

The
BLACKFORD FINANCIAL SERVICES
2020
Pre T.T. Classic Road Race Meeting



Promoted by
Southern 100 Motorcycle Racing Ltd. - Isle of Man

A NATIONAL COMPETITION

Held under the National Sporting Code of the Auto-Cycle Union (4th Edition)
And the 2020 Standing Regulations for Road Races of the Auto-Cycle Union

Permit No. A.C.U. 58528 and these Supplementary Regulations

On

**FRIDAY 29th, SATURDAY 30th MAY
& MONDAY 1st JUNE 2020**

To be held on
**THE COLAS BILLOWN CIRCUIT, near CASTLETOWN
ISLE OF MAN.**

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENTS

(a) The promoting Club is Southern 100 Motorcycle Racing Ltd., Castletown, Isle of Man. hereinafter termed "The Club".

(b) The Title for the Event is **The Blackford Financial Services Pre T.T. Classic Road Races**

(c) The Meeting will be held on the Colas Billown Circuit, Castletown, Isle of Man

(d) **On Friday 29th, Saturday 30th May and Monday 1st June 2020.**

The Meeting will consist of the following races to be held on

SATURDAY 29th May & MONDAY 1st June 2020.

RACE 1 – SIDECAR RACE 1 – For Classic three-wheeler machines of over 300cc but not exceeding 1300cc commencing on Saturday 29th May at 3:20 pm

RACE 2 - LIGHTWEIGHT RACE for solo machines of over 175cc but not exceeding 250cc. commencing on Monday 1st June at 9:30am, and on completion followed by: -

RACE 3– JUNIOR RACE for solo machines of over 251cc but not exceeding 350cc, and on completion followed by: -

RACE 4– 850cc CLASSIC RACE for solo machines of 400cc but not exceeding 850cc, and on completion followed by: -

RACE 5 – JUNIOR SUPERBIKE RACE for Post Classic Superbikes 230cc to 350cc Two Stroke plus 600cc Four Stroke four Cylinder Machines & 750cc four stroke twin cylinder machines and on completion followed by: -

RACE 6 – SINGLES RACE for solo single cylinder machines of over 120cc but not exceeding 350cc commencing on Monday 1st June at 1:25pm this race will be divided into 2 classes: - Class A up to 250cc and Class B 251cc to 350cc and on completion followed by: -

RACE 7 - SENIOR RACE for solo machines over 351cc but not exceeding 500cc & on completion followed by: -

RACE 8 – SUPERBIKE RACE for Post Classic Superbikes from 601cc to 1300cc and on completion followed by

RACE 9 – SIDECAR RACE for three-wheeler machines of over 300cc but not exceeding 1300cc.

Please be aware that you must achieve the qualification time and be within the fastest 26 riders or the 4 nominated by the Club to be included in the race grid.

(e) Held under A.C.U. Permit ACU 58528

(f) Permanent Course Licence No 028.

(g) The meeting, which is National Status, will be held under the National Sporting Code (NSC) and Standing Regulations of the A.C.U., these Supplementary Regulations and any other further instructions issued, or official announcements made. Each entry, if accepted, will form a contract between the Club and entrant/rider, 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/rider in the meeting.

(h) The definition of a "Classic" machine is given in the appendix of these Regulations, except for Race 5/8 where machines must comply with the Post Classic Eligibility Rules Group One/Two.

(i) A Concours d'Elegance will be held at Castletown Market Square on Tuesday 2nd June, between 2:00 pm and 4:00 pm. All competitors are eligible to enter.

2 OFFICIALS

A.C.U. Steward: TBA

Club Steward: Des Evans

Deputy Clerk of the Course: Ruth Costain

Incident Officer: Dave Ali

A.C.U. Timekeeper in Charge: Kevin Brookes

Chief Medical Officer: Dr. Sally Simmons

Secretary of the Meeting and Child Protection Officer: George Peach, Ellerslie, 128 Malew St., Castletown Isle of Man IM9 1LT Phone: **01624 822546**, Mobile: **07624 471301** Email: chairman@southern100.com

I.O.M. Centre Steward: TBA

Clerk of the Course: Peter Oates

Assistant Clerk of the Course: Andy Clark

Chief Club Marshal: Peter Chadwick

Chief Technical Official: Dave Redmayne

Media Officer: Phil Edge

3. ELIGIBILITY**(a) ACU/SACU licence holders**

Open to riders who are 18 years of age or over and who hold current National Licence issued by the ACU/SACU.

(b) All riders not holding a Licence issued by the ACU or SACU

Eligibility details for riders who do not hold an ACU or SACU licence are still to be confirmed. Riders must contact the Southern 100 Club for more details before submitting an entry.

(c) The Organisers undertake to insure each rider and passenger indemnifying them against third party claim made, arising out of the races or official practice excluding claims by any other rider or passenger, entrant, sponsor or mechanic.

4. ENTRIES AND ENTRY FEES

(a) All entries must be made on the Official Entry Form and sent to the Secretary of the Meeting.

(b) Entries will be made on the form supplied with these Regulations and sent to **George Peach, Secretary of the Meeting, Ellerslie, Malew Street, Castletown, Isle of Man IM9 1LT or emailed to entries@southern100.com**

(c) All ACU/SACU licence holders are covered by the ACU's Public Liability and Personal Accident Cover. The Public Liability policy covers for up to £40 million in each and every claim.

Races Entry Fee	Entry Fee ACU/SACU	Entry Fee MCUI/FMN
First Solo Race Entered	£160-00	£80-00
Each Additional Race Entered	£50-00	£40-00
All Sidecar Races per crew	£240-00	£120-00

(d) Cheques, bank transfers and PayPal are to be made payable to Southern 100 Motorcycle Racing Ltd. See the entry form for bank details and PayPal address.

(e) The Club reserve the right to refuse any entry, and abandon, cancel or postpone the meeting or alter the programme of races and awards.

(f) Entry Fees will be refunded less administration costs, only if an entry is refused or the Meeting is cancelled or postponed for more than 24 hours.

(g) No Entry Form will be accepted if the Competition Licence No. is omitted or the words "applied for" inserted, or the Entry Form is not signed.

(h) Current Competition Licences must be produced when signing on. Any Rider who fails to do so may only be permitted to take part in the Meeting at the discretion of the Stewards of the Meeting and may be liable to a fine not exceeding £10-00.

(i) In the interest of safety, the Club would like to make it clear that entries must be of a standard equal to the status of the meeting. The Club reserves the right to withdraw any competitor/machine it considers not to be of the standard required to make the meeting as safe as possible

5. LIMITATION OF ENTRIES

(a) **Up to 40 entries will be accepted in all solo races. However only 30 riders are permitted to start. These will be made up of the fastest 26 riders in qualifying plus 4 nominated by the Club. In the sidecar classes up to 25 entries will be accepted. However, only 20 riders will be allowed to start, these will be made up of the fastest 17 riders and 3 nominated by the Club.**

(b) Entries will be considered in order of receipt by the Race Secretary, before the official closing date of entries, on **30th March 2020.**

(c) **Please note there is no support race this year due to time constraints, the onus is on you to qualify for your race.**

(d) The Club reserves the right to refuse any entry.

(e) Riders will be notified within 21 days of receipt of entry whether they have been accepted, held in abeyance, accepted as a reserve or refused. Reserve riders so nominated are offered the opportunity to withdraw, but if they elect nomination as same, they must accept in writing within 48 hours of receiving such notification. Once a competitor commences practice, he is deemed to have forfeited his entry fee even if he does not qualify for that race.

(f) **All newcomers must submit three full sets of results of recent meetings to allow the Race Sub Committee to consider their entry.**

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6. CHANGE of MACHINE or RIDER

As in A.C.U. N.S.C., applications must be made to the Clerk of the Course in writing, c/o The Secretary of the Meeting at least 1 hour before the start of the race concerned.

7. AWARDS

RACE	1	2	3	4	5	6a	6b	7	8	9
1 st	300	400	500	500	500	250	250	500	500	300
2 nd	200	250	300	300	300	150	150	300	300	200
3 rd	150	150	175	175	175	100	100	175	175	150
4 th	125	125	150	150	150	75	75	150	150	125
5 th	100	100	125	125	125	60	60	125	125	100
6 th	75	90	100	100	100	45	45	100	100	75
7 th		80	85	85	85			85	85	
8 th		60	70	70	70			70	70	
9 th		50	60	60	60			60	60	
10 th		40	50	50	50			50	50	
F/Lap	50	50	50	50	50	50	50	50	50	50

(a) Trophies will be awarded to the winner of each race. The first three finishers in each race will receive a replica. The winner will also receive a garland and the first three finishers will receive a commemorative hat. In the 500cc Race the rider of the first Twin Cylinder machine to finish will receive the **Cliff Gobell Trophy**, and the rider of the first Single Cylinder machine to finish will receive the **Peter Jarmann Trophy**. In the 350cc Race the rider of the first Single Cylinder machine to finish will receive the **Eddie Byers Trophy**. The highest placed **newcomer** in each race will also receive a trophy and a cash award of £50. The first three machines manufactured before 1993 in race 5 Junior Superbike will receive additional cash awards of 1st £200, 2nd £100, 3rd £50

(b) All competitors flagged as finishers will receive a Finishers Plaque provided that they have completed two-thirds of the total number of laps for that race and finished within 5 minutes of the winner. Only one Finishers Plaque will be awarded irrespective of the number of races a competitor finishes.

(c) All competitors must collect their Finishers Awards and Trophies at the Prize Presentation in Castletown Square. **If you are unable to attend it is imperative that you inform the Secretary of the Meeting on Monday afternoon 1st June, so that alternative arrangements can be made. The onus is on the rider to notify the Secretary of the Meeting if they have not received a Finishers Award or Trophy that they are entitled to.** All Cups and Trophies are for Annual Competition and shall remain the property of the Club. **Prize Winners are requested to present cheques for payment within six months, or they will become void and the prize forfeited.**

8. PROGRAMME OF RACES

Race	Class	Laps	Miles	Race	Class	Laps	Miles
1	Sidecar Race 1	4	17	6	Singles Race	6	25.5
2	250 Lightweight	6	25.5	7	500 Senior	7	29.75
3	350 Junior	7	29.75	8	Senior Superbike	7	29.75
4	850 Classic	7	29.75	9	Sidecar Race 2	4	17
5	Junior Superbike	7	29.75				

9. THE COURSE

The Course is 4.25 miles in length and has an average width of 25 feet with right- and left-hand bends. The road surface is tar macadam. All events will be run in a clockwise direction of the course.

10. TECHNICAL INSPECTION

(a) Riders are required to produce their protective clothing, helmets, back protectors, boots and gloves, and identification disc for checking by the Technical Officials at signing-on. **N.B. There is a 7-year age limit for Helmets and Back Protectors are compulsory.**

(b) Before commencing practice each day and for every race all riders shall present their motorcycle to the Technical Officials for preliminary examination as is stipulated in A.C.U. N.S.C.

(c) After Technical Verification all machines must remain in the parc-ferme prior to practising or racing

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(d) For Classic Machines the A.C.U. has granted a waiver for this Meeting of the noise level permitted.

(e) If competitors have a spare machine for a race (which must be qualified) they must advise the Secretary, so the necessary paperwork can be completed, and the Technical Officials informed.

(f) Riders Aids: Quick-shifters, slipper clutches, traction control, launch control can be used for the Superbike Races No. 5 & 8.

11. PRACTICE

Practising on the Course, which will be closed to the public, will be regulated and supervised by the Club and will be allowed only during the times set out hereunder, and practice when indicated, will be timed to help determine grid positions. Prior to practising all newcomers must complete 2 laps of the circuit. One **compulsory** lap will be after the signing on when the rider/driver will be taken around the course by a Club Official. A further speed controlled 2 laps will be available for sidecars and solos, who will each set off behind separate Travelling Marshals. All newcomers must start these laps to familiarise themselves with the circuit. It is expressly forbidden to overtake the Travelling Marshal on these laps.

	Friday 29th May – Evening		Timed Practice
	All Newcomers Familiarisation of Circuit	6:15pm to 6:22pm	
Race 6	250cc/350cc Single Cylinder Classic		6:23pm to 6:35pm
Race 7	500cc Senior Classic		6:45pm to 6:57pm
Race 5	Post Classic Junior Superbikes		7:15pm to 7:27pm
Race 2	250cc Lightweight Classic		7:37pm to 7:49pm
Race 8	Post Classic Senior Superbikes		7:59pm to 8:11pm
Race 3	350cc Junior Classic		8:21pm to 8:33pm
Race 4	850cc Classic		8:43pm to 8:55pm
Race 1&9	Sidecar Classic		9:05pm to 9:20pm

	Saturday 30th May - Afternoon		Timed Practice
Race 1 & 9	Sidecar Classic		12:25pm to 12:38pm
Race 6a & 2	250cc Singles and 250cc Lightweight Classic*		12:53pm to 1:06pm
Race 7	500cc Senior Classic		1:16pm to 1:29pm
Race 5	Post Classic Junior Superbikes		1:39pm to 1:52pm
Race 6b & 3	350cc Singles and 350 Junior Classics *		2:02pm to 2:15pm
Race 4	850 Classic		2:25pm to 2:38pm
Race 8	Post Classic Senior Superbikes		2:48pm to 3:01pm

*should a rider be entered in both - they will be allocated an extra practice session

Before commencing each practice, every competitor shall present their motorcycle at Technical Control for preliminary examination as is stipulated in A.C.U. N.S.C.

11b QUALIFYING

Practice laps will be recorded only when completed within the times specified. A competitor/driver will not be allowed to start a race unless they have ridden at least four laps of the Course in practice, and a minimum of two practice laps on each machine entered by them one of which must be completed in the qualifying time, which is as follows: - **in a 4 lap Race 130%, in a 6-lap race 120% and in a 7-lap race 118%** of the average time of the three fastest riders in the class. (these times are set to avoid too many riders being lapped). A Passenger must qualify by accompanying the Driver he intends to race with for at least two laps during the practice periods. Passengers may only race with the Driver with whom they have qualified. Under exceptional circumstances, and when a competitor/driver has previous knowledge of the course, permission to race may be granted by the Clerk of the Course.

N.b. The Grid Lists for Monday's Races will be published at the Race Office on Sunday before 1 pm and be on our Southern 100 Facebook Page.

Under exceptional circumstances and with the permission from the Clerk of the Course a competitor may be allowed to practice out of class, or behind a sighting lap for a race, where they must stop at the start line and after the race has started proceed when indicated back to the paddock. Any such laps may be counted as qualifying laps but would NOT BE TIMED to help determine grid positions.

Please be aware that you must achieve the qualification time and be within the fastest 26 riders or the 4 nominated by the Club to be included in the race grid.

12. METHOD OF START

All Races will be clutch starts.

For all solo races there will be a massed start of up to **30** riders, machines will be lined up in rows according to published grid lists.

For the Sidecar race there will be a massed start of up to **20** riders, machines will be lined up according to published grid lists.

All Races will be started by turning off the red lights, which are situated on Race Control on the right-hand side of the circuit. If orange lights are displayed when the red lights are on, this indicates a delayed start.

For all races no mechanic or attendant will be permitted on the grid. Any infringement will result in disqualification.

13. FINISH OF A RACE

The chequered flag will be displayed as the winner crosses the finishing line and will be continued to be displayed thereafter until the last rider finishes that lap.

Only riders crossing the finishing line within five minutes after the winner, having completed at least two thirds of the total of number of laps for that event will be counted as a finisher.

14. TYRES

Maximum tyre size will be in accordance with CRMC Standing Regulations. The use of slick tyres (including hand-cut) will only be permitted in Races 1,5, 8 & 9, in accordance with the standing regulations of the Forgotten Racing Club. Wet weather racing tyres will only be permitted for Sidecars and Post Classic Machines. Tyres should have short stem type valve (on slick tyres) and approved valve caps. All spoked wheels must have inner tubes fitted. **No right-angle tyre valve stems shall be allowed.**

15. NUMBER PLATES

Backgrounds and Numbers/Fonts shall be as specified in the ACU Handbook and must be supplied by the competitor. Nothing else is acceptable, your machine will not be inspected unless your numbers comply. In the event of a dispute the decision of the Chief Technical Officer will be final.

250 Lightweight	350 Junior	500 Senior	850 Classic	Classic Sidecars	Post Classic Junior	Post Classic Senior
Green	Blue	Yellow	White	White	Orange	Red

16. FLAG SIGNALS

As per Final Instructions. In the interest of course safety the following apply

(a) Red Flag means immediate stop.

(b) Yellow Flag WAVED imminent danger ahead **Rider MUST be prepared to STOP no overtaking until the Green Flag is displayed.**

(c) Yellow Flag STATIONARY danger ahead **riders must slow down** there will be **no overtaking until the Green Flag is displayed**

(d) Green Flag course is clear to be shown after yellow flag

(e) Yellow and Red Striped Flag means lack of adhesion on the track

(f) A Black Flag with Orange Disc along with the **rider's number** will be displayed on the approach to **Ballabeg Hairpin, Cross Four Ways and Castletown Corner** where the **rider must stop at the corner involved.**

(g) A Black Flag along with **rider's number** will be displayed at the **Start, the rider must return to the Paddock and cannot restart**

(h) A White Flag with a Diagonal Red Cross (Rain Flag) shown motionless indicates rain or damp conditions causing deterioration of adhesion on this section of the course

17. TRANSPONDERS

Transponders (TranX260) or similar are compulsory for this meeting. Please ensure that you let the Secretary know if you require to hire Transponder(s), by filling in the tick box on the Entry Form. The onus is on the Competitors to ensure that their Transponder is charged before each day of competition and is fitted in the approved position, they must **not** be mounted between the top and bottom yoke of the fork leg. **n.b. Each Machine must have a different transponder.**

18. STOPPING A RACE

In the event of a race being stopped prematurely before half distance, it may be restarted, or a result declared, at the discretion of the Clerk of the Course. If a race is stopped at half distance or more, a result will be declared.

19. FUEL

Only Fuels approved in the A.C.U. Regulations will be permitted. Refuelling of participating motorcycles will not be permitted during any race comprising the Meeting. Breach of this regulation will entail automatic disqualification. Secure fuel storage facilities will be available. A maximum of 10 Litres of fuel maybe stored in the paddock area, other than in the Official storage facility. This will be open at times to be notified to all competitors. Please ensure that your fuel containers for storage have suitable identification marked on them for ease of collection.

20 **OIL CONTAINMENT**

It is compulsory that all 4 stroke machines including Sidecars have an oil containment system fitted.

21. **GENERAL**

(a) If a rider stops for any reason, he must wheel his machine clear of any corner and generally must leave a perfectly clear course for other competitors.

RIDERS SHALL NOT RIDE OR WHEEL THEIR MOTORCYCLE IN A DIRECTION OPPOSITE TO THAT IN WHICH A RACE IS BEING RUN. During the course of the event, a rider may receive assistance only from his mechanic, and only in the defined 'Pit Area'. On the commencement of a race if the rider fails to start his machine, he must pull into the left hand kerb where he may receive the assistance of his mechanic. During the course of a race, outside assistance at any other part of the Course, and by any other person is prohibited. **BREACH OF THIS REGULATION MAY RESULT IN DISQUALIFICATION.**

(b) **RIDERS BRIEFING** will be held for all competitors following the signing on THURSDAY 28th MAY at Morton Hall between 6:30pm to 8:30pm. The Briefings will take place in Victoria Road School opposite Morton Hall. All local competitors **must** attend on Thursday.

ALL RIDERS MUST ATTEND A BRIEFING MEETING BEFORE BEING PERMITTED TO PRACTICE.

n.b. Any Competitors who are unable to get to the Island for the briefing meetings, must inform the Secretary of the Meeting so that an alternative briefing meeting can be arranged.

(c) Medical Certificates will not be required, but the Club may require any rider or passenger to undergo a medical examination by a Doctor or Medical Board.

(d) The Club reserves the right to measure any machine at the competitors' expense.

IMPORTANT NOTICE - INSURANCE

No racing motorcycle may be driven on the open roads at any time, unless the person driving such a motorcycle is covered by insurance in accordance with the requirements of the Isle of Man Road Traffic Acts. Drivers using racing motorcycles not covered for insurance for ordinary road use, who wish to ride their machines to and from the start etc., must ensure that they arrange the necessary insurance cover themselves.

Any competitor who finds himself stopped around the course should be aware that once the roads are officially open, they must not ride their machine on the roads unless covered by their own insurance.

Third Party and Personal Accident Insurance (as stated in the ACU Handbook, no weekly benefits) during the races and official practices are included in the entry fee.

By order of the Committee, Southern 100 Motorcycle Racing Ltd.,

APPENDIX

ELIGIBILITY SPECIFICATION FOR CLASSIC RACE MACHINES

Where a current CRMC registration certificate exists for a motorcycle, the details should be supplied with the entry form.

Machines raced in Europe and manufactured during:

- i) 1st January 1945 to 31st December 1972 for four strokes
- ii) 1st January 1945 to 31st December 1967 for two strokes

Suitable solo racing motorcycles are those built primarily or exclusively for TT and Grand Prix racing, whether as one-off works machines, or limited or series production racers, e.g. Norton Manx, Matchless G45/G50, AJS 7R, Velocette KTT, Aermacchi etc. It also includes specialist limited series Grand Prix chassis produced to accommodate specific Grand Prix racing engines e.g. G50 Matchless, Drixton Aermacchi etc. Such machines would be expected to retain substantially original appearance, although reasonable modifications may be permitted/required.

All components used must be of a type available prior to 31st December 1972 for four strokes and 31st December 1967 for two strokes, with the exception that Amal MkII carburetors may also be used. Power jet carburetors will not be permitted. Brakes must be drum or disc for 4 strokes. For Classic 2 machines, any brake of a make and type manufactured within the Classic period may be fitted provided it can be shown that such a brake was used on the machine in question. Floating discs, 4 piston calipers and adjustable master cylinders will not be permitted.

Priority will be accorded to machines detailed above, but short circuits specials will be considered on their merits. These include machines built and developed for and in the course of short circuit racing, using genuine racing motorcycle or sports production motorcycle as a basis. In the case of the former, this would include such machines as the McIntyre Matchless or Arter Matchless. Examples of the latter would be a BSA Gold Star fitted with factory race components or a

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Camp Ducati, which was a roadster, race kitted by the Concessionaire and supplied as a racer. These types of machine will only be considered if they can be shown to have a positive connection with racing on the Isle of Man.

Motorcycles with more than 3 cylinders will only be permitted by special arrangements with the organisers

Sidecars must comply with the ACU standing regulations. To be eligible, they must be of the 'front exit' type construction. Specific attention is drawn to engine eligibility, as follows.

i) 1st January 1945 to 31st December 1972 for four strokes

ii) 1st January 1945 to 31st December 1967 for two strokes

In all cases, the onus is on the rider or entrant to prove eligibility if required

General Preparation must be in accordance with A.C.U. standing regulations.

Post Classic Senior Superbike Class

- Up to 1300cc, air-cooled 4-stroke Machines Pre- 31/12/1986

- Up to 1300cc, liquid cooled 4-stroke Machines Pre- 31/12/1986

- Up to 750cc 4-stroke, 4-cylinder Machines Pre 31/12/1992

- Up to 1000cc 4-stroke, 2- and 3-cylinder Machines and Norton rotary-engined machines Pre- 31/12/1992

- 351cc - 750cc 2 stroke Machines Pre- 31/12/1992

Engines may be rebored but no more than 2mm+(0.080") if the actual capacity would then exceed the capacity class size-

Post Classic Junior Superbike Class

Up to 250cc, twin cylinder 2 Stroke race machines manufactured 01/01/1993 – 31/12/2004 -

126cc -350cc 2 Stroke Machines Pre- 31/12/1993

126-250cc Grand Prix Factory Bikes Steel frame or period aluminium frame, and brakes, any wheels, cut-off date 31st December 1985.

126-250cc Standard frames. Standard fairings, No airboxes. Any brakes, Cut-off date 31st December 1992.

251-350cc Steel frame, and brakes, any wheels, cut of date 31st December 1985.

Up to 600cc 4 stroke, 4-cylinder Machines and 750cc 4 stroke 2-cylinder Machines Pre 31/12/1986

The general eligibility is that machines are to be manufactured before 31st December 1985 or manufactured in subsequent years without substantial alterations,

Manufacturers may also incorporate components of a type manufactured before 31st December 1985 or manufactured after that date without substantial alteration.

In particular, and with reference to each machine

Wheels must be of a size available as at 31st December 1985

Suspension systems must be of a type available as at 31st December 1985 (Subject to the replacement of shock absorbers)

Forks must be of a type available as at 31st December 1985

Engines must be of a type available as at 31st December 1985 (with those manufactured after 31st December 1984 restricted to original capacity)

Carburettors must be of a type available as at 31st December 1985

Frames and swinging arms must be of a type available as at 31st December 1985

Except for two strokes under 350cc where there is no restriction on either brakes or wheels.

250 Grand Prix factory machines manufactured before 31st December 1985 are restricted to steel or period frames,

whilst 250cc machines manufactured before December 1992 are restricted to standard frames and are not permitted to use airboxes.

There are no restrictions regarding exhaust or braking systems.

The Club reserves the right to refuse an entry or to forbid the use of any machine which the Club considers not to be in the spirit of the event (see regulation 10)