Maximum 900cc, 4 stroke, parallel twin cylinder, production based

SUPERSPORT AND SUPERSPORT NEXT GENERATION TT RACES

- 4.25. For machines complying with Appendix B of these Regulations (when published)
- 4.25.1. Over 400cc up to 600cc 4 cylinders 4 stroke
- 4.25.2. Over 600cc up to 675cc 3 cylinders 4 stroke
- 4.25.3. Over 600cc up to 750cc 2 cylinders 4 stroke
- 4.25.4. Any machine other than the above identified and included in the Relevant F.I.M. Phase 2 Homologation list for “Supersport Next Generation”.

SECTION 4

SUPERSTOCK TT RACES

- 4.26. For machines complying with Appendix C of these Regulations.
 - 4.26.1. Over 600cc up to 1000cc 4 cylinders 4 stroke
 - 4.26.2. Over 750cc up to 1000cc 3 cylinders 4 stroke
 - 4.26.3. Over 850cc up to 1200cc 2 cylinders 4 stroke
 - 4.26.4. Other machines admitted at the discretion of the Race Management Team.

SUPERTWIN TT RACES

- 4.27. For machines complying with Appendix D of these Regulations.
 - 4.27.1. Over 500cc up to 650cc 2 cylinders 4 stroke machines
 - 4.27.2. Over 651cc up to 700cc 2 cylinders 4 stroke machines

NON-HOMOLOGATED MOTORCYCLES

- 4.28 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.
- 4.29 Any team or competitor wishing to enter such a machine must do so by the closing date for entries on 31st January 2024.
- 4.30 All teams and competitors contesting the event will be notified of any non-homologated machines accepted for the event before the 31st March 2024.
- 4.31 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 Wednesday 28th February 2024.
- 4.32 Upon reviewing the technical specification submitted, the Technical Director, under instruction from the Race Management Team will be authorised to issue sanctions to any team entering such a machine.
- 4.33 No deviation from the specification provided will be permitted after this date without the written approval of the Technical Director.
- 4.34 The technical specification will be shared with all members of the Isle of Man TT Teams Working Group prior to the start of the 2023 event.

SECTION 4

SECTION 5

SIGNING-ON AND BRIEFINGS

SIGNING-ON

- 5.1. Signing-on will take place in the TT Hospitality Suite on Saturday 25th May and Sunday 26th May:
- | | | |
|--------|-------------------------------|---------------|
| 5.1.1. | Saturday 25 th May | 09:00 – 12:30 |
| 5.1.2. | Sunday 26 th May | 09:00 – 11:00 |
- 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. 2024 Road Race Licences issued by any Federation affiliated to the FIM.
 - 5.2.3. 2024 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. As part of the signing-on process, all competitors will be required to have a portrait photograph taken by the Promotor for use in the host broadcast and other marketing materials. Competitors are encouraged to wear team apparel.

COMPETITORS BRIEFINGS

- 5.4. All competitors must attend a compulsory briefing in order to be permitted to commence qualifying. Briefings will take place on Zoom prior to the event or in the TT Hospitality Suite as follows:
- 5.4.1 SOLOS & SIDECARS briefings by Zoom. Zoom details will be sent nearer the briefing dates.
- | | |
|--------------------------------|-----------------|
| Wednesday 15 th May | 17:30 and 18:30 |
| Thursday 16 th May | 17:30 |
- 5.4.2 SOLOS & SIDECARS
- | | |
|-------------------------------|-----------------|
| Saturday 25 th May | 13:00 and 15:00 |
| Sunday 26 th May | 13:00 |
- 5.4.3 SOLO & SIDECAR NEWCOMERS ONLY
- | | |
|-------------------------------|-------|
| Saturday 25 th May | 16:00 |
|-------------------------------|-------|
- 5.4.4 FRENCH SPEAKERS - SOLO & SIDECARS
- | | |
|-----------------------------|-------|
| Sunday 26 th May | 11:30 |
|-----------------------------|-------|

SECTION 5

All newcomers (Solos, Sidecar drivers and passengers) must attend a briefing in order to take part in their respective speed controlled lap on Monday 27th May.

5.5. A competitor meeting, for solo and sidecar competitors, will be held at 10:00am on Wednesday 29th May 2024 in the TT Hospitality Suite. This meeting will be hosted by the Clerk of the Course and will provide all competitors the opportunity to voice any concerns or issues that have arisen following Qualifying 1 and 2. The meeting is not compulsory but attendance is encouraged

5.6. Technical briefings for team managers plus one mechanic per competitor will be held in the TT Hospitality Suite at the following times:

5.6.1. Solos	Sunday 26 th May	15:00
5.6.2. Sidecars	Sunday 26 th May	16:30

5.6.3. NOTE: Each competitor must be represented at this briefing.

PIT LANE BRIEFINGS FOR SOLO NEWCOMERS TEAM PERSONNEL

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

SECTION 5

SECTION 6

TECHNICAL INSPECTIONS

TECHNICAL INSPECTION OF RIDER PROTECTIVE EQUIPMENT

6.1. Inspections will take place in the Technical Inspection Bays on Saturday 25th May and Sunday 26th May:

6.1.1. Saturday 25th May 12:00 – 17:00

6.1.2. Sunday 26th May 10:00 – 12:00

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

6.2.1. All helmets

6.2.2. All leathers

6.2.3. All boots

6.2.4. All gloves

6.2.5. Identity tags

6.2.6. Back Protector

6.2.7. Chest protector (Compulsory for solo competitors, discretionary for sidecar competitors)

6.2.8. Pit crew fireproof overalls and PPE.

6.3. See Section 7 for clothing specification

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

PRE-QUALIFYING TECHNICAL INSPECTIONS

6.5. All machines must pass through the Technical Inspection bay for inspection and approval prior to each qualifying session, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. Competitors shall remove fairings from their machines if required by the Chief Technical Officer.

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

6.6.1. The correct number board and numbers

6.6.2. Transponder, sufficiently charged and correctly fitted

6.6.3. GPS Tracker, sufficiently charged and correctly fitted

PRE-QUALIFYING TECHNICAL INSPECTION TIMES

MONDAY 27th MAY

Newcomer Solos and Sidecars

08:00 – 08:20

SUPERSPORT/SUPERTWIN

Nos 1 – 24 08:20 – 08:40

Nos 25-50 08:40 – 09:00

Nos 51 upwards 09:00 – 09:20

SUPERBIKE/SUPERSTOCK

Nos 1 – 24 09:30 – 09:50

Nos 25 – 50 09:50 – 10:10

Nos 51 Upwards 10:10 – 10:30

SIDECARS 10:45 – 11:35

WEDNESDAY 29th MAY

SUPERBIKE / SUPERSTOCK / SUPERSPORT

SOLOS 16:00 – 19:30

Nos 1 – 24 16:00 – 16:45

Nos 25 -50 16:45 – 17:30

Nos 51 upwards 17:30 – 18:15

SIDECARS 18:20 – 19:30

FRIDAY 31st MAY

SIDECARS 10:30 – 11:15

SUPERSPORT / SUPERTWIN

Nos 1 – 24 11:15 – 11:35

Nos 25 -50 11:35 – 11:55

Nos 51 upwards 11:55 – 12:15

SUPERBIKE / SUPERSTOCK

Nos 1 – 24 12:30 – 12:50

Nos 25 – 50 12:50 – 13:10

Nos 51 Upwards 13:10 – 13:30

TUESDAY 28th MAY

SUPERBIKE / SUPERSTOCK

Nos 1 – 24 16:00 – 16:20

Nos 25 -50 16:20 – 16:45

Nos 51 upwards 16:50 – 17:10

SUPERSPORT / SUPERTWIN

Nos 1 – 24 17:10 – 17:30

Nos 25 -50 17:30 – 17:50

Nos 51 upwards 17:50 – 18:15

SIDECARS 18:15 – 19:30

THURSDAY 30th MAY

SUPERBIKE / SUPERSTOCK

Nos 1 – 24 16:00 – 16:20

Nos 25 -50 16:20 – 16:45

Nos 51 upwards 16:50 – 17:10

SUPERSPORT / SUPERTWIN

Nos 1 – 24 17:10 – 17:30

Nos 25 -50 17:30 – 17:50

Nos 51 upwards 17:50 – 18:15

SIDECARS 18:15 – 19:30

PRE-RACE TECHNICAL INSPECTIONS - MACHINES

- 6.7. All machines must pass through the Technical Inspection bay for inspection and approval prior to each qualifying session, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. Competitors shall remove fairings from their machines if required by the Chief Technical Officer.
- 6.8. All machines must meet the required technical specification laid down in these regulations, or as instructed in any subsequent Technical Bulletin, and must be fitted with:
 - 6.8.1. The correct number board and numbers
 - 6.8.2. Transponder, sufficiently charged and correctly fitted
 - 6.8.3. GPS Tracker, sufficiently charged and correctly fitted
- 6.9. See page 16 for Technical Inspection times, which are subject to change on event
- 6.10. Applications for time extensions from the allotted pre-race examination time must be addressed to the Chief Technical Officer, in writing via the Race Office, prior to the allotted official pre-race examination time. Machines must be ready to race, with fuel added.
- 6.11. 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.

PRE-EVENT SIDECAR TECHNICAL INSPECTIONS

- 6.12 All Sidecar Teams must present their Sidecar Outfit(s) for a pre-event Sidecar Technical Inspection. This is a mandatory inspection which will be carried out under the direction of the Technical Director and the Chief Technical Officer. Dates / times and locations of the pre-event Sidecar Technical Inspections will be disseminated to all Sidecar Teams once details have been confirmed.
- 6.13 Any deficiencies identified on an Outfit during the pre-event Sidecar Technical Inspection must be rectified and re-inspected by the Technical Director / Chief Technical Officer before the machine will be allowed on the TT Course. Failure to attend any identified pre-event Technical inspection will result in the Sidecar Team not being able to participate in any practice/qualifying session and may result in their entry to the event being withdrawn.

PRE-RACE INSPECTION TIMES

SATURDAY 1st JUNE

WARM UP LAP (SOLO MACHINES)

Nos 30 onwards	08:00 – 08:30
Nos 1 – 29	08:30 – 09:00

SUPERSPORT RACE 1

Nos 30 onwards	09:00 – 09:45
Nos 1 – 29	09:45 – 10:30

SIDECAR TT RACE 1

All machines	11:00 – 12:00
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TUESDAY 4th JUNE

WARM UP LAP (SOLO MACHINES)

Nos 30 onwards	08:00 – 08:30
Nos 1 – 29	08:30 – 09:00

WARM UP LAP (SIDECAR MACHINES)

Nos 25 onwards	09:00 – 09:25
Nos 1 – 24	09:25 – 09:45

SUPERSTOCK TT RACE 1

Nos 30 onwards	09:45 – 10:15
Nos 1 – 30	10:15 – 10:45

SUPERTWIN TT RACE 1

Nos 30 onwards	11:00 – 11:30
Nos 1 – 30	11:30 – 12:00

FRIDAY 7th JUNE

WARM UP LAP (SOLO MACHINES)

Nos 30 onwards	08:00 – 08:30
Nos 1 -29	08:30 – 09:00

SUPERSTOCK TT RACE 2

Nos 30 onwards	09:30 – 10:00
Nos 1 – 30	10:00 – 10:30

SUPERTWIN TT RACE 2

Nos 30 onwards	11:00 – 11:45
Nos 1 – 30	11:45 – 12:30

SUNDAY 2nd JUNE

WARM UP LAP (SOLO MACHINES ONLY)

Nos 25 onwards	11:00 – 11:30
Nos 1 – 24	11:30 – 12:00

RST SUPERBIKE TT RACE

Nos 25 onwards	12:00 – 12:45
Nos 1 – 24	12:45 – 13:30

WEDNESDAY 5th JUNE

WARM UP LAP (SOLO MACHINES)

Nos 30 onwards	08:00 – 08:30
Nos 1 – 29	08:30 – 09:00

SIDECAR RACE 2

All Machines	09:00 – 10:00
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SUPERSPORT TT RACE 2

Nos 30 onwards	11:00 – 11:30
Nos 1 – 30	11:30 – 12:00

SATURDAY 8th JUNE

WARM UP LAP (SOLO MACHINES)

Nos 30 onwards	08:00 – 08:30
Nos 1 -30	08:30 – 09:00

SENIOR TT RACE

Nos 25 upwards	09:15 – 09:50
Nos 1 – 24	09:50 – 10:30

TYRES

- 6.14 Any suitable tyre may be used and must be less than three years old since the date of manufacture as determined by the manufacturer's production date stamp on the tyre's side wall.
- 6.14.1 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 manufacturer's date stamp at time of fitting.

NUMBER PLATES

- 6.15 The following colour combinations must be used
- | | |
|--------------------------------------|--|
| 6.15.1 Superbike and Senior TT Races | White plates with black numbers (except for Superstock machines that will use red plates with white numbers) |
| 6.15.2 Sidecar TT Races | Any combination allowed |
| 6.15.3 Superstock TT Race | Red plates with white numbers |
| 6.15.4 Supersport TT Races | White plates with blue numbers |
| 6.15.5 Supertwin TT Race | Green plates with white numbers |
- 6.16 The Promoters may require a machine in any class(es) to carry a race sponsor's logo if so directed. Stickers will be provided to all competitors in the appropriate class and confirmation of this requirement will be communicated by the Promoter
- 6.17 The following colours must be used following the RAL colour table:
- | |
|--------------------|
| 6.17.1 Black 9005 |
| 6.17.2 Blue 5010 |
| 6.17.3 Yellow 1003 |
| 6.17.4 Red 3020 |
| 6.17.5 White 9010 |
| 6.17.6 Green 6002 |
- 6.18 Each machine must display one front and two side number plates so that both front and side numbers are clearly visible to the public and marshals on both sides of the road and must comply with the following regulations:
- 6.18.1 Front Numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides.
- 6.18.2 The figures must be clearly legible and like the background must be either Matt or colours to avoid reflection from sunlight.

NUMBERS

- 6.19 Numbers displayed on Solo and Sidecar machines should be visible and easy to read from a distance of at least 6 meters. The numbers should be unimpeded by other livery.

SECTION 6

- 6.19.1 NOTE: In the case of any dispute concerning the legibility of numbers the decision of the Technical Director will be final. In case of difficulty in the identification of a machine, the Race Organisers reserve the right to require any competitor to use numbers as specified in the ACU Road Race Standing Regulations.

VERIFICATION OF MACHINES

- 6.20 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.
- 6.21 In the Superbike, Superstock, Supersport and Supertwin TT classes, a dynamometer will be used to check power output, RPM limit etc. If directed to do so by the Technical Director, machines must be submitted for dynamometer testing within the time limit specified.
- 6.22 In all Classes, at least the first three machines plus up to three at random as selected by the Technical Director will be required to undergo a post-race dynamometer check and may be dismantled for technical examination. Similar checks and dismantling may be required for machines entered in other races. Fuel samples will be taken, fuel tanks measured and weights checked.
- 6.23 Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Inspection Officials. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.
- 6.24 The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either qualifying or races.
- 6.25 All costs relating to the verification of machines are to be met by the team or competitor.

CHANGE OF MACHINE

- 6.26 An entrant wishing to change the make or model 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, model and capacity of the machine to be raced.

MACHINE TESTING

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

FUEL

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

SECTION 6

6.28.1 Normal unleaded fuel, with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON number of 90 (The Control Fuel for the British Superbike Championship meets with these specifications).

6.28.2 For clarity, please refer to the ACU Fuel regulations for Motocross and Track Racing. For clarity this specification is the same as FIM category 2 as specified at TT 2023: <https://www.acu.org.uk/Uploaded/1/Documents/Off%20Road%20Technical/Fuel-regulations.pdf>

In addition, regular pump fuel from any Isle of Man public fuel station may be used.

6.29 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.

6.29.1 For the avoidance of doubt. The use of Nitrous oxide is not permitted in any class of racing machine at the TT.

6.30 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/her filler has been drained prior to adding his own fuel. The use of other quick-filling equipment is not permitted.

6.31 The Isle of Man Steam Packet Company has stated that fuel may only be carried in the tanks of machines; cans / barrels will not be allowed. Spot checks will be carried out and anyone found in contravention of this ruling will not be permitted passage to the Island.

6.32 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

6.33 For solo machines one tank only is permitted. For sidecars two interconnected tanks are permitted.

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

TT PADDOCK FUEL STORE

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

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

SECTION 6

FUEL TANKS /CAPACITIES

- 6.37 In the interest of safety, the use of ready-fuelled replacement tanks in the pit will not be permitted. Replacement tanks are permitted but must be empty and may only be filled when securely attached to the machine.
- 6.38 Refuelling during the progress of any race must be carried out at the competitors designated pit.
- 6.39 For the avoidance of doubt, Monza style fuel caps are not permitted.
- 6.40 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.
- 6.41 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.
- 6.42 The refuelling equipment supplied by the Organisers must be used and must not be modified.
- 6.43 All filler nozzles will be to unleaded specification.
- 6.44 There will be zero tolerance on maximum fuel tank capacity.

OIL CONTAINMENT

- 6.45 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

- 6.46 All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 6.47 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 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.
- 6.48 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 paint marked to verify that this is the case.
- 6.49 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.

SECTION 6

MACHINES ENTERED IN TWO CLASSES

- 6.50 It is permitted to enter the Superbike, Senior and Superstock TT Races on the same machine provided that this machine meets the requirements of these regulations for both classes. A competitor wishing to race one machine in two classes must indicate their intention to do so during the entry process and must then complete a separate declaration when signing on. Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the Superstock qualifying results).
- 6.51 For a machine entered in the Superbike, Senior and Superstock TT races, if the Superstock machine is to be used for all three races, the qualifying plate colour used is to be the red plate (the red plate also to be used during the Superbike and Senior races).

TRANSPONDERS AND AUTOMATIC TIMING

- 6.52 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. A separate transponder must be provided for each machine entered.
- 6.53 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.
- 6.54 Any application for a change of transponder identification number must be made to the Clerk of the Course at least two hours before the start of a qualifying session or race.
- 6.55 Transponders are available to hire from the Race Office but these will be issued on a first come first served basis. All Transponders must be returned to the Race Office at the end of the event. Any Transponders not returned will be charged to the competitor at £1500.00 per transponder.
- 6.56 See Appendix F for fitting location details.

GPS TRACKING

- 6.57 GPS trackers will be mandated on all machines for TT 2024.
- 6.58 Fitting instructions for GPS trackers and aerals will be sent to competitors or teams once entries for the event are confirmed. GPS trackers and aerals can be forwarded to Newcomer competitors on request, otherwise all competitors may collect their GPS trackers from the Race Office. Competitors / Teams will be required to provide a 'security bond' when collecting the GPS tracking unit by providing a cash payment of £100.00 (refundable once the GPS tracking unit is returned) or by exchanging their

SECTION 6

passport / driving licence (returned on receipt of the GPS tracking unit) at the end of the event.

- 6.59 All GPS equipment must be returned to the Race Office at the end of the event. Any GPS unit or part thereof not returned to the Race Office will be charged to the competitor at £250.00 per unit.
- 6.60 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

- 6.61 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:
- 6.61.1 Safety light must be of a robust quality and securely fitted in the approved position.
 - 6.61.2 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.
 - 6.61.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 6.61.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 6.61.5 The Safety light must be hard wired into the machines power supply and must turn on when the ignition is energised.
 - 6.61.6 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.
 - 6.61.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
 - 6.61.8 See Appendix G, Fig. 2

ON-BOARD CAMERAS AND CAMERA POSITIONING

- 6.62 The Broadcast Rights Holder and/or any appointed contractor will nominate competitors to carry cameras on their machines. The installation of the camera and associated equipment is further subject to the approval of the Chief Technical Officer. No other competitors or machines may carry on-board cameras.
- 6.63 Any machine must carry an on-board camera or cameras if requested to do so by the Broadcast Rights Holder and/or any appointed contractor in any position or positions stipulated.
- 6.64 For the avoidance of doubt the Broadcast Rights Holder and/or any appointed contractor is permitted to:
- 6.64.1 Fit a forward facing 'point of view' (POV) shot through an aperture in the fairing
 - 6.64.2 Fit a camera on a tail mounted position offering either a rear view from the back of the machine or a forward facing view behind the rider

SECTION 6

6.64.3 Fit cameras to offer face shots of the rider/driver/passenger and, where safe and practical, effects shots from other locations around the machine.

6.65 The Broadcast Rights holder can fit cameras in any permutation, i.e. a machine can be required to carry multiple cameras in different positions.

CAMERA MOUNTINGS

6.66 POV shots require a machined bracket to be mounted securely inside the fairing with a cut-out aperture to allow the camera lens to sit unobstructed at a 90 degree angle to the road surface (position A on the diagram below). Alternatively, the bracket can be mounted to the frame of the bike, aligned with an aperture in the fairing for the lens.

6.67 The tail mounted camera will be contained within a moulded blister (position B on the diagram below) to protect the camera and to allow for smooth airflow over the unit. This blister requires a bracket mounted to the upper surface of the tail unit.

6.68 Cameras will generally be fitted to the brackets by the Broadcast Rights Holder and/or any appointed contractor on the day of a practice session or race.

6.69 It is the responsibility of each competitor to manufacture and fit the brackets prior to signing on.

6.70 The Broadcast Rights Holder and/or any appointed contractor will make available to the teams a specification for the brackets.

6.71 Certain cameras can also be mounted during Practice or Race weeks in consultation with competitors, without any prior requirement for brackets, using a combination of heavy duty tack and cable ties (for example, position C on the diagram below for a face shot).

6.72 Machines that do not carry cameras as specified by the Broadcast Rights Holder and/or any appointed contractor will not be passed as fit to practice or race by the Chief Technical Officer.

6.73 Machines that carry cameras without the express permission of the Broadcast Rights Holder will not be passed as fit to practice or race by the Chief Technical Officer.

SECTION 6

RECORDER MOUNTINGS

- 6.74 Certain cameras (POV and rear blister) have separate recorder units. These need to be fitted in an easily accessible location on each machine where the ambient temperature does not exceed 50 degrees centigrade.
- 6.75 Recorders will generally be fitted by the Broadcast Rights Holder and/or any appointed contractor on the day of a practice session or race.
- 6.76 It is the responsibility of each competitor to identify an adequately ventilated location for the recorders, ensuring that the ambient temperature does not exceed 50 degrees centigrade, with up to 10 watts of heat being dissipated by the equipment. Locations are typically under the seat or towards the front section of the frame (positions D and E respectively on the diagram below).
- 6.77 The Broadcast Rights Holder and/or any appointed contractor will liaise with competitors to establish the required mounting for the recorder units, subject to the location identified.
- 6.78 The Broadcast Rights Holder and/or any appointed contractor will then supply a specification for the recorder mounting and a plastic moulded dummy unit to check the alignment of any required mounts.

CABLING

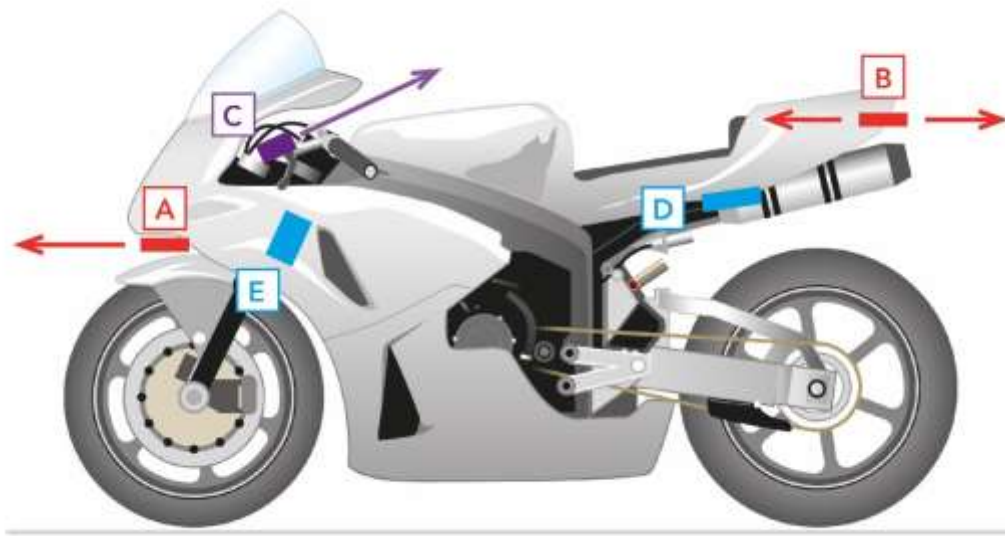
- 6.79 All required cabling between camera and recorder units will be cut to specific lengths to suit each machine and the required routing of cables. This will happen during Practice week and is the responsibility of the Broadcast Rights Holder and/or any appointed contractor to provide the required labour and materials.

DATA RECORDERS

- 6.80 Competitors are required to assist the Broadcast Rights Holder and/or any appointed contractor in the development and use of data recording systems in order to provide performance information (including speed, braking, gear selection and engine revs) for inclusion in television coverage and other media platforms.

SECTION 6

CAMERA AND RECORDER LOCATIONS



- | | | |
|---|-----------------------|--|
| A | Primary Camera (POV) | (Bracket Required) |
| B | Tail - Mounted Camera | (Bracket Required) |
| C | Secondary Camera | (No Bracket Required) |
| D | Recorder | (Typical under-seat location for recorder) |
| E | Recorder | (Typical forward location for recorder) |

SECTION 7

COMPETITOR AND PIT CREW PERSONAL PROTECTIVE EQUIPMENT

Please examine these regulations in detail to ensure that you have the correct equipment in order to compete at the Isle of Man TT Races. It is the sole responsibility of each competitor to obtain the correct equipment before the event. Anyone seeking clarification on this section should contact iomttraces@acu.org.uk in the first instance.

HELMETS

- 7.1. Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) will be allowed. A list of FIM Homologated helmets is available on <http://www.frhp.org/>
- 7.2. Helmets which have not received FIM approval for the FIM FRHPhe-01 Homologation Protocol will not be accepted
- 7.3. All helmets must display the FIM Hologram and QR Code.
- 7.4. 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.
- 7.5. The helmet's visor should be fitted and be free of scratches or defects that could impair the riders vision.
- 7.6. It is highly recommended that a race visor capable of taking tear-offs should be used.
- 7.7. Any damage to the helmet above what could be considered cosmetic only will render the helmet unusable.
- 7.8. All Sidecar crews to wear matching helmets in terms of colour scheme. The helmet does not necessarily need to be the same make but FIM Homologation and matching colour scheme is mandatory. Dispensation may be granted at the discretion of the Race Organiser.

LEATHERS

Solo Competitors

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

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

Sidecar Competitors

- 7.10. One piece racing leathers must only be used, either in cowhide leather (min 1.2mm thick) or kangaroo leather (min 0.9mm thick)

- 7.11. Double layer leather or external leather with internal aramid fabric in the seat, and all impact areas being shoulders, elbows, knees and hips.

- 7.12. Double layer leather or external leather with internal aramid fabric must also be included in the back for Drivers only.

- 7.13. Stretch aramid fabric can be used in non-impact areas only. Double layer stretch aramid fabric to be applied if used in the forearm.

- 7.14. Double internal stitching to all construction seams

- 7.15. All Sidecar crews to wear matching leathers in terms of colour scheme. Dispensation may be granted at the discretion of the Race Organisers.

General

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

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

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

BACK PROTECTOR

- 7.19. A back protector must be used by all solo and sidecar competitors

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

SECTION 7

CHEST PROTECTOR

Solo Competitors

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

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

Sidecar Competitors

7.23. The use of a chest protector is discretionary for sidecar competitors. If a chest protector is to be used, it should conform to European Standard EN 1621-3

GLOVES

Solo Competitors

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

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

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

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

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

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

7.30. No metal studs should be present on the palm.

Sidecar competitors

7.31. Sidecar competitors must wear gloves which are of full leather construction and, together with the leather suit and boots, provides complete coverage from the neck down.

7.32. No fabric gloves will be permitted

SECTION 7

BOOTS

Solo Competitors

7.33. Solo competitors must wear CE approved boots, which conform to European Standard EN13634:2017.

7.34. 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.

Sidecar competitors

7.35. If not wearing boots which are CE approved to European Standard EN13634:2017, sidecar competitors must wear boots which conform to the following standard:

7.35.1. Boot must be of full leather construction with a rubber sole

7.35.2. Made from cowhide leather at least 1.4mm thickness

7.35.3. Must be zip fastening which is covered with a leather cover

7.35.4. Toe, ankle and shin bone protection forming part of the construction of the boot (internal or external)

7.35.5. Boot must be full length (i.e. shin height) and can sit underneath the riders leathers or over, leaving no skin exposed

General

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

IDENTIFICATION

7.37. While qualifying and racing, all competitors are required to:

7.37.1. Wear an identification disc attached around the neck by a material approved by a Technical Official. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.; and

7.37.2. An identity label attached on the inside of the leathers adjacent to the zip.

7.37.3. Both the disc and identity label must be permanently marked with the wearer's full name and date of birth and is to be readable at all times. If a permanent marker is used, then the information is to be refreshed to ensure the information can be read by Officials / Medical personnel.

7.38. All Sidecar Drivers must also wear an elasticated armband in addition to the requirement to wear an identification disc. All Drivers are to wear an elasticated armband on their right upper arm. All elasticated armbands will be provided by the Race Organiser. No Sidecar team will be allowed on the TT Course if a Driver is not wearing an elasticated armband on the right upper arm.

SECTION 7

AIRBAG SUITS

7.39. Airbag leather suits are permitted but are not mandated

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

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

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

POST-ACCIDENT RIDERS SAFETY EQUIPMENT CHECK

7.42. 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, warm up or race. A stop shall be placed upon the rider until a satisfactory equipment check has been completed.

7.43. In the event that any item of equipment is considered, by either the Technical Director or any individual appointed by the Race Organiser, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.

7.44. Any question concerning the condition and suitability for use of the rider's safety equipment shall be decided by the Technical Director, 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 Technical Director will be final.

HEARING PROTECTION

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

OTHER

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

7.47. The Race Organisers also reserves the right for all or certain aspects of any competitors personal equipment to be checked at any time during the event should they deem it necessary to do so.

7.48. The use of titanium knee sliders is prohibited.

SECTION 7

PIT ATTENDANTS

REFUELLING PROTECTIVE EQUIPMENT

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

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

REFUELLING IN ASSEMBLY AREA

7.49. All team members handling fuel in the Assembly Area must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher

7.50. All team members handling fuel in the Assembly Area must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3.

7.51. The team member who is responsible for dispensing fuel, whether that is into the machine or into a refuelling jug, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.

7.52. Pit crews must wear suitable footwear at all times in the Assembly Area. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.

7.53. 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.

REFUELLING IN PIT LANE DURING A RACE

7.54. The designated fuel dispenser and fire attendant must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher at all times whilst in pit lane.

7.55. All other pit attendants must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/1 or higher at all times whilst in pit lane.

7.56. Any attendants in pit lane during a Sidecar TT Race only need to wear the overalls specified in 7.55 and do not need to provide a fireman

SECTION 7

7.57. All team members must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3. The balaclava must be worn when filling the fuel hopper before a race and whilst that team's rider is making a pit stop, regardless of whether that pit stop is for fuel or any other reason.

7.58. The team member who is responsible for dispensing fuel, whether that is into the machine or into the fuel hopper, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.

7.59. The designated fire attendant must, at all times whilst holding the fire extinguisher, wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.

7.59.1 The designated fire attendant must not carry out any other duties whilst in pit lane. Penalties may be incurred by the Rider/Team if the designated fireman is seen to be acting as a pit crew member and carrying out other functions (visor change, changing wheels etc.) other than the designated fireman.

7.60. Pit crews must wear suitable footwear at all times in the Pit Lane. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.

SECTION 7

SECTION 8

QUALIFYING AND RACE PROCEDURE

THE COURSE

- 8.1. 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.



SECTION 8

QUALIFYING SESSIONS

- 8.2. Qualifying Sessions will commence as per the Qualifying & Race Schedule with competitors in the first session starting in single file from the Start Line. Instructions to competitors and teams to move onto the Start Line or any delays to the start of qualifying will be announced by the Clerk of the Course.
- 8.3. The second 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.
- 8.4. Sidecar qualifying will 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.
- 8.5. Any changes to the procedures set out in paragraphs 8.2, 8.3 or 8.4 will be announced by the Clerk of the Course.
- 8.6. 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
- 8.7. When beginning a qualifying lap from the South Ramp, all solo machines must travel down pit lane at no more than 60kph and use their pit lane limiter until the Pit Lane exit, which is indicated by a solid white lane and a sign at each side with 60kph crossed out.
 - 8.7.1. 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.
 - 8.7.2. Sidecars are not permitted to stop on the TT Course at a pre-designated location to change wheels/tyres.
- 8.8. Pit lane will be closed to teams and competitors during all qualifying periods.
- 8.9. A blue light will be displayed on the Timekeeping Hut at the Start Line to inform riders approaching the Start / Finish line who are on a flying lap or intend to exit the Course via the Return Road that a competitor is travelling down Pit Lane to re-join the TT Course at Pit Lane Exit.
 - 8.9.1. Competitors on a flying lap are also reminded to keep far right when travelling at high speed through Glencrutchery Road. Riders wishing to exit the TT Course via the Return Road should adopt a position in the middle of the road as they travel through the Start / Finish line.
- 8.10. 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.

SECTION 8

- 8.11. Competitors on a flying lap should be aware of other competitors joining the Course and as such keep to the right as they pass through the start/finish line.
- 8.12. 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.
- 8.13. Competitors slowing to leave the Course must exercise extreme caution when leaving the Course and be aware of competitors who are exiting pit lane.
- 8.14. 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.
- 8.15. 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' before entering the Assembly Area

SHORT LAPPING OF QUALIFYING SESSIONS

- 8.16. 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.
- 8.17. 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.
- 8.18. Once short lapping has occurred all competitors will be required to exit the Course via the North Gate into the Assembly Area.
- 8.19. The short lapping procedure will be as follows:
 - 8.19.1. Stationary yellow flag displayed at the exit of Governor's Bridge. Competitors must begin to reduce speed at this point
 - 8.19.2. Digital 'Pit In' flag displayed approximately 200 metres from exit of Governor's Bridge.
 - 8.19.3. Digital 'Pit In' flag displayed at Governors Bridge and adjacent to St George's Sports field.
 - 8.19.4. Red flags displayed at entrance to North Gate where competitors must leave the Course

SECTION 8

WARM UP SESSIONS

- 8.20. A one lap solo warmup session will be scheduled for the start of each race day. Any competitor who has qualified for a race may take part in any warm up lap ahead of their last scheduled race. Competitors will not be permitted to take part in a warm up 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 warmup lap. Competitors are reminded that, in the main, warm-up 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 warmup lap may be used as a qualification lap for time and/or for the motorcycle to complete a qualification lap.
- 8.21. A sidecar warm up session will be available on the 4th June ahead of the Sidecar TT Race 2 on 5th June. Sidecars are not permitted to stop on the TT Course at a pre-designated location to change Wheels/Tyres.
- 8.22. Competitors may use any machine on which they have qualified for any race
- 8.23. If a competitor chooses to complete the warm up lap on a machine which is scheduled for a race later the same day, they may return to the Assembly Area to prepare for the race.
- 8.23.1. If a competitor and the machine return to the paddock after the warm up lap, the machine must go through technical inspection prior to the race start
- 8.24. 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.
- 8.24.1. 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.
- 8.25. Any competitor who retires on the warm up lap must follow the relevant elements of the regulations later in this section.
- 8.26. Official Course Cars will be deployed at the end of the Warm Up session to collect any rider who has retired and endeavour to return them to the TT Grandstand ahead of the race schedule.
- 8.27. No machine recovery will take place until the completion of the full race schedule. Therefore, it is the competitor/teams decision on which machine to use and by doing so they acknowledge the risk of the machine not returning ahead of a race scheduled on the same day.
- 8.28. At the completion of the warm up lap, competitors will be shown the chequered flag at the start/finish line.

SECTION 8

- 8.28.1. Competitors should cross the start/finish line at racing speed before reducing speed and leaving the Course via the pit return lane
- 8.28.2. The pit lane will be closed for the warm up lap and competitors may not leave the Course by pulling into the pit lane.

RACE START PRELIMINARIES

FIRST SIGNAL - 45 MINUTES BEFORE START

- 8.28. Tyre Warmers must be fitted to all machines and switched on in order for the tyres to reach operable temperature. Any competitor found not to be using Tyre Warmers, will not be allowed to start the race for which he/she has entered.
- 8.29. 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.
- 8.30. The specified PPE must be worn when filling refuelling tanks.
- 8.31. All empty fuel cans must be removed from pit lane once the team's fuel filler is fuelled.

SECOND SIGNAL - 30 MINUTES BEFORE START

- 8.32. 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

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

FOURTH SIGNAL - 5 MINUTES BEFORE START

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

SECTION 8

START PROCEDURE

- 8.38. Competitors will be started singly at 10 second intervals. All races will be clutch start.
- 8.39. If the starting interval to the competitor in front is more than 10 seconds, this will be indicated to the competitor by the start line official
- 8.40. Competitors will not start until the starting flag is dropped. Any competitor who starts before the starting flag is dropped, or who fails to start immediately after the starting flag is dropped, may be penalised.
- 8.41. A competitor, who is not in position to start within 10 seconds of the scheduled starting time, may only start 10 seconds after the last competitor is scheduled to start or in consideration of safety, start at a position as decreed by the Clerk of the Course. Their starting time may, at the discretion of the Clerk of the Course, be adjusted to coincide with the new starting position (normal interval times will be observed).
- 8.42. If a competitor's machine experiences a problem immediately after they begin the race, they must pull into the left hand side of the road.
 - 8.42.1. Competitors are not permitted to push their machine in the wrong direction of the course or pit lane
 - 8.42.2. Any competitor who pulls off the Course into the return road immediately after the start of the race will not be permitted to start the race from the back of the field

PIT BOX ALLOCATION

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

SECTION 8

PIT BOX COMMUNICATION

- 8.47. Each team will be permitted 1 (one) pit return lane pass which will allow one team member into this area for the duration of a race. This pass must be worn at all times whilst in the pit return lane. A pass will be issued for each race.
- 8.48. The pit return lane pass may be collected from the Race Office on the morning of scheduled race and must be signed for by a team member
- 8.49. The purpose of this additional team member will be to communicate with the pit attendants in pit lane and update them with the location and/or position of their rider (i.e. rider at Cronk Ny Mona so the pit crew can prepare for the pit stop)
- 8.50. The team member in pit return lane must position themselves opposite their competitors pit box.
- 8.51. 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 (15 minutes to race start)
- 8.52. The pit lane will be an active and noisy area and it is therefore highly recommended that visual signals such as a pit board are used to communicate with the pit crew.

PIT LANE SPEED

- 8.53. Pit Lane – Speed Limit – 60.000kph
- 8.54. At the entrance to the Pit Lane is a single white line with a board at each side indicating a speed limit of 60kph. From this point until the Pit Lane Exit, which is indicated by a yellow line with a board at each side with the 60kph crossed out, the speed limit is 60.000kph.
- 8.55. This speed limit will be policed by transponder loops in the Pit Lane.
- 8.56. Sanctions will be imposed on any competitor breaking the speed limit of 60kph as follows:
 - 8.56.1. Over 60.000kph but not over 80.000kph - a time penalty of 30 seconds.
 - 8.56.2. Over 80.000kph but not over 100.000kph - a time penalty of 60 seconds
 - 8.56.3. Over 100.000kph - disqualification from the race.
- 8.57. In the event of more than one infringement during a single pit stop the highest penalty will be awarded.
- 8.58. These penalties will be a matter of fact with no right of protest or appeal.
- 8.59. 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.

SECTION 8

REFUELLING DURING QUALIFYING SESSIONS

- 8.60. During a qualifying session, competitors may only refuel in the Assembly Area.
- 8.61. All team members handling fuel in the Assembly Area must wear the appropriate PPE as set out in Section 7 of these regulations.
- 8.62. 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.
- 8.63. Refuelling and other adjustments should take place in an area which will not obstruct traffic within the assembly area

REFUELLING DURING PIT STOPS

- 8.64. The machine must come to a complete stop in the allocated pit box and the engine must be switched off before the fuel cap is removed. Once the fuel stop is complete the fuel cap must be replaced before the competitor sets off down pit lane to re-join the race. Any competitor found to be removing the cap before the motorcycle is stopped or replacing the cap once he has left the allocated pit box may incur a 30 second penalty.
- 8.65. 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.
 - 8.65.1. For the avoidance of doubt, fuel fillers are not permitted to be topped up during any other race
- 8.66. The Race Organiser will locate an empty fuel filler in pit lane from the first Monday of the event to allow teams to have dry run practice pit stops.
 - 8.66.1. Teams and competitors must not fill this filler with any liquid
 - 8.66.2. 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.

SECTION 8

CONDITIONS

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

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

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

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

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

8.67.5. 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.

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

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

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

SECTION 8

PIT ATTENDANTS - RACE

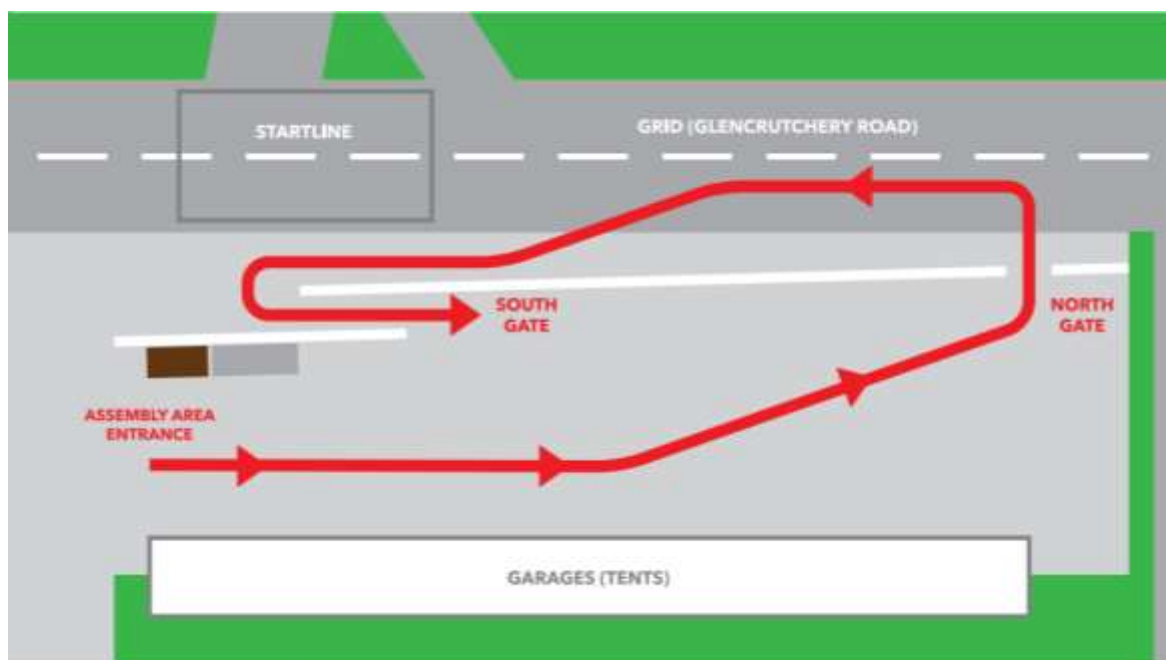
- 8.68. Each pit box will be supplied with a hand held fire extinguisher, which is provided and pre-located in each pit by the Race Organiser. The fire extinguisher will be clean agent and may be used on all types of fire. When not in use, the extinguisher is to be located in its pre-located holder.
- 8.69. Each competitor is permitted up to four (4) attendants, with at least one of those to be appointed specifically as a fireman.
- 8.69.1. The fire attendant is not permitted to swap roles with other pit attendants during a pit stop.
- 8.69.2. 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.
- 8.69.3. The fire extinguisher is to be relocated in its holder when not in use
- 8.69.4. 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.
- 8.70. Each team/competitor may only have a maximum of four (4) personnel in their allocated pit box for the duration of the race. A maximum of 3 personnel may work on the machine at any one time during the pit stop.
- 8.71. No applications for additional pit attendants will be considered
- 8.72. The designated fireman, nor any other person outside of the allocated pit crew for that competitor, is permitted to pass items to the competitor or pit crew during the pit stops. This includes but is not limited to drinks, tools or spare wheels.
- 8.73. Should any Team exceed the number of attendants either in the pit box or working on the machine during a pit stop, a penalty or penalties may be imposed on the Team by the Clerk of the Course.
- 8.74. Any team/competitors who do not leave the fire extinguisher in the allocated pit box at the end of the race will be subject to a monetary fine to the value of a replacement fire extinguisher.
- 8.74.1. If an extinguisher is deployed to fight a fire during the pit stop then the cost of a replacement extinguisher will be covered by the Race Organiser.
- 8.75. All team members working in Pit Lane must wear, at all times whilst their competitor is in pit lane, the Personal Protective Equipment (PPE) specified in Section 7 of these regulations
- 8.76. All Attendants must remain in the pit allotted to them, except when their competitor is at the pit, when Attendants may assist or carry out replacements and repairs, only using the spares previously deposited in the pit.
- 8.77. Wheels fitted with tyres may be brought into the pit during a race.

SECTION 8

- 8.78. The use of purpose made front wheel paddock stands designed to elevate the front of the motorcycle during refuelling is permitted. The use of ramps or other means for this purpose is forbidden.
- 8.79. Smoking and vaping is strictly forbidden in the Technical Inspection Bay, Assembly Area, Parc Ferme, Pit Lane, Pit Box, Grid, Start Line areas, Pit Return Lane and Winners Enclosure.
- 8.80. Crossing of the pit lane is permitted only in the designated area at the start of the Pit Lane as indicated below.



- 8.81. Competitors and Teams should note the one-way system in place from the Assembly Area via the North Gate to the Start Line and then return to the Assembly Area via the South Ramp. The one-way system is shown in the diagram below.



SECTION 8

MEANS OF PROPULSION

- 8.81. During a race a motorcycle can only be propelled by its own power, the muscular effort of its competitor and by the natural forces of gravity.
- 8.82. Competitors may receive assistance from their pit attendants to restart their machine after a pit stop if the machine fails to start by using the ignition. For clarity, pit lane extends passed the thick white line at pit lane exit (line to define time loop) and pit lane extends up to where pit lane adjoins Glencrutchery Road.

FINISH OF A RACE

- 8.83. Competitors who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level.
- 8.84. Competitors who cross the finish line without completing the designated number of laps, but after the leading competitor on the road has been shown the chequered flag, will be permitted to proceed on a further lap. However after a race has been won and at the discretion of the Clerk of the Course, there may be a FLAG ALL situation which will mean all competitors are to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate.
- 8.85. To be counted as a finisher in a race the competitor must have crossed the finish line with their machine and taken the chequered flag on the Course

STOPPING A RACE

- 8.86. 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. There will be no movement on the TT Mountain Course by any rider until the incident has been cleared, regardless of how long that incident may take to clear.
- 8.87. In the event of the Clerk of the Course stopping a race or qualifying session prematurely due to 'force majeure' circumstances, waved red flags and digital red flags will be displayed at various points on the course on the instructions of the Clerk of the Course or his Deputy.
- 8.88. Riders must stop racing/qualifying, reduce their speed and proceed as instructed by the Marshals.
- 8.89. The riders will only 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. There will be no movement of riders in the wrong Course direction unless exceptional circumstances dictate otherwise and the movement in wrong direction will only be granted by the Clerk of the Course.

SECTION 8

- 8.90. 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. Lap money may be paid on laps completed and any re-run race will be for the remaining lap prize money only. The finishing positions in an abandoned race will be ignored for the purpose of classification of the race result.
- 8.91. A race stopped after the leading competitor has completed 50% of the scheduled race distance will be deemed to have been completed and the prize money re-allocated by the Promoter, as it considers appropriate. The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.
- 8.92. The Clerk of the Course may, notwithstanding the previous paragraphs, declare a result of any race based on such assessment as he thinks appropriate and, in doing so, may apply Sections 10 and 12 of the ACU Standing Regulations for Road Racing to such extent (if any) as he thinks appropriate in the circumstances.
- 8.93. 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.

END OF RACE PROCEDURE

- 8.94. 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.

FLAG SIGNALS

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

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

FLAG SIGNALS - IMPORTANT INFORMATION

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

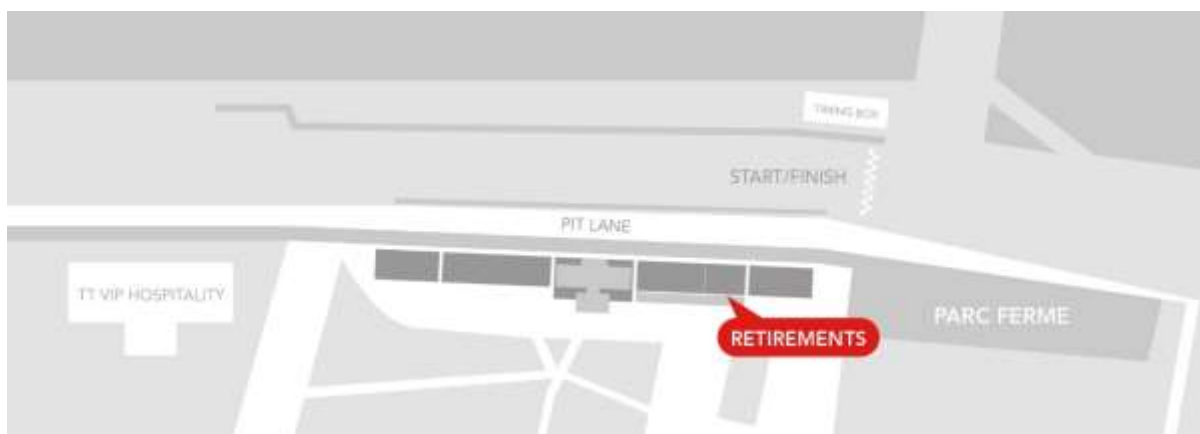
8.97. Only the Clerk of the Course or in his absence the Deputy Clerk of the Course can authorise a race to be stopped.

SECTION 8

RETIREMENTS

- 8.98. During a race, if a competitor wishes to retire at the end of a lap, he must use pit lane and stop in front of his designated pit until authorised to move by a Pit Lane Marshal.
- 8.98.1. During a race, Competitors must not leave the Course via the return lane except for when the race has been completed and the chequered flag is displayed at the start/finish line
- 8.99. During a qualifying session, if the competitor wishes to leave the Course at the start/finish area, they must follow the procedure set out in paragraph 8.12
- 8.100. If a competitor needs to retire anywhere else on the TT Course, they must pull off the racing line and leave the course at the earliest and safest opportunity.
- 8.100.1. Competitors should avoid pulling across the road which could lead to a collision with another competitor.
- 8.100.2. Any competitor who has retired must follow the instructions from the Marshals and ensure their machine is parked in a safe area.
- 8.101. Competitors must also ensure that the Marshals inform Race Control that they have stopped so that their team are informed of the situation. A retired competitor should inform the Marshals whether they will arrange for their team to recover the machine or if they wish for the Official Recovery Service to retrieve the machine. Machines retrieved by the Official Recovery Service will be returned to the paddock and stored in the Technical Bays.
- 8.102. Any competing motorcycle or equipment left unattended, on or adjacent to the circuit, after taking part in a qualifying session or race, may be taken charge of by the Organisers. The Organisers accept no responsibility for any such motorcycle or equipment.
- 8.103. 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.

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TOURING

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

LAST TRAVELLING MARSHAL

8.105. 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.

USE OF PIT BOARDS BY TEAMS / CREWS ON THE TT MOUNTAIN COURSE

8.106. Whilst the practise of conveying information to competitors via the use of a Pit Board is common-place on the TT Mountain Course and in the wider context of motorcycle racing, Teams/Pit Crews are required to stand in areas around the TT Mountain Course so as not to put themselves in danger and/or present themselves as a hazard to competitors, officials, marshals or spectators. Teams/Pit Crews must not stand on the road surface when conveying pit board information. Furthermore, at the end of a race / session once the Last Travelling Marshal has gone past, Team members must remain in place until the Roads Open Car has passed their location. To walk on the TT Mountain Course in between the passing of the Last Travelling Marshal and the Roads Open Car and at any other time whilst the roads are closed contravenes the Road Races Act 2016 and as such Team / Pit Crew Members could face formal prosecution by the Isle of Man Constabulary and/or disciplinary action from the Clerk of the Course.

COMPETITORS WHO HAVE STOPPED ON THE TT COURSE

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

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

8.109. 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.

COURSE CARS

8.110. Only the Clerk of the Course or his Deputy may authorise a Course Car to enter the TT Course during periods when Roads are closed.

8.111. Any Course Car utilised on the TT Mountain Course will be equipped with orange flashing lights, with the exception of:

8.111.1. A medical response car which will be equipped with blue flashing lights;

8.111.2. The Roads Open Car will be equipped with red flashing lights, to differentiate the vehicle from other Course Car(s)

8.112. Until the Roads Open Car passes your location, the TT Course remains closed and any competitor who has stopped on the course must not proceed onto the road either on foot or on their machine.

8.113. Once the Roads Open Car passes your location, the TT Course then returns to be a public highway and, if returning to the paddock on open roads, you must comply with the Highway Code, abiding by the speed limits and expect traffic to be travelling in both directions.

DISCIPLINARY AND JUDICIAL

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

8.114.1. A warning

8.114.2. A time penalty

8.114.3. A place penalty

8.114.4. The Black Flag

8.114.5. A Fine up to the maximum of £500.00

8.114.6. Withdrawal of any prize monies

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- 8.114.7. Withdrawal of any appearance fees and/or travel allowance
- 8.114.8. Disqualification from the event, a practice or disqualification from the results of a race
- 8.114.9. A ban from future events

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

PROTESTS

8.116. Protests must be in accordance with the ACU National Sporting Code Chapter 10, and accompanied by a fee of £150. In addition, if the dismantling of an engine is involved, a deposit of £500 for 4 stroke or £250 for 2 stroke must be submitted with the Protest Fee. In the event of the protest being upheld the deposit will be returned. If the protest is unsuccessful the deposit will be awarded to the winning party and will be the only cost claimable. The time limit for making a protest will be 30 minutes after the display of the provisional results in the Race Office. The deposit for a fuel test will be £1,000.

DRUG AND ALCOHOL TESTING

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

8.118. The permitted level of alcohol is 0.00g/L

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

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

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

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

SECTION 8

- 8.121.2. Suspend the competitor/Official from further ACU competition/ACU activity for a period of time not exceeding those penalties outlined in the ACU National Sporting, Code 9.07.
- 8.121.3. Convene a Sport Committee Hearing/Court of Enquiry in accordance with ACU National Sporting Code Chapter 10.

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

WINNERS ENCLOSURE

- 8.123. At the conclusion of each race the first three finishers will be directed into the Winners Enclosure with their machines to conduct interviews with the host television and radio broadcasters. No other journalists will be permitted to operate in this area.
- 8.124. The teams and family of the first three finishers will be provided with a 'Winners Enclosure' pass at the conclusion of the race. Only essential team and family members will be permitted into the winners enclosure until the radio and television interviews are concluded, at which point all remaining team and family members with a 'Winners Enclosure' pass will be allowed into the winners enclosure.

GARLANDING CEREMONY

- 8.125. 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 VIP Hospitality facility and TT Fan Park as instructed by the Promoters.

MOBILE PHONES

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

VEHICLE RECOVERY SERVICE

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

MACHINES ON THE PUBLIC HIGHWAY

- 8.128. 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.

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- 8.129. Once a competitor has completed the Signing On process he/she is automatically covered for this under a policy put in place by the ACU and there is no additional cost to the competitor.
- 8.130. During this same period there are certain exemptions as identified in the Tourist Trophy Road Races (Road Vehicles Maintenance and Use) Order 2016 which apply to Machines, in that; The requirements relating to tyres and lighting as set out in the Road Vehicles (Maintenance and Use) Regulations 2012 shall not apply to a motor vehicle competing in any road race or practice authorised by the Road Race Order.
- 8.131. Any competitor reported as having ridden their machine in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised.

BEHAVIOUR DURING THE EVENT

- 8.132. Competitors must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in pit-lane. Any competitor reported for riding irresponsibly or in a dangerous manner, will be subject to disciplinary action imposed by the Clerk of the Course. Dependent on the severity, the disciplinary action imposed may be; A warning, a time penalty, place penalty, the Black Flag, a fine up to the maximum of £500.00, withdrawal of any prize monies, withdrawal of any appearance fees and/or travel allowance, disqualification from the event, a practice or disqualification from the results of a race or a ban from future events
- 8.133. Competitors, Officials and Marshals should act in a responsible manner at all times. This includes periods outside of qualifying or racing on the TT Course. Competitors, Officials or Marshals reported for acting in an inappropriate manner (eg. abusive/aggressive manner towards others) will face disciplinary action from the Clerk of the Course in accordance with Chapter 10 of the ACU National Sporting Code.
- 8.134. Competitors must at all times adhere to the provisions of the regulations.
- 8.135. Competitors should use only the Course and the pit-lane. However, if a competitor accidentally leaves the Course then he may re-join it at the place indicated by the marshals or at a place which does not provide an advantage. The marshals may assist the competitor to the extent of helping them to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the competitor, working alone, with absolutely no outside assistance. The marshal may then assist them to re-start the machine.
- 8.136. Competitors must not transport another person on their machine.
- 8.137. 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.

SECTION 8

8.138. No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or competitor, save for the signal from the time keeping transponder, from on-board cameras, or messages on a pit board or body movements by the competitor.

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

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

APPEALS

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

8.142. 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 8

SECTION 9

COMPETITOR QUALIFICATION AND ALLOCATION OF RIDING NUMBERS

QUALIFICATION

- 9.1. To start a race, a newcomer to the TT Mountain Course qualifying for the first time must complete a minimum of six laps on a solo machine or four laps on a sidecar machine. This applies to sidecar passengers as well as drivers.
- 9.2. Newcomers must commence qualifying including completion of a speed-controlled lap on Monday 27th May.
- 9.3. All other competitors must have signed on and commenced qualifying by the end of Tuesday's session.
- 9.4. Competitors who have qualified to start in any previous race on the TT Mountain Course (TT, Classic TT or Manx Grand Prix) shall be required to complete a minimum of five laps for solos and three laps for sidecars, unless the Clerk of the Course grants permission otherwise.
- 9.5. 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.
- 9.6. Any competitor who does not attain the required number of laps or qualification time may not be permitted into the race.
- 9.7. 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.
- 9.8. 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.

RIDING NUMBERS AND GRID POSITIONS

- 9.9. All competitors will be issued a 'riding number', which will be listed in the official event race guide and displayed on all machines in the usual manner. This seeded riding number will be issued based on previous best lap speeds achieved in race conditions only (not qualifying).
- 9.10. 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.

- 9.11. Riding numbers will not change for any competitor during the course of the event.
- 9.12. 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.).
- 9.13. The top 20 seeded competitors in all solo races and top 10 seeded competitors in all sidecar races will, subject to qualifying, start their races in the traditional way, in numerical order, at 10 second intervals.
- 9.14. Having qualified for the race, no other competitors will be moved into any of these seeded positions nor will any of the seeded competitors be moved out.
- 9.15. 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.
- 9.16. Competitors will be issued with a small decal indicating their grid position for each race at technical inspection. This decal must be displayed on the front number board of the machine, to enable start line personnel to arrange competitors into the correct starting order for each race.
- 9.17. The start lists will be reviewed the day before each race and starting positions may be offered to additional riders throughout race week, each time further space becomes available and which will be allocated by qualifying order. Any changes to the start list will be communicated by 9pm the evening before the race.
- 9.18. It is important to note that meeting the qualification time does not a guarantee that a rider will start any given race.
- 9.19. No request or applications for a change of number will be considered at any time.
- 9.20. The Clerk of the Course's decision will be final on the allocation of all starting positions.

SECTION 9

QUALIFICATION CRITERIA

9.21. ALL SOLO CLASSES:

9.21.1. 112.5% of the time set by the third fastest qualifier in the class.

9.22. SIDECAR TT RACES:

9.22.1. 117% of the time set by the third fastest qualifying team in the class.

9.23. The qualifying criteria will be based on the times set as at the close of qualifying on Friday 31st May.

9.24. The qualification regulations will only be waived at the absolute discretion of the Race Management Team whose decision will be final.

RIDING NUMBERS

9.25. All competitors will be issued a riding number, which will be listed in the official event race guide and displayed on all machines in the usual manner.

9.26. The riding number will be issued based on previous best lap speeds achieved in race conditions only (not qualifying) and any other factors deemed relevant by the Race Management Team.

9.27. Riding numbers will not change for any competitor during the course of the event unless instructed by the Clerk of the Course.

9.28. These riding numbers will be used for group seeding during qualifying

9.28.1. Seeded group 1 – Numbers 1-20

9.28.2. Seeded group 2 – Numbers 21-40

9.28.3. Seeded group 3 – Numbers 41 upwards

9.29. Competitors may not start in an earlier seeded group unless permission is granted by the Clerk of the Course. Competitors may start a qualifying session in a later group if they so wish. Applications to start in an earlier session may be made via the Race Office.

9.30. Having qualified for a race, all competitors will start in Qualifying order, displaying the number they were allocated upon acceptance of their entry.

9.31. No request or applications for change in riding number will be considered at any time.

SECTION 9

SECTION 10

PUBLICITY AND MERCHANDISING

PUBLICITY

- 10.1. Competitors, wearing their leathers or Team uniform, must take part in any autograph session, Paddock walkabout, TT Fan Park appearance and/or pre-race parade, should this be requested by the Promoter.
- 10.2. Each competitor, as requested, must make themselves available free of any charge or expenses to the Promoter during the event for promotional purposes.
- 10.3. By entering the 2024 Isle of Man TT Races each competitor and team agree that the Promoter and the event sponsors may make use of their activities and successes in motorcycle sport for any advertising, publicity, public relations and merchandising purposes.
 - 10.3.1 Competitors and teams may be required to use their own digital channels to support the promotional activities of the Isle of Man TT Races and will be at the discretion of the individual or upon reasonable request of the Promoter
- 10.4. All competitors may be required to carry an event and/or sponsors logo.
- 10.5. As part of the signing-on process, all competitors will be required to have a portrait photograph taken by the Promoter for use in the host broadcast and other marketing materials. Competitors are encouraged to wear team apparel

MERCHANDISING

- 10.6. The competitors and teams will authorise the Promoter to use and reuse and license the use of images and representations of the competitor and team motorcycles competing in the event (including the manufacturer's name and logo), and the name, images and representations of the competitor and team and team paraphernalia including (in so far as the same appears on the clothing worn by the competitor or on team paraphernalia or on the motorcycles participating in the event) the logo and decals of all sponsors of the competitor and/or team for the purpose of producing merchandise exploiting the reputation of the event.
- 10.7. The competitor and team will acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the event and games including individual elements of the event.
- 10.8. The competitor and team will authorise the Promoter to use and license others to use all event images and other material relating to the event in marketing and packaging material and commercial advertisements exploiting the event or merchandise of the event or any individual elements of the event.

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- 10.9. The competitor and team shall assist the Promoter and those authorised by it with the promotion of the event and production and promotion of merchandise associated with the event.

FILM AND PHOTOGRAPHY

- 10.10. The competitor and team will acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of photography and motion film of:
- 10.10.1. The team, including team members, and its assets where they are viewable from a publically accessible position;
 - 10.10.2. Photography and motion film of other elements of the team and its assets which are not viewable from a publically accessible position will be at the discretion of the team or upon reasonable request of the Promoter;
 - 10.10.3. The team's assets when on the TT Course in a Qualifying or Racing period;
 - 10.10.4. The competitor in all public areas of the TT Grandstand complex, and when on the TT Course during a Qualifying or Racing period;
 - 10.10.5. Paragraphs 10.10.3 and 10.10.4 will extend to any occasion the team's asset(s) or competitor leaves the TT Course during the Qualifying of Race period.
- 10.11. This agreement will come into force upon a competitor and/or team submitting an entry to this event.
- 10.11.1. This agreement will cover all aspects of photography and motion film and will include, but is not limited to, live TV/online broadcast, highlight TV broadcast, replays of aforementioned broadcasts, social media, the Official Isle of Man TT Races website and any other website authorised by the Promoter.

MISCELLANEOUS

- 10.12. Competitors, sponsors, manufacturers, teams, team personnel and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting the official TT logo and/or any trademark and/or any copyright and/or image used or associated with the event without the prior written permission of the Promoter to do so.
- 10.13. All images, photographs, recordings or representations of the participation in the event or association with the event of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Promoter (such consent not to be unreasonably withheld). No consent is required for normal media reporting of the event.
- 10.14. All the broadcast, recording, terrestrial, cable, satellite, digital, video and rights in all other media (including but not limited to WAP or similar mobile communications platforms and/or devices, Internet, Interactive and/or other competitor accessed sources) are the property of the Promoter.

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10.15. Competitors and Teams should use the following tags in any social media posts if posting footage or images from the event. This applies to Facebook, Instagram, TikTok, X and YouTube

10.15.1. @ttracesofficial

10.16. As Commercial Rights Holders of the Isle of Man TT Races, the Isle of Man Government Department for Enterprise owns the rights to any and all video content captured in areas requiring pass or ticket access.

10.17. In addition, the Isle of Man Government Department for Enterprise owns the rights to any and all footage of, or relating to, the 2024 Isle of Man TT Races captured by persons assigned or in possession of any pass or ticket valid for the 2024 event, irrespective of whether the footage is captured from within an area requiring pass or ticket to access or not.

10.18. Filming is not permitted in areas requiring pass or ticket access, or by any pass or ticket holder without express and written permission from an authorised representative of the Isle of Man Government Department for Enterprise in the form of a License Agreement.

10.19 Any recording, broadcast, rebroadcast or reproduction without express permission of the Promoter is strictly prohibited. Competitors, entrants, teams, sponsors or manufacturers currently registered in the event may, subject to the prior written permission of the Promoter and subject to any conditions that they may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge except any that may be levied for technical and/or research purposes. Rights requested by sponsors, advertisers, or any other commercial use must be made in writing to the Promoter and will be subject to Licence, which may include a fee or charge.

10.20 The competitor and team will acknowledge and agree that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the event and games including individual elements of the event, which may include images, representations, video recordings and audio recordings of competitors, teams and motorcycles participating in the event. The competitors and teams expressly authorise and licence the Promoter and those authorised by it to use such images, representations and recordings as the Promoter or those authorised by it may in their absolute discretion deem appropriate for the production of interactive games.

10.21 The Promoter shall submit to the competitor and teams for approval the images and representations of competitors, teams and motorcycles participating in the event for the production of interactive games. The teams and competitors shall revert to the Promoter, or such designated third party, as soon as reasonably practicable and in any event within seven (7) working days. In the event that the Competitor and team does not revert to the Promoter by 5pm on the seventh working day after

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receipt the images and representations shall be deemed approved by the Promoter for the purposes of the production of interactive games.

MEDIA CENTRE OPENING HOURS

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



SECTION 11

CHAMPIONSHIPS, TROPHIES, AWARDS AND PRIZE PRESENTATIONS

PRIZE PRESENTATIONS

- 11.1. Prize presentations will be free to attend and take place in the TT Fan Park.
- 11.2. All competitors should attend the prize presentation if they have finished the race for which the presentation is being made.
- 11.3. It is compulsory for the first 10 finishers in each race to attend the prize presentation for that race
- 11.4. If a competitor is unable to attend the Prize Presentation, they must request permission from the Promoter to be excused, or to nominate a person to receive the award on their behalf.
- 11.5. The prize presentation schedule will be confirmed at a later date.

RACE WINNER TROPHIES

- 11.6. All race winners' trophies will be retained by the Promoters. A 'winners' replica will be awarded as a permanent memento.
- 11.7. The following trophies will be presented to the respective race winner at the podium presentations and the Prize Presentation:
 - 11.7.1. Supersport TT Race 1 Junior Tourist Trophy
 - 11.7.2. Sidecar TT Race 1 Fred W Dixon Trophy
 - 11.7.3. Superbike TT Race Superbike Tourist Trophy
 - 11.7.4. Superstock TT Race 1 Superstock Race 1 Tourist Trophy
 - 11.7.5. Supertwin TT Race 1 Lightweight TT Trophy
 - 11.7.6. Supersport TT Race 2 Classic TT Trophy
 - 11.7.7. Superstock TT Race 2 Superstock Race 2 Tourist Trophy
 - 11.7.8. Supertwin TT Race 2 Supertwin TT Trophy
 - 11.7.9. Sidecar TT Race 2 Sidecar Tourist Trophy
 - 11.7.10. Senior TT Race Senior Tourist Trophy

OVERALL CLASS AWARDS

- 11.8. The following trophies and cash prizes will be awarded to the rider with the best results in each class combined across the two respective races. In the case of a tie, the rider with the fastest lap in the class across the two races will be declared the winner.
 - 11.8.1. Superbike and Senior TT Joey Dunlop Trophy plus £5,000
 - 11.8.2. Supersport TT TT Supporters' Club Trophy plus £5,000
 - 11.8.3. Sidecar TT Bill Boddice Trophy plus £4,000
 - 11.8.4. Superstock TT John Hartle Trophy plus £4,000
 - 11.8.5. Supertwin TT Gavin Lee Trophy plus £3,000

SECTION 11

THE PROMOTER AWARDS

11.9. The Promoter Awards will be decided by the TT Race Management Team at the conclusion of the event.

11.9.1. Best Solo Newcomer	Vernan Cooper Trophy
11.9.2. Best Sidecar Newcomer Driver	Peter Chapman Trophy
11.9.3. Best Sidecar Newcomer Passenger	Dave Wells Trophy
11.9.4. Best Privateer Solo Competitor	Privateers Cup plus £2,000
11.9.5. Fastest Lap Speed by an Irish competitor	Martin Finnegan Trophy

TEAM AND MANUFACTURER AWARDS

11.10. Team and Manufacturer awards will be determined using the points system detailed in paragraph 11.12 across all solo and sidecar races respectively. All trophies will be retained by the Promoter.

11.10.1. A replica trophy will be awarded to be kept as a permanent memento.

11.10.2. Solo Team Championship Award

11.10.3. Solo Manufacturer Championship Award

11.10.4. Sidecar Manufacturer Championship Award

11.10.5. The 'Team' and 'Manufacturer' points for the above awards will be defined by the team name or machine make printed in the Official TT Programme. Should any team believe the information printed is incorrect, they must notify the Motorsport Team of the correct team name or manufacturer prior to the first race of the event.

11.11. The winning team from each race will be awarded a replica trophy to be kept as a permanent memento.

11.12. Manufacturer and Team award points table:

MANUFACTURER & TEAM AWARDS			
Position	6-laps Superbike/Senior	4-laps Supersport	3-laps Superstock/Supertwin
1	25	18	15
2	18	15	12
3	15	12	10
4	12	10	8
5	10	8	6
6	8	6	4
7	6	4	2
8	4	2	1
9	2	1	
10	1		

SECTION 12

FASTEST LAP TROPHIES

- 11.13. All fastest lap trophies will be retained by the Promoters. A smaller replica will be awarded as a permanent memento.
- 11.14. The award will be determined by the rider who has set the fastest lap across the two races.
 - 11.14.1. Supersport TT Races TT Formula 2 Cup
 - 11.14.2. Sidecar TT Races Jock Taylor Trophy
 - 11.14.3. Superbike TT Races John Williams Trophy
 - 11.14.4. Superstock TT Races Don Ryder Trophy
 - 11.14.5. Senior TT Races Norman Brown Trophy
 - 11.14.6. Supertwin TT Races Joe Craig Trophy
 - 11.14.7. Fastest lap of the event Jimmy Simpson Trophy

REPLICAS AND FINISHERS AWARDS AND NEWCOMERS AWARDS

- 11.15. SILVER REPLICAS
 - 11.15.1. In all solo races, Silver Replicas will be awarded to the competitors finishing within 105% of the winner's time.
 - 11.15.2. In all sidecar races, Silver Replicas will be awarded to the competitors finishing within 110% of the winner's time.
- 11.16. BRONZE REPLICAS
 - 11.16.1. In all solo races, Bronze Replicas will be awarded to the competitors finishing within 110% of the winner's time.
 - 11.16.2. In all sidecar races, Bronze Replicas will be awarded to the competitors finishing within 115% of the winner's time.
- 11.17. FINISHERS MEDALS
 - 11.17.1. Will be awarded to all other finishers.
- 11.18. NEWCOMERS MEDALS
 - 11.18.1. The first newcomer solo competitor, sidecar driver and sidecar passenger in each race will receive a medal and engraved plaque.

SECTION 12

TRAVELLING ALLOWANCE, APPEARANCE FEES AND PRIZE FUND

TRAVELLING ALLOWANCE

- 12.1. Whilst no concessions for competitors are currently available directly from any travel companies accessing the Isle of Man, the Promoters will offer a travelling allowance to assist competitors travelling to the Island.
- 12.2. This allowance is tiered depending on the residence of each solo competitor and sidecar driver and number of events contested. Sidecar passengers are not eligible for this allowance.
- 12.3. The allowance will be paid in GBP and will only be available by electronic payment direct to a bank account of the competitors choosing.
- 12.4. All competitors qualifying for an allowance will be contacted by the Promoter to confirm their bank details.
- 12.5. No payments will be issued using any other means.
- 12.6. Travel allowance will only be paid to those competitors who qualify for the allowance following the final Qualifying session of the event.
- 12.7. The travel allowance is tiered as follows:

12.7.1. UK Mainland Solo 1 Class	£200
12.7.2. UK Mainland Solo 2 Classes	£300
12.7.3. UK Mainland Solo 3 Classes	£400
12.7.4. UK Mainland Solo 4 Classes	£500
12.7.5. Rest of World Solo 1 Class	£300
12.7.6. Rest of World Solo 2 Classes	£400
12.7.7. Rest of World Solo 3 Classes	£500
12.7.8. Rest of World Solo 4 Classes	£600
12.7.9. UK Mainland Sidecar	£500
12.7.10. Rest of World Sidecar	£750

FERRY TRAVEL

- 12.8. Competitors and Teams will be sent the Isle of Man Steam Packet competitor booking form once entries are confirmed.
- 12.9. Any initial enquires can be made with the Steam Packet company by emailing them: IOM.reservations@steam-packet.com

SECTION 12

APPEARANCE FEES

- 12.10. Payments to teams and/or competitors may be negotiated directly between the Promoter and authorised representatives of the individual competitors and teams.
- 12.11. The following items will provide the basis for the payment criteria:
- 12.11.1. Potential media coverage value (team and / or competitor) achievable before, during and after event
 - 12.11.2. Demonstrable ability to promote the TT and Isle of Man positively (team and / or competitor)
 - 12.11.3. Social media reach
 - 12.11.4. Previous performance at TT (team and / or competitor)
 - 12.11.5. Previous recent performance at other high profile motorcycle international and domestic racing events (e.g. World Superbike Championship, British Superbike Championship, World Endurance Championship etc)
 - 12.11.6. Size and scale of team (infrastructure etc) and presentation
 - 12.11.7. The above list is neither exhaustive nor absolutely definable and should only be used as a guide.
- 12.12. Any competitor receiving additional appearance support or riding for a team which is receiving additional appearance support does not qualify for the travel allowance payments.
- 12.13. Competitors and teams receiving additional appearance support will not be paid without the submission of an invoice which can be submitted as per agreed contract terms and all payments will be subject to the normal Isle of Man Government payment terms.
- 12.14. Provided that the services are deemed by the Promoter in its absolute discretion to have been fully or substantially performed payment shall be made within 30 days of receipt of the said invoice.
- 12.15. Full or substantial payment shall require not less than the team and /or competitor(s) having made a definite and legitimate effort to perform the services.

SECTION 12

PRIZE FUND

- 12.16. The prize fund for the Isle of Man TT Races is funded by the Promoter.
- 12.17. The prize fund allocation is set out in Appendix H at the end of this document.
- 12.18. The money awarded to a solo competitor in accordance with the prize fund tables will be paid directly to the competitors nominated bank account which they provide via the entry system
 - 12.18.1. Prize payments made for the Sidecar TT Races, the prize fund specified will be paid in full to the Driver.
 - 12.18.2. No split payments will be made in regard to competitors and team or driver and passenger.
- 12.19. Prize Funds will be awarded based on race results only and not based on per lap results.
 - 12.19.1. In the event of a reduced race distance, the prize fund will be awarded as per the prize fund tables
 - 12.19.2. In the event of a race cancellation, the full prize fund will be split equally across all competitors who qualified to start the respective race
- 12.20. Additional prize funds will be awarded for Overall Class Winners and Best Privateer (see section 11).

SECTION 12

TECHNICAL REGULATIONS

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DEFINITIONS

HOMOLOGATED MACHINE

A motorcycle with a valid road homologation in one of the following areas: European Union, Japan or USA

STANDARD PART

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer

STOCK

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer

APPENDIX A

SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS

APPENDIX A

SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS 2024

Machines competing in the 2024 Isle of Man TT Superbike and Senior Races must comply with the Isle of Man TT Superbike and Senior Technical Regulations. These are as follows and are correct at the time of publication but are subject to any amendments made by race direction or the race organisers which will be issued by means of a TT 2024 Bulletin.

1. A manufacturers model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the Technical rules.
2. Other machines may be admitted at the discretion of the Organisers.
3. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of the Superbike 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.
4. The Race Organisers may accept any motorcycle model which appears on the FIM Superbike or Superstock homologation list for the relevant year.

5. MACHINE SPECIFICATIONS

- 5.1. All items not mentioned in the following articles must remain as originally produced by the manufacturers for the homologated machine.

6. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

- 6.1. The following engine configurations compose the Superbike Class:

- 6.1.1. Over 750cc up to 1000cc 4 cylinders 4 stroke
- 6.1.2. Over 750cc up to 1000cc 3 cylinders 4 stroke
- 6.1.3. Over 850cc up to 1200cc 2 cylinders 4 stroke
- 6.1.4. Other machines admitted at the discretion of the Organisers

- 6.2. The displacement capacity, bore and stroke must remain at the homologated size.

7. MINIMUM WEIGHTS

- 7.1. The minimum weight for motorcycles competing in the Superbike and Senior Class is 165kg. At any time during qualifying or racing, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
- 7.2. There is no tolerance on the minimum weight of the motorcycle.

7.3. During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

7.4. The established weight limit must be met in the condition the machine has finished the race; nothing can be added to the machine. This includes water, oil or fuel. During qualifying sessions, competitors may be asked to submit their motorcycle to a weight control. In all cases, the competitor must comply with this request.

7.5. 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 Chief Technical Officer at the preliminary inspections.

8. NUMBER PLATE COLOURS

8.1. The number plate colours for the Superbike and Senior Race is white plates with black numbers. In case of a dispute regarding the legality of numbers, the decision of the Race Management Team will be final.

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 TT but are not mandatory.

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

10.2 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.

10.3 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.

10.4 Tyre warmers must be used.

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

10.6 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.

APPENDIX A

- 10.7 Tyre pressures must remain within the tyre manufacturers recommended range.
- 10.8 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

11.2 CARBURATION INSTRUMENTS/FUEL INJECTION SYSTEM

11.2.1 Carburation instruments refer to throttle bodies and variable length intake track devices. Carburation instruments must remain as homologated.

11.2.2 Bell mouths (including their fixing points) may be altered or replaced.

11.2.3 The injectors must remain standard units as supplied on the homologated motorcycle.

11.2.4 Secondary butterflies may be removed if required along with associated parts, just the butterflies may also be removed leaving the remaining parts for engine braking control, the control arm actuating the primary throttle must remain standard.

11.2.5 Engine Braking/Air Bleed; an auxiliary valve can be fitted to bleed air past the butterfly to the standard air inlets. The inlet of the air bleed may breathe from atmosphere or from a hole made in the airbox, not both simultaneously. This is only applicable for models that do not have secondary butterflies or fly by wire throttle control.

11.2.6 The throttle body must remain as homologated but intake insulators or intake runners may be modified to allow the fitment of one air bleed stub per cylinder (maximum internal diameter of 8mm). If the throttle body is fitted with stubs as standard these may be opened to a maximum of 8mm internal diameter or the maximum that they will support. Standard stepper motor control will be disabled in the ECU if this option is utilised.

11.3 CYLINDER HEAD

11.3.1 The homologated cylinder head may be modified as follows:

11.3.2 Homologated materials and castings for the cylinder heads must be used.

11.3.3 The addition of material in the ports is allowed. Welding is forbidden. No other material may be added to the cylinder head. Material for these parts may only be removed by machining.

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

11.3.5 The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.

APPENDIX A

11.3.6 Valves must remain in the same location and at the same angle as the homologated model.

11.3.7 Valves must remain as fitted to the homologated machine.

11.3.8 Valve seats can be modified or replaced. The material must remain as homologated.

11.3.9 Valve guides must remain as homologated. Modifications to the port area are allowed.

11.3.10 Valve springs may be altered or replaced from those fitted to the homologated motorcycle. The material must remain as homologated.

11.3.11 Valve spring seats, spring retainers and cotters may be altered or replaced from those fitted to the homologated motorcycle. The material of the valve spring seat must remain as homologated.

11.3.12 Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.

11.3.13 The compression ratio is free.

11.3.14 The combustion chamber (shape) must remain as homologated.

11.3.15 The rocker arms (if any) must remain as homologated. Surface treatment such as super finishing or DLC coating are permitted.

11.3.16 The tappets/buckets must remain as homologated. Surface treatment such as super finishing or DLC coating are permitted.

11.4 CAMSHAFT

11.4.1 The method of drive must remain as homologated.

11.4.2 The duration and lift are free.

11.4.3 Surface treatments such as super finishing or DLC coating are permitted.

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

11.5 CAM SPROCKETS

11.5.1 Cam sprockets or cam gears may be altered or replaced to allow the degreeding of the camshafts.

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11.6 CYLINDERS

11.6.1 Cylinders must remain as homologated.

11.6.2 Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ration/squish or resurfacing to repair a warped cylinder surface deck.

11.6.3 The cylinder base gasket may be changed.

11.7 PISTONS

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

11.7.2 Piston rings must remain as fitted to the homologated machine and without modification of any kind.

11.7.3 Piston pins and piston circlips must remain as fitted to the homologated machine. Surface treatments such as DLC coating are permitted. The weight of the piston pin must be same as that found on the homologated machine.

11.8 CONNECTING RODS

11.8.1 Connecting rods may be altered or replaced from those fitted to the homologated motorcycle. The weight must be the same or greater that of the original homologated part.

11.8.2 The material can be the same as the original homologated item or steel.

11.8.3 The centre to centre length of the rod must be the same as the original homologated item.

11.9 CRANKSHAFT

11.9.1 Must remain as fitted to the homologated machine with the exception of the following:

11.9.1.1 Bearing Surfaces may be polished and or surface treated.

11.9.1.2 Balancing is allowed but only by the same method used by the manufacturer for the homologated crankshaft. The use of heavy metal i.e. Mallory Metal inserts are not permitted unless they are specified for the homologated machine.

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11.10 CRANKCASE AND ALL OTHER ENGINE CASES

11.10.1 No modification to the crankcases is allowed (including painting, polishing and lightening).

11.10.2 Side cover fasteners can be changed to lightweight metals ie. titanium.

11.10.3 Vacuum pumps are not allowed if not installed on the homologated motorcycle.

11.9.4 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.

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

11.9.6 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.

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

11.9.8 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.

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

11.11 TRANSMISSION/GEARBOX

11.11.1 All transmission/gearbox ratios, shafts, shift drum and selector forks may be altered or replaced. The design concept must remain the same as the original homologated parts.

11.11.2 Super finishing of gearbox components is permitted.

11.11.3 Primary gears (and ratio) must remain as homologated.

11.11.4 External quick shift sensors are allowed and must be wired to an input of the ECU.

11.11.5 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

APPENDIX A

11.12 CLUTCH

11.12.1 Aftermarket or modified clutches are permitted.

11.12.2 Back torque limiting capacity (slipper) is permitted.

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

11.12.4 Clutch springs may be changed.

11.13 OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

11.13.1 Original equipment oil pumps are required but may be modified. Modifications may include:

11.13.1.1 Blueprinting

11.13.1.2 Changing the pressure relief spring.

11.13.1.3 Reducing gear and housing thickness.

11.13.2 The external appearance must remain as homologated.

11.13.3 Aftermarket oil sumps and the associated pump pick up will be allowed.

11.13.4 Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.

11.13.5 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. Water pipes may be modified or replaced.

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

11.14 RADIATOR AND OIL COOLERS

11.14.1 The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.

11.14.2 Additional radiators may be added.

11.14.3 Oil coolers can be added to those machines not fitted with one as standard. An adaptor may be fitted between the oil filter and the engine to provide supply and return to an oil cooler. The standard heat exchanger may be removed.

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

11.14.5 Oil cooler must not be mounted on or above the rear mudguard.

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- 11.14.6 The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.
- 11.15 AIRBOX
 - 11.15.1 Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.
 - 11.15.2 Air filters, internal flap type valve and vacuum fittings may be removed, modified, or replaced with aftermarket parts.
 - 11.15.3 Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
 - 11.15.4 Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed if tubes/ducts are utilized, they must be attached to the original airbox inlets, modified as above.
 - 11.15.5 Velocity stacks may be modified, replaced with aftermarket parts or removed. The only modification permitted to the airbox to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.
- 11.16 FUEL SUPPLY
 - 11.16.1 Fuel pump and fuel pressure regulator must remain as homologated.
 - 11.16.2 No mechanical fuel pump is allowed unless installed in the homologated model.
 - 11.16.3 Fuel lines from fuel tank up to the injectors (fuel hoses, joints, clamps, delivery pipe, fuel canister) may be replaced.
 - 11.16.4 The fuel line(s) going from the fuel tank to the carburetion instruments must be located in such a way that they are protected from possible crash damage.
 - 11.16.5 Fuel vent lines may be replaced.
 - 11.16.6 Fuel filters may be added.
 - 11.16.7 Fuel petcock may be altered or replaced from those fitted to the homologated motorcycle.
- 11.17 EXHAUST SYSTEM
 - 11.17.1 Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.
 - 11.17.2 The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

APPENDIX A

11.17.3 Catalytic converters must be removed.

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

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

11.18 NOISE LIMIT

11.18.1 There is no maximum noise limit.

12 ELECTRICS AND ELECTRONICS

12.2 IGNITION SYSTEM

12.2.1 Spark plugs maybe replaced. Plug caps and coils must remain as homologated.

12.2.2 Battery is free.

12.2.3 Engine sensors may be changed from the standard sensors.

12.3 ECU

12.3.1 Only a BSB spec Motec ECU or standard/kit ECU available from or listed by the manufacturer may be used. The addition of a power commander type fuelling and ignition module only device maybe used with the standard or kit ECU. Flashing of the standard ECU is permitted.

12.3.2 No additional traction control type devices maybe added.

12.3.3 The RPM limit will be the manufacturers stated maximum RPM for the homologated machine + 750 RPM. A dynamometer will be used to check RPM limits and power output. All competitors must submit their machine for testing when directed to do so. This will be at the discretion of the Technical Director. If mandatory testing for all machines within this class are to take place (this will be notified at the Technical Briefing) this must be done no later than noon on Wednesday of practice week.

12.4 GENERATORS AND STARTER

12.4.1 No modifications allowed.

12.4.2 The electric starter must operate normally and always attempt to start the engine during the event (including at pre and post-race inspections). The starter must crank the engine at a speed suitable for starting for at least two seconds.

12.5 ADDITIONAL EQUIPMENT

12.5.1 Additional electronic hardware equipment not on the original homologated motorcycle may be added (ie. data acquisition, computers, recording equipment etc).

APPENDIX A

12.5.2 The addition of a device for infra-red (IR) transmission of a signal between the competitor and his team, used exclusively for lap timing is allowed.

12.5.3 Telemetry is not allowed.

12.6 WIRING HARNESS

12.6.1 The wiring harness is free.

13 SAFETY LIGHTS

13.2 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:

13.2.1 Safety lights must be of a robust quality and securely fitted in the approved position.

13.2.2 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.

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

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

13.2.5 The Safety light must be hard wired into the machines power supply and must turn on when the machines ignition is energized.

13.2.6 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.

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

13.3 See Appendix G, Fig. 2

14 FRAME AND BODY

14.2 The use of titanium in the construction of the front forks, the handlebars and the swing-arm spindle is forbidden.

15 FRAME BODY AND REAR SUB-FRAME

15.2 The main frame must remain as originally produced by the manufacturer for use on the homologated machine.

15.3 The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed.

15.4 Holes may be drilled on the frame only to fix approved components (ie. fairing brackets, steering damper mount).

15.5 The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original.

APPENDIX A

- 15.6 Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3mm from the original steering head.
- 15.7 All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the crankcases.
- 15.8 Rear sub frame may be changed or altered, but the type of material must remain as homologated or of higher specific weight.
- 15.9 The paint scheme is not restricted.

16 FRONT FORKS

- 16.2 Front forks in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc). NB. Upside down is a type of telescopic.
- 16.3 Suspension units may be replaced provided original mounts are used (i.e. electronic suspension may be replaced by conventional aftermarket items).
- 16.4 The upper and lower fork clamps (triple clamp, fork bridges) can be changed or modified.
- 16.5 Steering damper may be added or replaced with an aftermarket damper.
- 16.6 The steering damper cannot act as a steering lock limiting device.
- 16.7 Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

17 REAR FORK (SWING-ARM)

- 17.2 The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar materials is not allowed if not homologated on the original machine.
- 17.3 A chain guard must be fitted in such a way to reduce the possibility that any part of the competitor's body can become trapped between the lower chain run and the rear wheel drive sprocket. The area where the lower chain run comes into contact with the rear drive sprocket must be completely covered by the chain guard irrespective of wheel position within the swinging arm (i.e. long or short wheel base). See Appendix H, Fig. 1
- 17.4 Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
- 17.5 Brackets must have rounded edges (with a large radius).
- 17.6 Fastening screws must be recessed.

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18 REAR SUSPENSION UNIT

- 18.2 Rear Suspension Units may be replaced provided original mounts are used (ie. electronic suspension may be replaced by conventional after-market items)
- 18.3 The rear suspension linkage may be modified or replaced.
- 18.4 The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

19 WHEELS

- 19.2 Wheels may be replaced and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
- 19.3 Replacement wheels must be made from aluminium alloys. Wheel rim diameter (front and rear) should be 17 inches. Front wheel rim width is restricted to 3.5 inches. Rear wheel rim width is restricted to 6 inches.
- 19.4 Carbon fibre or carbon composite wheels are not allowed, even if the manufacturer has equipped the homologated production model with this type of wheel.
- 19.5 Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle.
- 19.6 The use of titanium and light alloys is forbidden for wheel spindles (axles).
- 19.7 Wheel balance weights may be discarded, changed or added to.
- 19.8 All wheels must be fitted with short stem valves and approved valve caps.

20 BRAKES

- 20.2 Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle.
- 20.3 Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle.
- 20.4 The use of a thumb operated rear brake master cylinder may be used as well as or in place of a foot operated unit.
- 20.5 Front brake callipers may be altered or replaced from those fitted to the homologated motorcycle.
- 20.6 Rear brake callipers may be altered or replaced from those fitted to the homologated motorcycle.
- 20.7 Brake pads may be altered or replaced from those fitted to the homologated motorcycle.

APPENDIX A

- 20.8 Brake couplings may be altered or replaced from those fitted to the homologated motorcycle.
- 20.9 The split of the front brake lines for both front brake callipers must be made at/or above the lower fork bridge (lower triple clamp).
- 20.10 Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy or composite materials for discs and brake callipers (i.e. aluminium beryllium carbon fibre etc.) is not allowed.
- 20.11 Anti-Lock Braking Systems (ABS) are not permitted.
- 20.12 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.
- 20.13 Any hand brake lever (scooter type) must be protected with a lever guard of the same type used for front brake levers.

21 HANDLE BARS AND HAND CONTROLS

- 21.2 Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- 21.3 Engine stop switch must be located on the handle bars.

22 FOOTREST/FOOT CONTROLS

- 22.2 Foot rest/foot controls may be relocated, but the original mounting points must be used.
- 22.3 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 22.4 The end of the foot rest must have at least an 8mm solid spherical radius.
- 22.5 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 Chief Technical Officer has the right to refuse any plug not satisfying this safety aspect.

23 FUEL TANK

- 23.2 Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle.
- 23.3 The fuel tank must be fixed to the frame from the front and the rear with a crash proof assembly system. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director/Chief Technical Officer has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.

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- 23.4 It is permitted to modify the standard manufacturers tank or make a new tank provided the silhouette of the tank in principle remains as homologated and the capacity does not exceed 24 litres.
- 23.5 A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).
- 23.6 Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 23.7 Fuel tank filler caps may be altered or replaced (no monza) from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- 23.8 The unleaded filler baffle may be removed from the fuel tank.
- 23.9 The same size fuel tank used in practice must be used during the entire event.

24 FUEL TANK HOMOLOGATION

- 24.2 Each manufacturer must affix a quality and test label on each fuel tank type that is produced for competition use. The quality and test label will be the recognition of a fuel tank model which has passed the FIM test procedure. Any fuel tanks made of non-ferrous materials (with the exception of aluminium and Titanium) must be tested according to the test procedure prescribed by the FIM.
- 24.3 Each manufacturer is responsible for testing its own fuel tank model(s) and will certify that the fuel tank exceeds the FIM test standard, if it has passed the FIM test procedure for fuel tanks.
- 24.4 All fuel tanks that are made to the same design, dimensions, number of fibre layers, grade of fibre, percentage of resin etc, must be identified with the same quality and test label.
- 24.5 The quality and test label will include the following information on each label affixed to each fuel tank; name of the fuel tank manufacturer, date of fabrication, code or part number, name of testing laboratory, fuel capacity.

25 FAIRING AND BODY WORK

- 25.2 Fairings, mudguards and body work must conform in principle to the homologated shape as produced by the manufacturer, irrespective of the model/year to encourage the most up to date visual impression.
- 25.3 Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- 25.4 Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
- 25.5 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.
- 25.6 Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.
- 25.7 Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer.
- 25.8 Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- 25.9 Rear mudguard may be added or removed.
- 25.10 Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.
- 25.11 Windscreen may be replaced.

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26 SEAT

26.2 Seat may be altered or replaced from those fitted to the homologated motorcycle.

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

26.4 The appearance from both front rear and profile must conform in principle to the homologated shape.

26.5 Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

26.6 Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

27 ALTERATIONS AND REPLACEMENTS

27.2 The following items may be altered or replaced from those fitted to the homologated motorcycle:

27.2.1 Gaskets and gasket material

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

27.2.3 Engine bearings must be as homologated

27.2.4 All fasteners (nuts, bolts, screws etc) – except internal engine bolts which must remain as homologated.

27.2.5 External surface finishes and decals

27.2.6 Any type of lubrication, brake or suspension fluid may be used.

28 REMOVALS AND REPLACEMENTS

28.2 The following items may be removed / replaced:

28.2.1 Instrument and instrument bracket and associated cables.

28.2.2 Speedometer and associated wheel spacers.

28.2.3 Chain guard

28.2.4 Tachometer

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29 ITEMS TO BE REMOVED

29.2 The following items must be removed:

- 29.2.1 Headlamp and indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- 29.2.2 Rear view mirrors
- 29.2.3 Horn
- 29.2.4 Licence plate bracket
- 29.2.5 Tool Box
- 29.2.6 Helmet hooks and luggage carrier hooks
- 29.2.7 Passenger foot rests
- 29.2.8 Passenger grab rails
- 29.2.9 Safety bar, centre and side stands must be removed (fixed brackets must remain)

30 ITEMS TO BE ALTERED

30.2 The following items must be altered:

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

- 30.2.1 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.
- 30.2.2 Throttle controls must be self-closing when not held by the hand.
- 30.2.3 All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases, oil lines, oil coolers etc.).
- 30.2.4 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 30.2.5 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.

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- 30.2.6 External oil filters (including those fitted with a drilled HEX) 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.
- 30.2.7 All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- 30.2.8 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.

APPENDIX B

SUPERSPORT TT TECHNICAL REGULATIONS

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SUPERSPORT TT TECHNICAL REGULATIONS 2024

Machines competing in the 2024 Isle of Man TT Races must comply with the Isle of Man TT 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 2024 British Supersport Championship regulations 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 8 (eight) 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 Isle of Man TT Race Management Team. Any application must be made no later than the closing date for entries on 31st January 2024
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 Isle of Man TT Race Management Team. 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 7.19 for rev limit information.

6. BALANCING VARIOUS MOTORCYCLE CONCEPTS

- 6.1. In order to equalize the performance of motorcycles used in the TT Supersport 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 by the Motorcycle Circuit Racing Control Board (MCRCB) in the 2024 British Supersport Championship.
- 6.3. Authorised parts and restrictions will be as documented in the MCRCB Authorised Parts list or these TT Supplementary Regulations.
- 6.4. The authorised parts list supersedes all the following regulations.

7. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

- 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 Isle of Man TT Race Management Team. 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.

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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 at the TT.

Ducati Panigale V2*	161 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

*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.

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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 TT 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 TT.

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/>>2024 MCRCB Authorised Parts List v1.7

11.1 FUEL INJECTION SYSTEMS

- 11.1.1** Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- 11.1.2** The original homologated fuel injection system must be used
- 11.1.3** Throttle bodies intake insulators may be modified.
- 11.1.4** The injectors must be standard units as on the homologated motorcycle.

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

11.2 CYLINDER HEAD

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

11.2.1.1 Grinding of the cylinder head surface on the side of the gasket.

11.2.1.2 Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden);

11.2.1.3 Original homologated valve guides may be cut or modified, but only on the intake or exhaust port side;

11.2.1.4 Polishing of the combustion chamber;

11.2.1.5 Original valve seats must be used, but modifications are allowed to their shape.

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

11.2.2 The combustion chamber may be modified.

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

11.2.4 Valves must remain as homologate by the original manufacturer.

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

11.2.6 Valve springs may be changed.

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

11.3 CAMSHAFT

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

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

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

11.4 CAM SPROCKETS OR GEARS

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

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11.5 CYLINDERS

11.5.1 No modifications are allowed.

11.6 PISTONS

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

11.7 PISTON RINGS

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

11.8 PISTON PINS AND CLIPS

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

11.9 CONNECTING RODS

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

11.10 CRANKSHAFT

11.10.1 No modifications are allowed.

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

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

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

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

11.12 LATERAL COVERS AND PROTECTION (INCLUDING SUPERSPORT NG)

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

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

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

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- 11.12.4** Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 11.12.5** FIM or MCRCB approved covers will be permitted without regard of the material or dimensions, composite covers are not allowed.
- 11.12.6** The 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 in to 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

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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	15,500 rpm
MV Agusta F3 800	3cy 800cc	14,200 rpm
Suzuki GSX-R600	4cy 600cc	16,000 rpm
Suzuki GSX-R750	4cy 750cc	14,200 rpm
Triumph 675R	3cy 675cc	15,200 rpm
Triumph ST765RS	3cy 765cc	13,750 rpm
Yamaha YZF-R6	4cy 600cc	16,000 rpm

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12 ELECTRICS AND ELECTRONICS FOR ‘SUPERSPORT’ MACHINES (FOR ‘SUPERSPORT NEXT GENERATION’ MACHINES SEE CLAUSE 13)

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

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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-SLOWSS3-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

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- 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 warm up 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.

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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.

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

16. FRONT FORKS

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

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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 Chief Technical officer / Technical Directors 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 competitions.

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

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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.

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- 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. HANDLE BARS AND HAND CONTROLS

- 21.1. Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced.
- 21.2. Handle bars 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.

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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 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.

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- 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.

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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 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.

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. Tool box.
- 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 (including those fitted with a drilled HEX) 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.
- 31.7. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

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APPENDIX C

SUPERSTOCK TT TECHNICAL REGULATIONS

TOURIST TROPHY

APPENDIX C

SUPERSTOCK TT TECHNICAL REGULATIONS 2024

Machines competing in the Isle of Man TT Superstock Race must comply with the Isle of Man TT Superstock Regulations. These are as follows and are correct at the time publication but are subject to any amendments made by race direction or the race organisers which will be issued by means of a TT 2024 Bulletin.

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

1. The motorcycles must be homologated by the original manufacturer only.
2. A manufacturer model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the technical regulations.
3. All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). Any machine that has had its frame replaced and therefore does not carry a V.I.N. MUST be approved by the technical Director before Technical inspection begins on the first day of qualifying.
 - 3.1. The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the engines crankcases.
4. As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for reasons of safety.
5. Superstock motorcycles require FIM Homologation or prior approval from the TT organisers.
6. All machines must comply with all requirements of Road Racing as specified in the ACU standing regulations.
7. The Appearance from front, rear and the profile of Superstock 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, engine case and tank guards / covers are excluded from this regulation.

8. MACHINE SPECIFICATIONS

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

9. DISPLACEMENT CAPACITIES

- 9.1. Superstock 1000 Over 750cc up to 1000cc 4 stroke 3 and 4 cylinders.
- 9.2. Over 850cc up to 1200cc 4 stroke 2 cylinders.
- 9.3. Over 1000cc up to 1100cc 4-stroke 4 cylinders maximum
- 9.4. The displacement capacities must remain at the homologated size
- 9.5. Increasing the bore/stroke size to reach class limits is not allowed

10. VERIFICATION OF MACHINES

- 10.1. In the Superstock TT Race a Dynamometer will be used to check power output and RPM limit. Motorcycles must be submitted for these checks at the instruction of the Technical Director.

11. TYRES

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

- 11.1. Tyres may be replaced from those fitted to the homologated motorcycles.
- 11.2. 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.
- 11.3. 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.

- 11.4. Tyre warmers must be used.
- 11.5. Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- 11.6. 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.
- 11.7. Tyre pressures must remain within the tyre manufacturers recommended range.
- 11.8. The tyre direction (where applicable) and the date of manufacture should be highlighted in tyre paint.

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11.9. During the race, the changing of wheels/tyres is strictly forbidden. All machines must use the same tyres for the duration of the race. Failure to comply will result in a significant time penalty. In the event of extreme weather conditions, the Technical Director may allow tyre changes mid-race. This will be communicated via a bulletin issued during the event.

11.10. There are no single manufacturer-controlled tyre regulations at the TT.

12. MINIMUM WEIGHT

12.1. The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.

12.2. The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and the main stand when fitted but with oil and radiator liquid at the prescribed level). To confirm the dry weight a minimum of three motorcycles are weighed and compared. The result is rounded off to the nearest digit.

12.3. The minimum weight value is determined by the dry weight value (kg)

12.3.1. 1000cc 4 cylinders 174kg

12.3.2. 1200cc 2 cylinders 174kg

12.4. 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.

12.5. 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.

12.6. At any time during the event, the weight of the whole machine (including the tank and its contents) must be not less than the minimum weight.

12.7. During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control.

13. FUEL

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

14. ENGINE

14.1. CARBURETION INSTRUMENTS / FUEL INJECTION SYSTEM

14.1.1. Carburetion instruments refer to throttle bodies and variable length intake track devices.

14.1.2. Carburation instruments must remain as homologated.

14.1.3. Bell mouths must remain as originally produced by the manufacturer for the homologated machine.

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14.1.4. The injectors must remain standard units as on the homologated motorcycle.

14.2. CYLINDER HEAD

14.2.1. No modifications are allowed

14.2.2. No material may be added or removed from the cylinder head.

14.2.3. The Cylinder head gasket and the cylinder base gasket cannot be changed from the standard homologated one.

14.2.4. The valves, valve seats, guides, springs, tappets, oil seals, shims, valve cotters, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine.

14.2.5. Valve spring preload shims are not allowed.

14.3. CAMSHAFT

14.3.1. No modifications are allowed.

14.3.2. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. rocker arms) the valve lift is measured.

14.3.3. The timing of the camshaft cannot be altered from the manufacturers homologated timing

14.4. CAM SPROCKETS OR GEARS

14.4.1. No dimensional modifications are allowed.

14.4.2. Cam sprocket retaining bolts may not be modified and must remain as homologated.

14.5. CYLINDERS

14.5.1. No modifications are allowed.

14.5.2. The cylinder base gasket cannot be changed from the standard homologated one.

14.6. PISTONS

14.6.1. No modifications are allowed (including polishing and lightening).

14.7. PISTON RINGS

14.7.1. No modifications are allowed.

14.8. PISTON PINS AND CLIPS

14.8.1. No modifications are allowed.

14.9. CONNECTING RODS

14.9.1. No modifications are allowed (including polishing and lightening)

14.10. CRANKSHAFT

14.10.1. No modifications are allowed (including polishing and lightening).

14.11. CRANKCASE/GEARBOX HOUSING

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- 14.11.1. Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
- 14.11.2. 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.

14.12. LATERAL COVERS AND PROTECTION

- 14.12.1. 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.
- 14.12.2. 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.
- 14.12.3. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 14.12.4. FIM or MCRCB approved covers will be permitted without regard of the material.
- 14.12.5 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.
- 14.12.6 The Chief Technical Officer has the right to forbid any cover, if the evidence shows the cover is not effective.
- 14.12.7 No damaged cases will be permitted unless approved by the Chief Technical Officer.

14.13 TRANSMISSION/GEARBOX

- 14.13.5 No modifications or alterations are allowed to the gears, gearbox or gear ratios.
- 14.13.6 Other modifications or additions to the gearbox or selector mechanism are not permitted.
- 14.13.7 Aftermarket Quick shift systems are allowed.
- 14.13.8 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- 14.13.9 The front sprocket cover can be modified or eliminated.

14.14. CLUTCH

- 14.14.1. No modifications are allowed.
- 14.14.2. Only friction and drive discs may be changed but their numbers must remain as original.
- 14.14.3. Clutch springs may be changed but the number must remain as that on the homologated model.

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14.14.4. The clutch secondary (or spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model.

14.15. OIL PUMPS AND OIL LINES

14.15.1. No oil pump modifications are allowed

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

15. RADIATOR AND OIL COOLERS

15.1. The only liquid engine coolants permitted will be water. No additives are allowed.

15.2. Additional radiators and / or oil coolers are not allowed.

15.3. The radiator tubes to and from the engine can be changed but the system must be maintained. Expansion or header tanks may be changed/relocated.

15.4. Protective mesh/grill can be added in front of the oil and/or water radiator(s).

15.5. Radiator fan and wiring may be removed.

16. AIR BOX

16.1. The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed.

16.2. The air filter element may be modified or replaced.

16.3. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

17. EXHAUST SYSTEM

17.1. Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.

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

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

17.4. Catalytic converters must be removed.

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

17.6. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

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17.7. There is no maximum noise limit for the TT.

18. FUEL SUPPLY

18.1. Fuel pump and fuel pressure regulator must remain as homologated.

18.2. Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

18.3. Quick connectors or dry break quick connectors may be used.

18.4. Fuel vent lines may be replaced.

18.5. Fuel filters may be added.

19. ELECTRONIC CONTROL UNIT (ECU)

19.1. The following ECU packages are permitted:

19.1.1. The standard, homologated ECU may be used without any modification to its firmware/software. The addition of a piggy back type fuel / ignition module (Power Commander / Bazzaz / RapidBike etc) may be used in this case.

19.1.2. The standard, Homologated ECU may be Flashed using only the “customer available” firmware/software supplied by the manufacturer of the homologated machine. No additional external control modules may be used in this case. The parameters for function and adjustment cannot exceed that of the “customer available” software/firmware.

19.1.3. The “customer available” KIT ECU supplied by the manufacturer of the homologated machine may be used. The parameters for function and adjustment cannot exceed that of the customer available “kit” ECU.

19.1.4. Alternatively, the central unit ignition/engine control unit/ECU must remain as homologated or be listed in the 2023/2024 MCRCB Authorised Parts List – Authorised Optional Electronics Superstock 1000. This gives the option to use Motec M130 ECU with BSTK Firmware in line with current National SSK regulation.

19.1.5. Superstock motorcycles over 1000cc and up to 1100cc 4-cylinder, must be equipped with the MCRCB/MSVR specified ECU and dash, see MCRCB/MSVR authorised parts list. Full details of the motorcycle model and the MCRCB/MSVR prescribed technical interventions will be published by Bulletin. This ECU option and specification may be utilised for all machine models in the 1000/1200 4-cylinder class only.

19.1.6. For the avoidance of doubt, flashing the standard supplied ECU using anything other than the homologated motorcycle manufacturers approved software/firmware is NOT authorised.

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19.1.7. IN ALL CASES THE MAXIMUM RPM LIMIT CANNOT EXCEED THAT OF THE STANDARD, HOMOLOGATED MOTORCYCLE.

19.2. Auto tuning map devices are not allowed.

19.3. All machines may undergo mandatory dynamometer testing to verify RPM limits and power outputs. Random dynamometer testing may also take place throughout the event.

19.4. If requested by the Technical Director, competitors must disclose full details of the ECU package they have fitted to their machine. The Technical Director reserves the right to inspect hardware, firmware and software on any machine at any time during the event.

19.5. Spark plugs may be replaced.

19.6. Ignition coils must remain as fitted to the homologated machine.

19.7. All other sensors used for engine management must remain as fitted to the homologated machine.

20. DASH/COMBINATION METER

20.1. The standard dash may be replaced with an aftermarket item.

21. ADDITIONAL EQUIPMENT

21.1. Additional electronic hardware equipment not on the original homologated motorcycle may be added for the recording of data. This is limited to four channels only which are (1) Front suspension, (2) Rear suspension, (3) Lambda, (4) Front Brake pressure.

21.2. CAN BUS channels may be logged, but no signals may be sent to the ECU via CAN BUS

21.3. No device may be connected to the homologated ECU diagnostic port.

21.4. Use of a lap timer display is permitted. This must be a standalone, self-powered device.

21.5. All such systems must be approved by Technical Control.

21.6. The addition of a device for infrared (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

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

21.8. Telemetry is not allowed.

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22. WIRING HARNESS

- 22.1. A manufacturer's kit wiring harness may be used only if the manufacturer's approved kit ECU is used.
- 22.2. The original wiring harness may be modified only as indicated hereafter:
 - 22.2.1. The unused wiring loom elements supplying current to direction indicators, horn, ignition contact and key lock etc together with any unused road going equipment may be unplugged or removed.
 - 22.2.2. Modifications to the wiring loom to enable repositioning of any under seat equipment is permitted.
 - 22.2.3. In all instances the standard manufacturer's connection ports for diagnostics and ECU communication must remain as supplied by the manufacturer although their position on the machine may be altered.

23. BATTERY

- 23.1. Battery may be replaced, if replaced nominal capacity must be equal or higher than the homologated type.

24. GENERATORS

- 24.1. No modifications allowed.
- 24.2. The electric starter must operate normally and always be able to start the engine during the event (including at pre and post-race inspections). The engine must start and run when the electric starter has stopped its procedure.

25. FRAME BODY AND REAR SUB FRAME

- 25.1. Frame must remain as originally produced by the manufacturer for the homologated machine.
- 25.2. For the avoidance of doubt machine models fitted with steering head cap bearing inserts, the manufacturer's standard original fitted homologated inserts for that model are the only ones allowed.
- 25.3. The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.
- 25.4. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
- 25.5. Nothing can be added by welding or removed by machining from the frame body.
- 25.6. All motorcycles must display the manufacturers' vehicle identification number (VIN) on the frame body (chassis number).
- 25.7. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

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- 25.8. In order to assist in accommodating larger capacity fuel tank required on TT Superstock machines the rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.
- 25.9. 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.
- 25.10. Bolt on accessories to the rear sub-frame may be removed.
- 25.11. The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

26. FRONT FORKS

- 26.1. Forks (stanchions, stem, wheel spindle, upper, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.
- 26.2. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle. Upper and lower fork clamps may be drilled and tapped in order to mount brake or clutch fluid reservoirs providing their structural integrity is not compromised.
- 26.3. A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.
- 26.4. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of a homologated electronic fork set). Fork caps that extend the length of the fork are permitted.
- 26.5. Dust seals may be modified, changed or removed providing the fork remains totally oil-sealed.
- 26.6. MECHANICAL FORKS: Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- 26.7. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of internal shims and springs. The original suspension system must work safely in the event of an electronic failure.
- 26.7.1. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

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27. REAR FORK (SWING ARM)

- 27.1. The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.
- 27.2. 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.
- 27.3. Rear swing arm pivot position must remain in the homologated position (as supplied on the production machine)
- 27.4. If the standard machine has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified.
- 27.5. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.
- 27.6. 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). Fastening screws must be recessed.
- 27.7. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- 27.8. The sides of the swing arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

28. REAR SUSPENSION UNIT

- 28.1. Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.
- 28.2. MECHANICAL SUSPENSION: Rear suspension unit and spring may be changed.
- 28.3. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of shims and springs). The original suspension system must work properly safely in the event of an electronic failure.
 - 28.3.1. The electronic shock absorber can be replaced with a mechanical one.

29. WHEELS

- 29.1. Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
- 29.2. The speedometer drive may be removed and replaced with a spacer.
- 29.3. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- 29.4. No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorised.
- 29.5. In order to accommodate those competitors that wish to use a superstock machine in the Superbike races. It is permissible to replace the rear axle, chain adjusters and rear caliper bracket to a "Quick Change" arrangement. However, please remember wheel changing during the Superstock race is forbidden.
- 29.6. Any such arrangement must be authorised by the Technical Director prior to the first practice session.
- 29.7. Wheel spacers can be modified.
- 29.8. Modifications to keep spacers in place are permitted.
- 29.9. Wheel diameter and rim width must remain as originally homologated. Any suitable inner tube (if fitted) or inflation valves may be used.
- 29.10. Wheel balance weights may be discarded, changed or added to.
- 29.11. Wheels from a previous model year and from the same motorcycle manufacturer may be used providing no other modifications have to be made in order to facilitate their use.
- 29.12. Alternative wheels must be of the same diameter, rim width and no lighter than those fitted to the homologated motorcycle.
- 29.13. Carbon Fibre / composite wheels are permitted only when fitted as original equipment on the homologated machine and have been certified by the manufacturer as "Fit for purpose" for racing use on the TT mountain course. Optionally, these may be replaced by an alternative ALUMINIUM wheel from the same manufacturer or an aftermarket racing wheel supplier. In any case they must be of the same diameter and rim width as the Carbon Fibre / composite wheel they replace and weight must be no lighter than the homologated composite wheels.

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30. BRAKES

- 30.1. Brake discs can be replaced by aftermarket discs which comply to the following rules:
 - 30.1.1. Brake discs and carrier must retain the same material as the homologated disc and carrier.
 - 30.1.2. A 'wave' type disc can be replaced with a round disc.
 - 30.1.3. The outside and inner diameter of the brake disc must remain the same as on the homologated disc.
 - 30.1.4. The thickness of the brake disc may be increased by 20% and must continue to fit into the homologated brake calliper without any modification. The number of floaters is free.
- 30.2. The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- 30.3. Anti-lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.
- 30.4. The ABS pump may be removed.
- 30.5. The ABS rotor wheel can be deleted, modified or replaced. Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- 30.6. 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 callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.
- 30.7. The rear brake calliper bracket may be fixed on the swing arm, but the bracket (support) must maintain the same mounting (fixing) points for the calliper as used on the homologated machine. A modification of these parts is authorised. The swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or using a heli-coil.
 - 30.7.1. In order to accommodate those competitors that wish to use a superstock machine in the Superbike races. It is permissible to replace the rear axle, chain adjusters and rear caliper bracket to a "Quick Change" arrangement. However. Please remember wheel changing during the Superstock race is Forbidden.
 - 30.7.2. Any such arrangement must be authorised by the Technical Director prior to the first practice session.
- 30.8. The front master cylinder must remain as originally produced by the manufacturers for the homologated machine.
- 30.9. Hand/Thumb operated rear brake systems may be used. These can utilise either the standard master cylinder or an aftermarket master cylinder.
- 30.10. Any hand brake lever (scooter type) must be protected with a lever guard of the same type used for front brake levers.

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- 30.11. Front and rear brake fluid reservoirs may be changed with an aftermarket product.
- 30.12. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- 30.13. Quick (or “dry-brake”) connectors in the brake lines are permitted. Front and rear brake pads may be changed. Brake pad locking pins may be changed to enable the use of security lockwire.
- 30.14. Additional air scoops or ducts are not allowed.
- 30.15. 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.

31. HANDLEBARS AND HAND CONTROLS

- 31.1. Handlebars may be replaced (does not include brake master cylinder).
- 31.2. Handlebars and hand controls may be relocated.
- 31.3. Throttle controls must be self-closing when not held by the hand.
- 31.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as homologated.
- 31.5. Clutch and brake lever may be exchanged by an aftermarket copy. An adjuster to the brake lever is allowed.
- 31.6. Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

32. FOOTREST/FOOT CONTROLS

- 32.1. Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original.
- 32.2. Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 32.3. The end of the footrest must have a minimum 8mm solid spherical radius. Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this.

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33. FUEL TANK

- 33.1. Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle. Carbon aramid or fibreglass materials are not authorised in the construction of fuel tanks.
- 33.2. The fuel tank must be fixed to the frame in the same way as the standard fuel tank. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director / Chief technical Officer have the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.
- 33.3. It is permitted to modify the standard manufactures fuel tank or make a new tank provided the silhouette of the tank conforms in principle to the homologated machine and the capacity does not exceed 24 litres.
- 33.4. Fuel tanks with breather pipes must be fitted with non-return valves which discharge into a visible catch tank with a minimum volume of 250cc made of a suitable material.
- 33.5. Fuel Tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- 33.6. The unleaded filler baffle may be removed from the fuel tank.
- 33.7. The same size fuel tank used for practice must be used during the entire event.

34. FAIRING/BODY WORK

- 34.1. The fairing and bodywork may be replaced with cosmetic duplicates of the original parts, but these must conform in principle to the shape of the homologated machine, with slight differences allowed due to the racing use (different attachment points, fairing bottom etc.). The materials may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- In the interest of safety, any aero devices (wings/winglets) that protrude from the main body and that are subject to high load, at speed, are permitted to be made from a carbon composite material. Dimensionally such devices must conform, in principle, to the shape and size of those supplied on the homologated machine and be securely attached. In the case of a dispute the Technical Directors decision will be final.**
- 34.2. Overall size and dimensions should be the same as the original part.
- 34.3. The windscreen may be replaced by transparent material which may include a second screen.
- 34.4. As an alternative a replacement screen may replace the original homologated screen.

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34.5. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (oil containment) device. This device cannot exceed above a line drawn horizontally from axle to axle.

- 34.6. The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden.
- 34.7. All other fairing brackets may be altered or replaced.
- 34.8. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
- 34.9. The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- 34.10. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upwards for increased tyre clearance.
- 34.11. Rear mudguards fixed on the swinging arm can be modified, changed or removed but if fitted the original profile must be respected.
- 34.12. All exposed edges must be rounded.
- 34.13. Motorcycles can be equipped with inner ducts 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.

35. SEAT

- 35.1. The appearance from both front rear and profile must conform to the homologated shape.
- 35.2. 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.
- 35.3. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- 35.4. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- 35.5. All exposed edges must be rounded.

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36. FASTENERS

- 36.1. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.
- 36.2. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 36.3. Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.
- 36.4. Fairing/body work fasteners may be changed to the quick disconnect type.
- 36.5. Aluminium fasteners may only be used in non-structural locations.
- 36.6. On the grounds of safety, the use of a sump oil drain bolt containing a magnet may be used on any Superstock machine. Contrary to Appendix C, article 36.1 the material of the sump oil drain bolt may be titanium.

37. SAFETY LIGHTS

- 37.1. 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:
 - 37.1.1. Safety Light must be of a robust quality and securely fitted in the approved position.
 - 37.1.2. 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.
 - 37.1.3. Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 37.1.4. Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 37.1.5. The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running.
 - 37.1.6. 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.
 - 37.1.7. Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
- 37.2. See Appendix G, Fig. 2

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38. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED

38.1. The following Items may be altered or replaced from those fitted to the homologated motorcycle

- 38.1.1. A special one-way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- 38.1.2. Any type of lubrication, brake or suspension fluid may be used.
- 38.1.3. Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).
- 38.1.4. Instrument bracket(s).
- 38.1.5. Painted external surface finishes and decals.

Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

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- 39.1.4. Instrument bracket(s).
- 39.1.5. Painted external surface finishes and decals.
- 39.1.6. Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

40. THE FOLLOWING ITEMS MAY BE REMOVED

40.1. The following items may be removed:

- 40.1.1. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- 40.1.2. Chain guard as long as it is not incorporated in the rear fender.
- 40.1.3. Bolt on accessories on a rear sub frame.

41. THE FOLLOWING ITEMS MUST BE ALTERED

41.1. The following items must be altered:

- 41.1.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- 41.1.2. 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.
- 41.1.3. All external engine oil drain plugs must be correctly torqued and be lock wired.
- 41.1.4. Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 41.1.5. 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.
- 41.1.6. External oil filters (including those fitted with a drilled HEX) 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.
- 41.1.7. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- 41.1.8. 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.

APPENDIX D

SUPERTWIN TT TECHNICAL REGULATIONS

APPENDIX D

SUPERTWIN TT TECHNICAL REGULATIONS 2024

Machines competing in the Isle of Man TT Supertwin Races must comply with the Isle of Man TT Supertwin Regulations. These are as follows and are correct at the time publication but are subject to any amendments made by race direction or the race organisers which will be issued by means of a TT 2024 Bulletin.

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

1. 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.
2. Eligible machines must be, or have been available for sale to the public and be homologated / Type approved (or the equivalent single vehicle approval for low volume manufacturers) for road use from 2011 or later.
3. 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 2024.

4. FRAME AND SWING ARM

- 4.1 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.
- 4.2 Swing arm may be replaced from a model of the same manufacturer 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 axle 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.

5 SUSPENSION

- 5.1 Forks may be changed or modified. Fork yokes / triple clamp may be changed. Original internal parts of the fork may be modified or replaced. Aftermarket damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced beyond the homologated standard to allow external adjustments. The use of carbon fibre for structural elements of the fork is not permitted.
- 5.2 Steering damper may be added or changed. The addition of steering damper mounting lugs to the chassis by welding is permitted.
- 5.3 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.

6. BRAKES

- 6.1. Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.
- 6.2. Front Brake and rear brake calipers may be changed or modified.
- 6.3. Front and rear brake pads may be changed.
- 6.4. Front and rear master cylinders may be changed.
- 6.5. 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).
- 6.6. 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.

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

7. WHEELS

- 7.1. Wheels may be replaced. Carbon fibre or composite wheels are not permitted.
- 7.2. Wheel rim diameter and width are free.

8. TYRES

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

- 8.1. Tyres may be replaced from those fitted to the homologated motorcycles.
- 8.2 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 tyre's side wall.
- 8.3 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 manufacturer's date stamp at time of fitting.

There are no controlled tyre regulations for the TT.

- 8.4 Tyre warmers must be used.
- 8.5 Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- 8.6 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.
- 8.7 Tyre pressures must remain within the tyre manufacturer's recommended range.
- 8.8 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.

9 CONTROLS

- 9.2 Footrest and foot controls may be replaced or relocated.
- 9.3 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.

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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.

10 BODYWORK, TANK, FAIRING AND SEAT UNIT

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

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

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

10.5 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.

10.6 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.

11 BATTERY

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

12 ENGINE

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

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

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

FOR CLARITY AND THE AVOIDANCE OF DOUBT ARTICLE 12.4 AND 12.8 HAVE BEEN BROKEN DOWN AND REPLACED WITH SUB SECTIONS AS FOLLOWS:

12.4 The original OEM cylinder head must be used. Gas flow modifications normally associated with individual tuning are permitted. Valve seat angles may be modified. Intake manifolds may be modified or replaced.

12.4.1 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.

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- 12.4.2 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.
- 12.4.3 Valve Springs are free and may be modified or replaced.
- 12.4.4 Valve Spring retainers and cotters are free and may be modified or replaced.
- 12.4.5 Valve spring seats are free and may be modified or replaced.
- 12.4.6 Valve lash caps (buckets) may be modified. The use of anti-friction/anti wear coatings is permitted.
- 12.4.7 Cylinders may be modified (i.e. machining gasket faces to adjust deck hight/squish etc) but the cylinder bore size must remain standard.

12.5 Compression ratio of the engine may be changed.

12.6 Pistons may be replaced.

12.7 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.

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

12.9 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.

13 IGNITION/FUEL SYSTEM

13.1 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.

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

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

13.3 RPM Limits:

13.3.1 650cc machines 11,000 RPM

13.3.2 651cc to 700cc machines* 11,000 RPM

13.3.3 *The Aprilia RS660 to have a RPM limit of 11,500RPM.

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

14 THROTTLE BODIES

14.1 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.

14.2 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.

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

14.4 Bell mouths may be modified, removed or changed.

14.5 Air boxes may be modified or replaced.

15 TRANSMISSION

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

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

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

15.4 The use of slipper clutch assemblies is permitted.

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

16 ELECTRICS

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

16.2 The alternator may be modified or changed.

16.3 The original wiring harness may be modified or replaced.

16.4 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.

17 EXHAUST SYSTEM

17.1 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.

18 BREATHERS

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- 18.1 All motorcycles must have a closed breather system. All oil breather lines must be connected and discharge in the air box only. The lines must discharge above the throttle bodies. They cannot discharge into the inlet tract or the exhaust air inlet system. The breather line must go engine to airbox direct or engine to catch tank to air box. All connections must be sealed so there are no direct atmosphere emissions.
- 18.2 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 only be used and controlled as homologated.

19 ENGINE CRASH COVERS

- 19.1 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.
- 19.2 The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.
- 19.3 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.
- 19.4 FIM or MCRCB approved covers will be permitted without regard of the material or dimensions.
- 19.5 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.
- 19.6 The Technical Director has the authority to refuse any cover not complying with the above.

20 FASTENERS

- 20.1 Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications.
- 20.2 The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

21 CHAIN GUARDS

- 21.1 A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. See Appendix H, Fig. 1.

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22 FUEL

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

23 RADIATOR AND OIL COOLER

- 23.1 Original radiator and oil cooler can be replaced. An oil cooler can be added if not fitted as standard. The radiator breather must vent into a visible catch tank with a minimum volume of 250cc.

24 OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

- 24.1 All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 24.2 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.
- 24.3 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.
- 24.4 External oil filters (including those with a drilled HEX) 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.

25 MINIMUM WEIGHT

- 25.1 Weight limit for all machines in the Supertwin class is 150kg
- 25.2 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.
- 25.3 There is no tolerance on the minimum weight of the motorcycle.
- 25.4 In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race
- 25.5 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.
- 25.6 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.
- 25.7 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.

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26 SAFETY LIGHTS

- 26.1 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:
- 26.1.1 Safety Light must be of a robust quality and securely fitted in the approved position.
 - 26.1.2 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.
 - 26.1.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 26.1.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 26.1.5 The Safety light must be hard wired into the machines power supply and must turn on when the machine ignition is energised.
 - 26.1.6 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.
 - 26.1.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
- 26.2 See Appendix G, Fig. 2

27 THE FOLLOWING ITEMS MUST BE REMOVED

- 27.1 Headlamp
- 27.2 Rear lamp and turn signal indicators
- 27.3 Rear view mirrors
- 27.4 Horn
- 27.5 License plate bracket
- 27.6 Tool box
- 27.7 Helmet hooks and luggage carrier hooks
- 27.8 Passenger foot rests
- 27.9 Passenger grab rails
- 27.10 Safety bars
- 27.11 Centre and side stands.

APPENDIX E

SIDECAR TT TECHNICAL REGULATIONS

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SIDECAR TT TECHNICAL REGULATIONS 2024

Sidecar TT machines must comply with the following requirements.

1. ENGINE TYPES

- 1.1. Only serial production engines are permitted for this class and can be of the following type:
 - 1.1.1. Maximum 600cc, 4 stroke, 4-cylinder, production based.
 - 1.1.2. Maximum 675cc, 4 stroke, 3-cylinder, production based.
 - 1.1.3. Maximum 900cc, 4 stroke, parallel twin cylinder, production based.
- 1.2. V-Twin engines are not permitted.
- 1.3. Rotary engines are not permitted.
- 1.4. Turbo charging and super charging is not permitted.
- 1.5. Over-boring is not permitted. Standard bore size for the chosen production-based engine must remain unchanged.
- 1.6. Crankshaft stroke must be as found on the chosen production-based engine must remain unchanged.

2. ALLOWED INDUCTION SYSTEMS

- 2.1. Carburettor engines are not permitted.
- 2.2. Fuel injection systems are permitted using only the throttle bodies for the engine brand and type utilized. Injectors may be changed or modified.
- 2.3. Primary Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position or removed.
- 2.4. Any fuel pump may be used.
- 2.5. Any fuel pressure regulator may be used but the fuel pressure must remain as homologated.
- 2.6. The Engine Control Unit (ECU) and wiring loom is free.
- 2.7. All engine, gearbox and clutch modifications are allowed with the exception of bore and stroke. This must remain as found on the homologated machine.
- 2.8. All external engine oil drain plugs must be correctly torqued and be security lock wired.

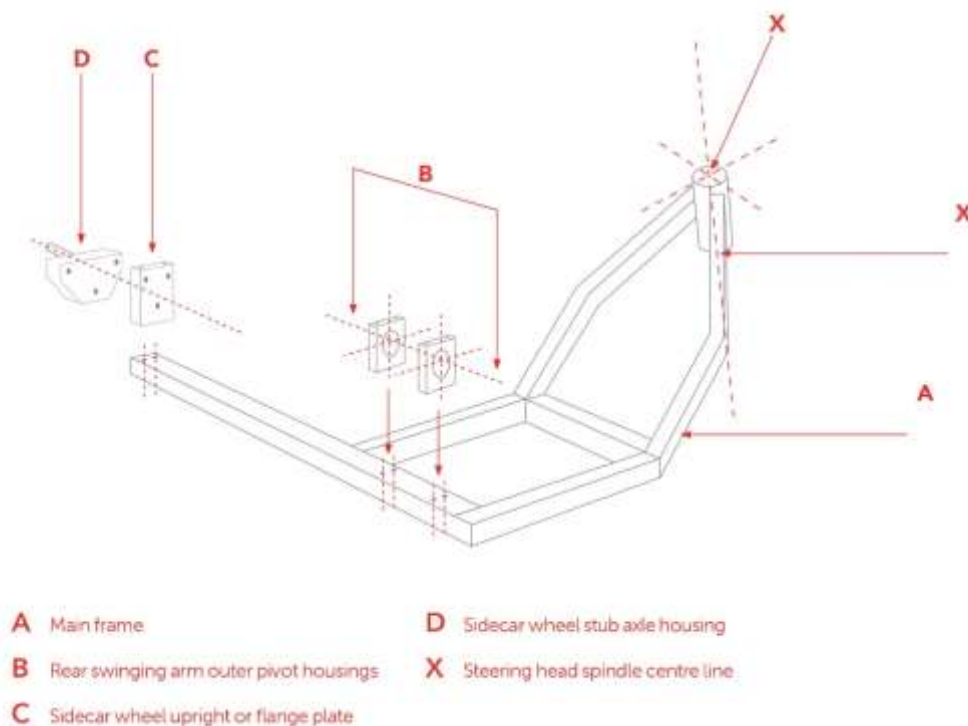
3. GENERAL CONSTRUCTION

- 3.1. The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the competitor nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
- 3.2. The three road wheels may be disposed as to give two or three tracks.
- 3.3. If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
- 3.4. A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.
- 3.5. The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube.
- 3.6. The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm, measured at right angles to any flat face.
- 3.7. These three components must be permanently fixed by TIG welding or brazing.
- 3.8. The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings is forbidden.
- 3.9. The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable. The upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, while any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate is forbidden.
- 3.10. The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate; the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing is forbidden.
- 3.11. Reinforcement of the steering head is allowed. The steering head may be fully boxed in. Should any lightening or inspection holes be added to the “fully boxed in” section they will be deemed as still “fully boxed in” and not open.

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- 3.12. The front forks are to be either a leading / trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be TIG welded or brazed during construction. The lower loop must be made of good quality steel and TIG welded or brazed during construction.
- 3.13. Minimum suspension travel to be 20mm.
- 3.14. The rear swinging arm must be made of good quality steel or aluminium, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis are forbidden.
- 3.15. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.
- 3.16. The use of titanium in the construction of the frame, front forks, handle bars, swinging arm and wheel spindles is forbidden.
- 3.17. For wheel spindles, the use of light alloys is also forbidden.
- 3.18. Under trays must be detachable.
- 3.19. Monocoque construction is forbidden.

FIGURE 1



4. ENGINE POSITION

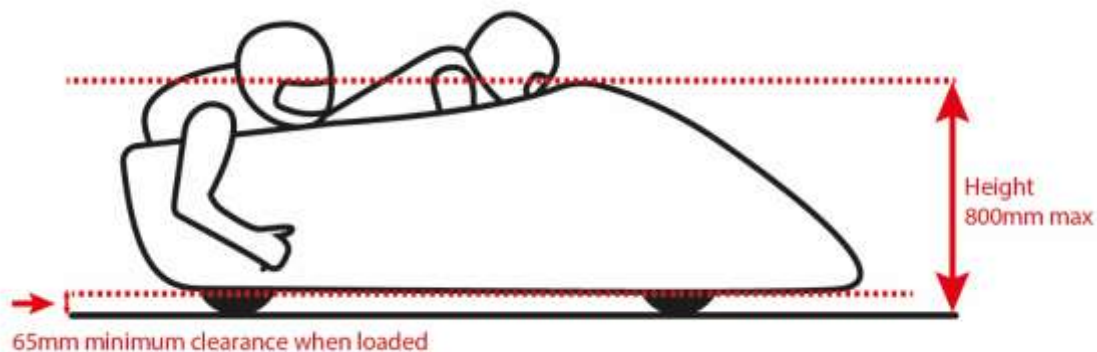
- 4.1. The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.
- 4.2. The engine must be positioned behind the steering head and in front of the driver.
- 4.3. An engine positioned behind the competitor and in front of the rear wheel is forbidden.

5. DIMENSIONS

- 5.1. The minimum weight for all sidecar outfits competing at the TT is 220.0kg. At any time during qualifying or racing, the weight of the whole outfit (including the tank, its contents and all bodywork) must not be less than the minimum weight.
 - 5.1.1. There is no tolerance on the minimum weight of the sidecar outfit.
 - 5.1.2. During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.
 - 5.1.3. The addition of ballast in order to reach the minimum weight is forbidden.
- 5.2. Width (Overall Maximum) 1575mm.
- 5.3. Wheelbase (Maximum) 1651mm.

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- 5.4. Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.
- 5.5. Height (Overall Maximum) 800mm.
- 5.6. The ground clearance measured over the entire length and width of the vehicle in a race ready condition, fully loaded with Driver, Passenger, and fuel must not be less than 65mm with the steering in the straight-ahead position. Tyres pressures must be set to recommended operating pressures and not over inflated. Note that the ground clearance will be measured with all Bodywork fitted and secured to the outfit. A tolerance of a maximum 3mm may be granted only if authorised by the Chief Technical Officer.



6. STREAMLINING AND BODYWORK

- 6.1. All streamlining and bodywork must, when mounted and secured, be ridged enough to prevent excessive flex and movement in order to eliminate the possibility of it contacting / interfering with the steering system throughout its full range of movement.
- 6.2. All main mounting pins/plates forward of the steering head must be secured to the bodywork with a steel plate no smaller than 100mm square. This must be both riveted and bonded (e.g. fibreglass/resin) to the bodywork in order to render it a permanent and secure fixing point. For verification purposes all Rivet Heads must be intact and visible on the outside of the bodywork.
- 6.2.1. For the avoidance of doubt. A main mounting point is defined as a fixture or fitting that robustly secures the bodywork directly to the chassis.
- 6.3. There must be no fewer than four main mounting pins/pegs secured with “R” clips dispersed appropriately around the main bodywork. All bodywork fixing pins/pegs must always be secured with “R” clips or similar.

- 6.4. The streamlining and bodywork must be fixed securely to the outfit in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting point.
- 6.5. The streamlining must be detachable for technical inspection.
- 6.6. Aerofoils or spoilers are not permitted on streamlining.
- 6.7. Whatever the position of the steering, there must be a minimum space 20mm between the inside of the bodywork and any part of the steering mechanism or front wheel/tyre. This includes but is not limited to: control levers, forks, dampers etc.
- 6.8. A solid and effective protection must be fitted between the competitor and the engine. This protection must prevent direct contact between competitors' body or clothing and escaping flames or leaking fuel or oil.

7. PASSENGER PLATFORM

- 7.1. Minimum dimensions 800mm by 300mm measured 150mm above the platform.
- 7.2. The orientation is free.
- 7.3. DRIVER: The competitor in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.
- 7.4. PASSENGER: The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable handholds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted.

8. AIR INTAKES

- 8.1. Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

9. OIL AND COOLANT CONTAINMENT

- 9.1. In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- 9.2. The surrounding edges of the tray must be at least 50mm above the bottom of the tray, measured vertically from the tray oil containment material must be fixed to this tray and the sides.
- 9.3. The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.
- 9.4. The rear face of the tray should be to the height of the swinging arm and the minimum width should be equal to the width of the rear tyre.

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- 9.5. The gear lever must exit via a rubber boot or two rubber curtains.
- 9.6. The chain slot must have a rubber/brush curtain fitted.
- 9.7. Holes for the engine mounts (hangers) must be sealed.
- 9.8. From a vertical view, the engine must be located completely inside the oil tray platform.
- 9.9. The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.
- 9.10. All machines must use this tray.
- 9.11. All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.
- 9.12. This material shall be securely fixed to the following areas of the sidecar:
- 9.12.1. The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.
 - 9.12.2. Any bodywork directly covering the engine.
 - 9.12.3. In the event that oil is absorbed by the material, it must be replaced before the next track session.
- 9.13. The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.
- 9.14. All absorbent material shall be non-flammable by design.
- 9.15. Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
- 9.16. Oil coolers must not be mounted on or above the bodywork of the sidecar.
- 9.17. The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged in an accident.
- 9.18. Ignition pick-up covers must be lock wired.
- 9.19. Clutch centre covers must be lock wired.

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- 9.20. All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 9.21. 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.
- 9.22. 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.
- 9.23. External oil filters (including those fitted with a drilled HEX) 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.
- 9.24. Any machine wishing to use a chain oiling device may do so only if that system is enclosed to ensure the complete containment of any excess lubricant.

10. AIRBOX

- 10.1. An airbox must be used with all engines.
- 10.2. The airbox intake sizes are restricted as follows:
- 10.2.1. If 1 intake is used a maximum of 103mm internal Diameter is permitted.
 - 10.2.2. If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.
 - 10.2.3. The maximum number of intake holes at the point of restriction i.e. within 50mm of the point of entry into the airbox will be either one for a single intake or two for a double intake
- 10.3. The airbox must completely close around the induction bell-mouths
- 10.4. The throttle-bodies may be entirely within the airbox.
- 10.5. The engine must have a closed breather system.
- 10.6. The engine breather must be connected and discharge in the airbox.
- 10.7. The airbox must cover and collect fluids discharged from the bell-mouths.
- 10.8. The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.

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10.9. This oil containment must hold a minimum of 1000 cc of oil.

10.10. The airbox must be sealed to prevent spillage of oil or fuel.

11. OIL CATCH TANKS

11.1. Motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox.

12. WHEELS

12.1. The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

12.2. The use of magnesium wheels is forbidden.

13. STEERING

13.1. Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.

13.2. Any form of remote steering is forbidden.

13.3. Handlebar width 450mm minimum.

13.4. Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.

13.5. Whatever the position of the handlebars the front wheel must never touch the streamlining.

13.6. Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

14. THROTTLE CONTROLS

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

15. CONTROL LEVERS

15.1. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

APPENDIX E

16. BRAKES

- 16.1. All three wheels must be braked. The brake system must consist of:
- 16.2. One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
- 16.3. If one circuit fails the other must work efficiently.
- 16.4. An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
- 16.5. Only ferrous discs allowed.

17. TYRES

- 17.1. For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.
- 17.2. The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.
- 17.3. Hoosier R20 compound tyres are currently the only sidecar tyre brand authorised to be used for TT 2024 in the following sizes and references :-

20.0/7.0 - 13 -Front/Chair-	Ref 43140 (R20 compound)
20.0/7.5 - 13 -Chair-	Ref 43167 (R20 and R35b compound)
20.0/9.0 - 13 -Rear-	Ref 43187 (R20 compound)
20.0/10.0 - 13 -Rear-	Ref 43195 (R20 compound)
20.5/70-13 – Chair -	Ref 43164 (R35b compound)

18. MUDGUARDS AND WHEEL PROTECTION

- 18.1. The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel.
- 18.2. The sidecar wheel must be enclosed from the sidecar platform.

19. EXHAUST PIPES

- 19.1. Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. The exhaust exit pipe must be no more than 45 degrees to the vertical
- 19.2. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.

APPENDIX E

19.3. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

20. FUEL TANK

20.1. Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe. This pipe must discharge into a suitable catch tank, minimum capacity 500ml.

20.2. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

21. BATTERY

21.1. The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

22. CUT-OUT DEVICE

22.1. An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.

22.2. Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

23. RED SAFETY LIGHT

23.1. Sidecars must be equipped for the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.

23.2. The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.

23.3. The red safety light must be switched on at all times during every practice/race session.

23.4 The Safety light must be hard wired into the machines power supply and must turn on when the machines ignition is energized.

23.5 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.

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

APPENDIX E

24 REAR VIEW MIRROR

24.4 External rear view mirrors having suitable dimensions and mountings are optional.

25 FUEL

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

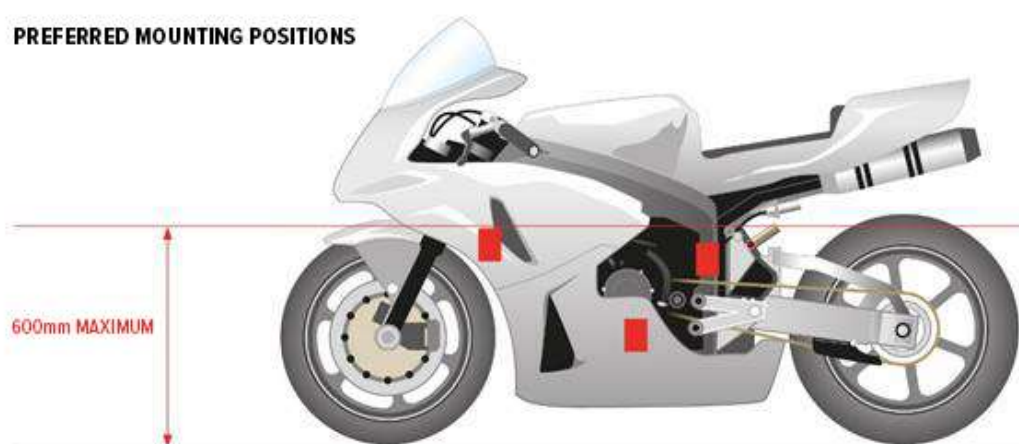
APPENDIX F

TRANSPONDERS

APPENDIX F

TRANSPONDERS

1. An AMB TranX 260 or compatible transponder must be used.
2. Ensure that the transponder holder is fitted securely, preferably using bolts and Nylock nuts. (if tie-wraps are used at least two sufficiently strong tie-wraps are needed to secure the holder).
3. The transponder must be mounted vertically and not horizontally.
4. The securing pin must be at the top.
5. Fit the transponder holder in a safe and secure position.
6. Mount the transponder so that it is preferably no more than 2 ft (60 cm) from the ground.
7. Mount the transponder so that it is away from heat generating bodies such as the exhaust.
8. Mount the transponder so that it has a clear view of the ground as possible. Note - the transponder signal will not pass through metal or carbon fibre based plastics.
9. Push the 'R' clip right through as far as possible in order to prevent it being accidentally pushed out.
10. The transponder must be fitted whenever your machine is taken into the assembly area and whenever it is on the course, including timed and untimed practice sessions.
11. The transponder must be charged and 'flashing' green and fitted to the machine when presented for Technical Inspection.
12. Disregarding any of the above guidelines may result in your time(s) not being recorded.
13. No time will be recorded at all if the transponder is not fitted or has not been charged.
14. If attached to the fork leg the transponder must not interfere with the steering lock.
15. The transponder must not be fitted between the top and bottom yokes on the fork legs



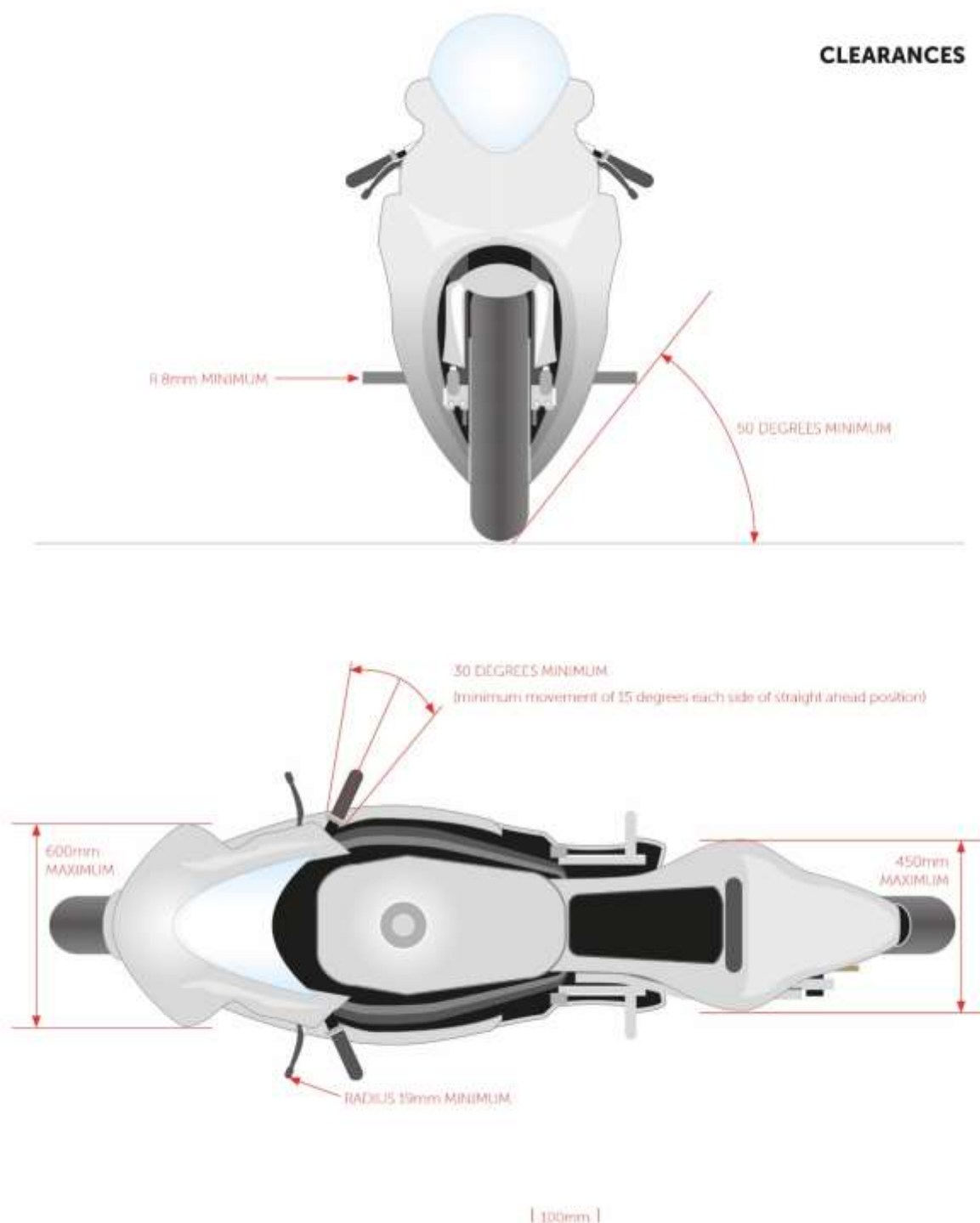
APPENDIX C

CLEARANCES AND BODYWORK DIMENSIONS

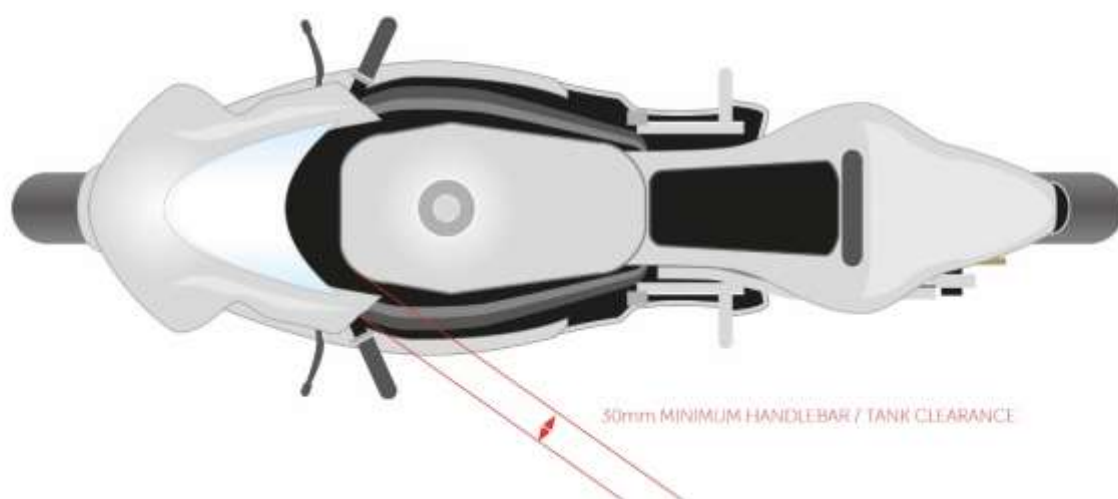
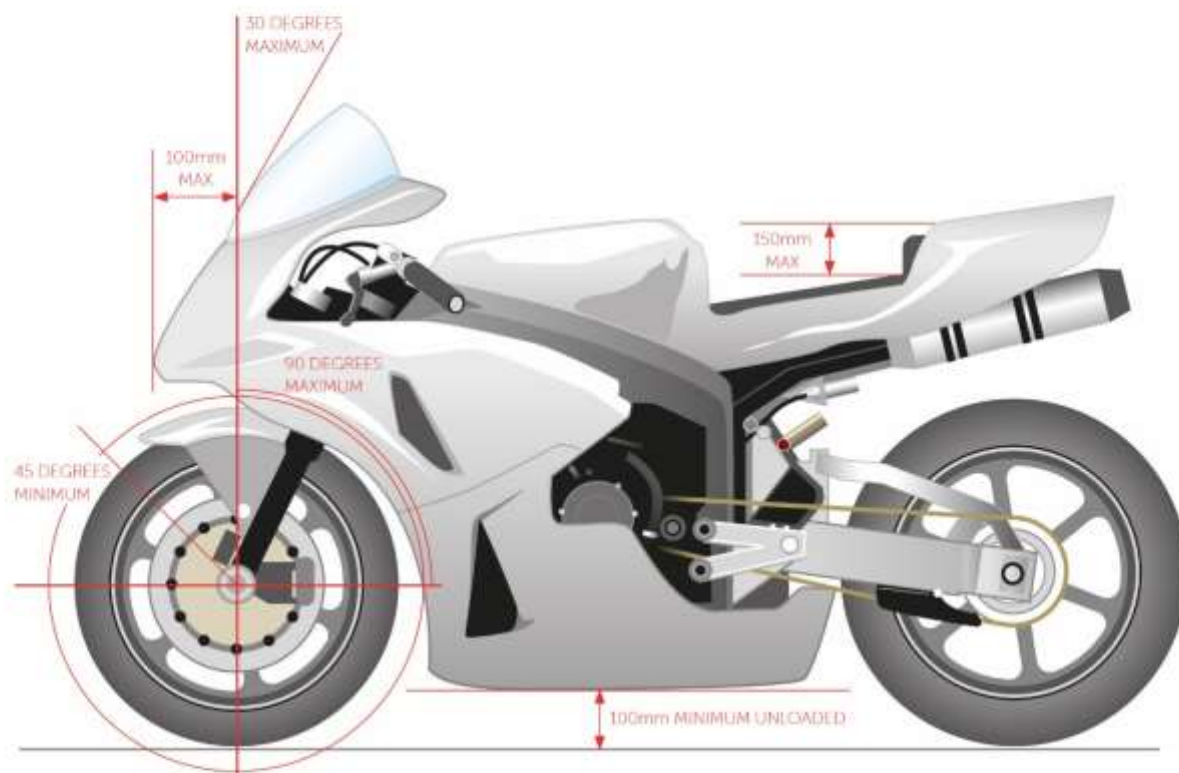
APPENDIX G

CLEARANCES AND BODYWORK DIMENSIONS

FIG 1. CHAIN GUARD



BODYWORK DIMENSIONS



APPENDIX G

FIG 1. CHAIN GUARD

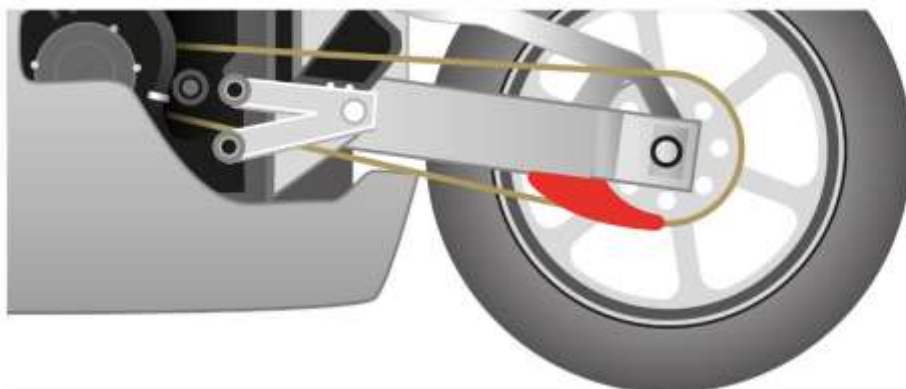
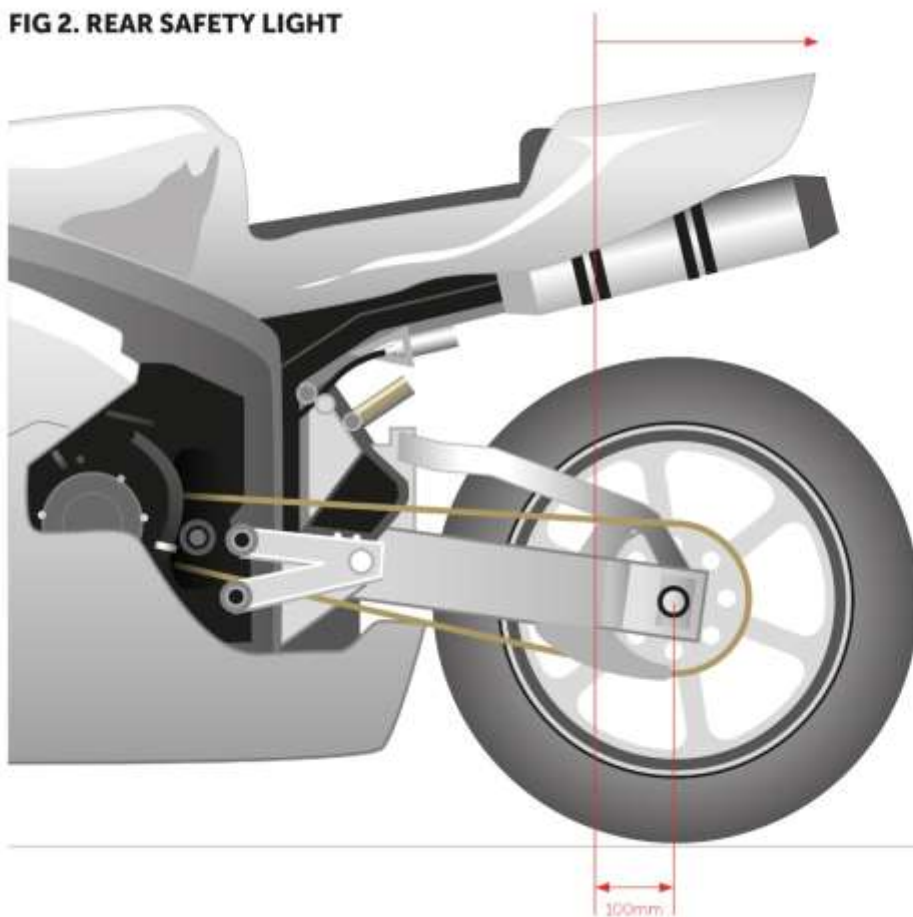


FIG 2. REAR SAFETY LIGHT



APPENDIX H

PRIZE FUND

TOURIST TROPHY

SUPERBIKE TT RACE

1. The following prize fund will be awarded for the Superbike TT Race. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£20,000.00
2nd Place	£12,000.00
3rd Place	£7,500.00
4th Place	£5,000.00
5th Place	£4,000.00
6th Place	£3,000.00
7th Place	£2,500.00
8th Place	£2,000.00
9th Place	£1,500.00
10th Place	£1,000.00
11th Place	£900.00
12th Place	£800.00
13th Place	£700.00
14th Place	£600.00
15th Place	£500.00

TOTAL PRIZE FUND £62,000.00

SENIOR TT RACE

2. The following prize fund will be awarded for the Senior TT Race. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£25,000.00	11th Place	£1,400.00
2nd Place	£15,000.00	12th Place	£1,300.00
3rd Place	£10,000.00	13th Place	£1,200.00
4th Place	£7,000.00	14th Place	£1,100.00
5th Place	£5,000.00	15th Place	£1,000.00
6th Place	£4,000.00	16th Place	£900.00
7th Place	£3,000.00	17th Place	£800.00
8th Place	£2,500.00	18th Place	£700.00
9th Place	£2,000.00	19th Place	£600.00
10th Place	£1,500.00	20th Place	£500.00

TOTAL PRIZE FUND £84,500.00

3. The overall winner of the Superbike TT and Senior TT will receive the following cash prize. In the event of a tie, the rider with the fastest lap in the class across the two races will be declared the winner
 - a. The prize to be awarded will be £5,000

APPENDIX H

SUPERSPORT TT RACES

4. The following prize fund will be awarded for each of the Supersport TT Races. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£10,000.00
2nd Place	£6,000.00
3rd Place	£3,000.00
4th Place	£2,500.00
5th Place	£2,000.00
6th Place	£1,500.00
7th Place	£1,000.00
8th Place	£900.00
9th Place	£800.00
10th Place	£700.00
11th Place	£600.00
12th Place	£500.00
13th Place	£400.00
14th Place	£300.00
15th Place	£200.00
TOTAL PRIZE FUND PER RACE	£30,400.00

5. The overall winner of the Supersport TT Races will also receive the following prize. In the event of a tie, the rider with the fastest lap in the class across the two races will be declared the winner
- a. The prize to be awarded will be £5,000

SUPERSTOCK TT RACES

6. The following prize fund will be awarded for each of the Superstock TT Races. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£8,000.00
2nd Place	£6,000.00
3rd Place	£3,000.00
4th Place	£2,000.00
5th Place	£1,000.00
6th Place	£900.00
7th Place	£800.00
8th Place	£700.00
9th Place	£600.00
10th Place	£500.00
TOTAL PRIZE FUND PER RACE	£23,500.00

7. The overall winner of the Superstock TT Races will also receive the following prize. In the event of a tie, the rider with the fastest lap in the class across the two races will be declared the winner
- a. The prize to be awarded will be £4,000

APPENDIX H

SUPERTWIN TT RACES

8. The following prize fund will be awarded for each of the Supertwin TT Races. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£6,000.00
2nd Place	£4,000.00
3rd Place	£3,000.00
4th Place	£2,000.00
5th Place	£1,000.00
6th Place	£900.00
7th Place	£800.00
8th Place	£700.00
9th Place	£600.00
10th Place	£500.00

TOTAL PRIZE FUND PER RACE £19,500.00

9. The overall winner of the Supertwin TT Races will also receive the following prize. In the event of a tie, the rider with the fastest lap in the class across the two races will be declared the winner
- a. The prize to be awarded will be £3,000

SIDECAR TT RACES

10. The following prize fund will be awarded for each of the Sidecar TT Races. Prizes will be awarded as per the official results issued by the Clerk of the Course

1st Place	£8,000.00
2nd Place	£6,000.00
3rd Place	£3,000.00
4th Place	£2,000.00
5th Place	£1,000.00
6th Place	£900.00
7th Place	£800.00
8th Place	£700.00
9th Place	£600.00
10th Place	£500.00

TOTAL PRIZE FUND PER RACE £23,500.00

11. The overall winner of the Sidecar TT Races will also receive the following prize. In the event of a tie, the rider with the fastest lap in the class across the two races will be declared the winner
- a. The prize to be awarded will be £4,000

APPENDIX H

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