

2024 Blackford Pre TT Classic Regulations

The
BLACKFORD FINANCIAL SERVICES
2024
Pre TT 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 2024 Standing Regulations for Road Races of the Auto-Cycle Union

Permit No. **ACU 202206** and these Supplementary Regulations

On
FRIDAY 24th, SATURDAY 25th MAY
& SUNDAY 26th MAY 2024

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

SUPPLEMENTARY REGULATIONS

2024 Blackford Pre TT Classic 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 24th, Saturday 25th and Sunday 26th May 2024.**

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

SATURDAY 25th May & SUNDAY 26th May 2024.

RACE 1* – SINGLES RACE *- for solo single cylinder machines of over 120cc but not exceeding 350cc commencing on **Saturday 25th May at 6:20pm** 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 2* - 1100cc CLASSIC RACE* - for solo machines of 400cc but not exceeding 1100cc, and on completion followed by: -

RACE 3#– JUNIOR SUPERBIKE RACE# - this race will be divided into 2 classes- **Class A** for Post Classic Superbikes 230cc to 350cc two stroke plus 600cc four stroke four cylinder machines & 750cc four stroke twin cylinder machines, **Class B for Post Classic 400cc four strokes**, and on completion followed by: -

RACE 4*– SIDECAR RACE 1*– for Classic three-wheeler machines of over 300cc but not exceeding 1300cc

RACE 5*-- SENIOR CLASSIC RACE* - for solo machines over 351cc but not exceeding 500cc, commencing on **Sunday 26th May at 1:15 pm** and on completion followed by: -

RACE 6- LIGHTWEIGHT CLASSIC RACE* + 125 POST CLASSIC RACE will be divided into two classes. Class A for for solo machines of over 175cc but not exceeding 250cc. and Class B for post Classic 125cc Machines as per the Classic Club Eligibility, and on completion followed by: -

RACE 7* - JUNIOR CLASSIC RACE* - for solo machines of over 251cc but not exceeding 350cc, and on completion followed by: -

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

RACE 9* – SIDECAR RACE 2*- for three-wheeler machines of over 300cc but not exceeding 1300cc.

***DENOTES MACHINES MUST BE PRE 1967 TWO STROKES AND PRE 1972 FOUR STROKES**

DENOTES MACHINES MUST BE PRE 1994

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 on the race grid.

(e) Held under A.C.U. Permit **ACU 202206**

(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 3,6b and 8 where machines must comply with the Post Classic Eligibility Rules

2 **OFFICIALS**

A.C.U. Steward: TBA

Club Steward: Peter Oates

Deputy Clerk of the Course: Andrew Brown

Chief Technical Officer: Dave Redmayne

Media Officer: Phil Edge

Event Safety Officer: Tony MacBride

Child Protection Officer and Secretary: Rachel Palmer.

Secretary of the Meeting: George Peach, Ellerslie, 128 Malew St., Castletown, Isle of Man, IM9 1LT

Phone: 01624 822546, Mobile: 07624 471301 Email: chairman@southern100.com

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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 or MCUI. Holders of an MCUI Licence must have Start Permission that confirms the rider has Medical and Repatriation Insurance for the event.

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

Before submitting an entry riders who do not hold an ACU or SACU licence must contact Michelle Haynes, ACU Road Race Department michelle@acu.org.uk +44 (0)1788 566405 for more details.

(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 online at www.southern100.com or on the form supplied with these Regulations. Forms if not completed online should be sent to **George Peach, Secretary of the Meeting, Ellerslie, 128 Malew Street, Castletown, Isle of Man IM9 1LT or emailed to entries@southern100.com by 29th FEBRUARY 2024**

(c) All ACU/SACU licence holders are covered by the ACU's Public Liability and Personal Accident Cover.

Races Entry Fee	Entry Fee ACU/SACU	Entry Fee MCUI/FMN
First Solo Race Entered	£190-00	£90-00
Each Additional Race Entered	£60-00	£40-00
All Sidecar Races per crew	£280-00	£150-00

(d) All Entries should be made by Bank Transfers to **Southern One Hundred** Motorcycle Racing Ltd.

Sort Code 55-91-04 Account No. 19386206 Please enter your full name as reference, or by Pay Pal

All Prize Money will be paid within 10 days into your Bank Account which must be filled in on the Entry Form.

N.B. Entries will not be accepted till payment has been made.

(e) The Club reserves 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.

(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 18 riders will be permitted to start, these will be made up of the fastest 15 riders and 3 nominated by the Club.**

(b) Entries will be considered in order of receipt by the Race Sub Committee, before the official closing date of entries, on 29th FEBRUARY 2024.

(c) **Please note there are no support races.**

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

(e) **Competitors will be notified by email on or before the 5th March of whether they have been accepted or not.**

Once a competitor commences practice, they are deemed to have forfeited their entry fee even if they do not qualify for that race.

(f) **All newcomers must submit three full sets of results of last 3 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**

IMPORTANT INFO: THE CLUB WILL PAY OUT YOUR PRIZE MONEY DIRECT TO YOUR DESIGNATED BANK ACCOUNT PLEASE ENSURE THAT YOU COMPLETE THE RELEVANT SECTION OF THE ENTRY FORM

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

(c) All competitors must collect their Finishers Awards and Trophies at the Prize Presentation in Castletown Square. **This takes place on Sunday Evening 26th May. If you are unable to attend it is imperative that you inform the Secretary of the Meeting on Saturday afternoon, 25th May, 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.

8. **PROGRAMME OF RACES**

Race	Class	Laps	Miles	Race	Class	Laps	Miles
1	Singles Race	6	25.5	6	Lightweight Classic + 125 Post Classic	6	25.5
2	1100cc Classic Race	7	29.75	7	Junior Classic Race	7	29.75
3	Junior Superbike Race	7	29.75	8	Senior Superbike Race	7	29.75
4	Sidecar Race 1	4	17	9	Sidecar Race 2	4	17
5	Senior Classic Race	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**

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 Pre TT Classic Races. It is the sole responsibility of each competitor to obtain the correct equipment before the event.

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HELMETS

10.1 Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) or ACU Gold will be allowed. A list of FIM Homologated helmets is available on <http://www.frhp.org/>

10.2 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.

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

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

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

LEATHERS -Solo Competitors

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

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

LEATH1ERS – Sidecar Competitors

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

10-10 Double layer leather or external leather with internal aramid fabric in the seat, and all impact areas being shoulders, elbows, knees and hips.

10-11 Stretch aramid fabric can be used in non-impact areas only. Double layer stretch aramid fabric to be applied if used in the forearm.

10-12 Double internal stitching to all construction seams

GENERAL

10-13 Leathers must be in a good physical condition with no major damage visible.

10-14 Leathers are recommended to be no older than 5 years old.

10-15 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

10-16 A back protector must be used by all solo and sidecar competitors

10-17 The back protector must comply with European Standard EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.

CHEST PROTECTOR – SOLO COMPETITORS

10-18 A chest protector must be used by all competitors which conforms to European Standard EN 1621-3

10-19 Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.

SIDECAR COMPETITORS

10-20 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

10-22 Solo competitors must wear CE marked gloves, which conform with European Standard EN13594, minimum level of 1-KP

10-23 Gloves must be of leather construction with full length cuff.

10-24 Double cuff closure must be present and prevent the glove pulling off the riders hand when fastened.

10-25 Gloves shall have a cuff length sufficient to overlap the leather suit by at least 50mm

10-26 Knuckle protection must be present for all competitors, minimum level 1-KP.

10-27 Gloves should be free of any visible damage. Gloves must be replaced if damaged and not repaired.

10-28 No metal studs should be present on the palm.

GLOVES -SIDECAR COMPETITORS

10-29 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

10-30 No fabric gloves will be permitted

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BOOTS – SOLO COMPETITORS

- 10-31 Competitors must wear CE approved boots, which conform to European Standard EN13634:2017.
- 10-32 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.

BOOTS – SIDECAR COMPETITORS

- 10-33 If not wearing boots which are CE approved to European Standard EN13634:2017, sidecar competitors must wear boots which conform to the following standard:
- 10-33.1 Boot must be of full leather construction with a rubber sole
- 10-33.2 Made from cowhide leather at least 1.4mm thickness.
- 10-33.3 Must be zip fastening which is covered with a leather cover.
- 10-33.4 Toe, ankle and shin bone protection forming part of the construction of the boot (internal or external)
- 10-33.5 Boot must be full length (i.e. shin height) and can sit underneath the riders leathers or over, leaving no skin exposed

General

- 10-34 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

- 10-35 While qualifying and racing, all competitors are required to:
- 10-35.3 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**
- 10-35.4 An identity label attached on the inside of the leathers adjacent to the zip.
- 10-35.5 Both the disc and identity label must be permanently marked with the wearer's full name and date of birth
- 10-36 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 Billown Course if a Driver is not wearing an elasticated armband on the right upper arm.

AIRBAG SUITS

- 10-37 Airbag leather suits are permitted but are not mandated
- 10-37.1 Airbag vests, designed to be worn on the outside of the competitors leathers, are not permitted
- 10-38 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").
- 10-39 By signing on at the event, the competitor accepts this Hazard and its associated level of risk

POST ACCIDENT RIDERS SAFETY EQUIPMENT CHECK

- 10-40 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.
- 10-41 In the event that any item of equipment is considered, by either the Chief Technical Officer or any individual appointed by the Race Organiser, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.
- 10-42 Any question concerning the condition and suitability for use of the rider's safety equipment shall be decided by the Chief Technical Officer, who will consult with the Clerk of the Course and 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

- 10-43 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

- 10-44 The use of Kevlar or other fabric suits are prohibited.
- 10-45 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.
- 10-46 The use of titanium knee sliders is prohibited.

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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.
- (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
- (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 (which must comply with the regulations and be qualified) they must advise the Secretary, so the necessary paperwork can be completed, and the Technical Officials informed. **Please note the spare bike should have a separate transponder.**
- (f) **Riders Aids: Quick-shifters, slipper clutches, can only be used for the Superbike Races No. 3 & 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 before 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 24th May – Evening	Untimed	Timed Practice
	All Newcomers Familiarisation of Circuit	6:15pm to 6:25pm	
Race 1	Singles		6:26pm to 6:38pm
Race 2	1100cc Classic		6:48pm to 7:00pm
Race 3	Junior Superbikes + 400 Supersport		7:18pm to 7:30pm
Race 5	Senior Classic		7:40pm to 7:52pm
Race 6	Lightweight-Classical + 125 Post Classic		8:02pm to 8:14pm
Race 7	Junior Classic		8:24pm to 8:36pm
Race 8	Senior Superbikes		8:46pm to 8:58pm
Race 4 + 9	Sidecar Classic		9:08pm to 9:20pm

	Saturday 25th May - Afternoon		Timed Practice
Race 1	Singles		1:15 pm to 1:27pm
Race 2	1100cc Classic		1:37pm to 1:49pm
Race 3	Junior Superbikes + 400 Supersport		2:09pm to 2:21pm
Race 5	Senior Classic		2:31pm to 2:43pm
Race 6	Lightweight Classic + 125 Post Classic		2:53pm to 3:05pm
Race 7	Junior Classic		3:15pm to 3:27pm
Race 8	Senior Superbikes		3:37pm to 3:49pm
Race 4 + 9	Sidecar Classic		3:59pm to 4:14pm

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 they intend 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 all Races will be published at the Race Office after the Saturday Practice Sessions and will be on our Southern 100 Facebook Page.

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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 18 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 continue 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

The 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 3,4,8 & 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.

Direction of Rotation of the tyres: Should be marked in yellow/white pen/chalk/paint, this is to help the technical team, and speed up queuing at Technical Control.

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.

125 Post Classic	Lightweight Classic	Junior Classic	Senior Classic	1100 Classic	Classic Sidecars	Junior Superbike Classic	Senior Superbike
Black	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 there will be no overtaking until the Green Flag is displayed.

(c) Double Yellow Flag WAVED (two flags) - Great Danger. There is a definite obstruction of the course, or other major issue ahead. Slow Down SIGNIFICANTLY and BE PREPARED TO STOP.

(d) Yellow Flag STATIONARY danger ahead riders must slow down there will be no overtaking until you have passed the Green Flag.

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

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

(g) A Black Flag with an 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 concerned.

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

(i) 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.

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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 may be 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, they must wheel their 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 their mechanic, and only in the defined 'Pit Area'. On the commencement of a race if the rider fails to start his machine, they 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 SIGNING ON** will be held for all competitors on THURSDAY 23rd May at Morton Hall between 6:30pm to 8:30pm.

(c) **NEWCOMERS RIDERS BRIEFING** will be held for **all Newcomers Solo and Sidecar** at 5:30pm on Thursday 23rd May at Victoria Road School, which is opposite Morton Hall. Newcomers will then be taken around the course by our Riders Liaison Officers before Signing On.

(d) **ALL OTHER COMPETITORS BRIEFINGS** will be held from 6-00pm and will take place in **Victoria Road School** opposite Morton Hall. All local competitors **must** attend on Thursday Please Note we are trying to get everyone briefed before attending the signing-on .

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.

(d) 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.

(e) 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 themselves 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.,

2024 Blackford Pre TT Classic Regulations

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 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/ 1994
- Up to 1000cc 4-stroke, 2- and 3-cylinder Machines and Norton rotary-engined machines Pre- 31/12/1994
- 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 400cc 4 strokes Pre 31/12/1994

Up to 600cc 4 stroke, 4-cylinder Machines and 750cc 4 stroke 2-cylinder Machines Pre 31/12/ 1994

The general eligibility is that machines are to be manufactured before 31st December 1994 or manufactured in subsequent years without substantial alterations,

Manufacturers may also incorporate components of a type manufactured before 31st December 1994 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 1994

Suspension systems must be of a type available as at 31st December 1994 (Subject to the replacement of shock absorbers)

Forks must be of a type available as at 31st December 1994

Engines must be of a type available as at 31st December 1994)

Carburetors must be of a type available as at 31st December 1994

Frames and swinging arms must be of a type available as at 31st December 1994

POST CLASSIC 125 CLASSES – Eligibility Guidelines

GP and Clubman Group up to 125cc machines built for racing and of a type raced in the Post Classic period. There are three classes –

- Post Classic 125cc Piston Port,

2024 Blackford Pre TT Classic Regulations

- Post Classic 125cc Open
- Post Classic 125cc 1987-1989

CLASSES

Post Classic Piston Port inclusive Post Classic 125 31/12/86

Post Classic 125:

1/1/87 to 31/12/89 GENERAL GUIDELINES (Applicable to all PC125 Classes)

FRAMES: All machines must use frames as produced by the manufacturer in the period for the machine. The use of aluminium framed 125cc Hondas is only permitted in the 1987-1989 class.

FORKS AND SWINGING ARMS: All machines must use forks and swinging arms as produced by the manufacturer in the period for the machine

ENGINES: The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of all engines is free from restriction. The maximum capacity is 125cc

GEARBOXES: The internals of gearboxes are free from restriction.

CARBURETTORS: Any carburettor produced in the period can be used on an "as used" basis.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital temperature gauges are acceptable.

WHEELS: Any 18" wheel which was available and used for racing in the period can be used. **BRAKES:** Must be in accordance with the braking systems as fitted to the machine as supplied and / or raced in period

TYRES: Shall be in accordance with both ACU Standing Guidelines for Road Racing Club events and rule Part 2 1.9 above

FAIRINGS AND SEAT UNITS: Fairings and seat units must resemble the manufacturer's originals as near as possible. After-market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used, they must be painted.

POST CLASSIC 125: CLASS-SPECIFIC GUIDELINES

POST CLASSIC PISTON PORT CLASS:

All 125cc Honda MT machines produced between 1976 & 1979 and Yamaha TZ125 machines 1980 – 1982 are eligible for this class, both air and water cooled.

FRAME: Standard fitment frames only may be used.

FORKS: Standard fitment front forks only may be used.

REAR SUSPENSION: Rear suspension units may be replaced with aftermarket items.

ENGINES: Internal modifications to porting and compression ratio are allowed. Standard fitment carburettors only may be used though jets may be changed.

IGNITION SYSTEMS: Should resemble the original fitment systems **EXHAUST SYSTEM:** Aftermarket exhaust systems may be used.

WHEELS: Only 18" wire wheels may be used.

BRAKES: Only a single standard diameter front disc may be used.

POST CLASSIC 125 OPEN CLASS:

Post Classic 125cc Grand Prix and Clubman machines produced between 1/1/73 and 31/12/86.

POST CLASSIC 125cc CLASS 1/01/1987 to 31/12/1989:

Post Classic 125cc Grand Prix and Clubman Group machines produced between 1/1/87 and 31/12/89 **ENGINES:** Honda 125 RS machines produced between 01/01/1987 to 31/12/1989 are permitted. **IGNITION SYSTEM:** Standard ECU to be used

EXHAUST SYSTEM: Must be the standard specification exhaust system.

WHEELS and BRAKES: Only 18" wire wheels may be used

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)