

The
BLACKFORD FINANCIAL SERVICES
2025
Pre TT Classic Road Race Meeting



Promoted and Organised 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 2025 Standing Regulations for Road Races of the Auto-Cycle Union

Permit No. ACU 204785 and these Supplementary Regulations

On
FRIDAY 23rd, SATURDAY 24th
& SUNDAY 25th MAY 2025

To be held on
THE MOTOR ISLE, BILLOWN COURSE, near CASTLETOWN
ISLE OF MAN.

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENTS

- 1.1. The promoting and organising Club is Southern 100 Motorcycle Racing Ltd., Castletown, Isle of Man. hereinafter termed "The Club".
- 1.2. The Title for the Event is The Blackford Financial Services Pre T.T. Classic Road Races
- 1.3. The Meeting will be held on the Motor Isle Billown Course, Castletown, Isle of Man. On Friday 23rd, Saturday 24th and Sunday 25th May 2025. Location of the paddock can be found for SatNav devices by using the post code **IM9 1HQ**, or by 'What3words' **REPEATS.CLEVER.IMPROVEMENTS**.
- 1.4. The Meeting will consist of the following races to be held on **SATURDAY 24th May & SUNDAY 25th May 2025**.

***PLEASE CHECK THE TECHNICAL REGULATIONS FOR THIS MEETING**

RACE 1* – SINGLES RACE *- for solo single cylinder machines of over 120cc but not exceeding 350cc commencing on **Saturday 24th 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 25th 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 solo machines of over 175cc but not exceeding 250cc. and Class B for post Classic 125cc Machines, 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.

***PLEASE CHECK THE RELEVANT TECHNICAL REGULATIONS FOR THE RACE ENTERED**

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.

1.5. **Held under A.C.U. Permit ACU 204785**

1.6. **Permanent Course Licence No 028.**

1.7. 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.

1.8. The definition of a machine is given in Technical Regulations below.

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

I.O.M. Centre Steward: TBA

Clerk of the Course: Giles Olley

Chief Marshal: Juan Crawley

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

Chief Medical Officer: Dr. Sally Simmons

Track Inspection Officer: Chris Palmer

3. ELIGIBILITY

3.1. 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.

3.2. All riders not holding a Licence issued by the ACU / SACU or MCUI

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

3.3. 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

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

4.2. 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 20th MARCH 2025**

4.3. 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	£200-00	£100-00
Each Additional Race Entered	£70-00	£50-00
All Sidecar Races per crew	£290-00	£160-00

4.4. **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 to entries@southern100.com

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.

4.5. The Club reserves the right to refuse any entry, and abandon, cancel or postpone the meeting or alter the programme of races and awards.

4.6. Entry Fees will be refunded, less administration costs, only if an entry is refused or the Meeting is cancelled.

- 4.7. 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.
- 4.8. 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.
- 4.9. 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

- 5.1. **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.**
- 5.2. Entries will be considered in order of receipt by the Race Sub Committee, before the official closing date of entries, **on 20th MARCH 2025.**
- 5.3. **Please note there are no support races.**
- 5.4. The Club reserves the right to refuse any entry.
- 5.5. **Competitors will be notified by email on or before the 28th March of whether they have been accepted or not.**
Should an entry not be accepted a full refund will be given. Once a competitor commences practice, they are deemed to have forfeited their entry fee even if they do not qualify for that race.
- 5.6. **All newcomers must submit three full sets of results of last 3 meetings to allow the Race Sub Committee to consider their entry.**

6. CHANGE of MACHINE or RIDER

- 6.1. 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

- 7.1. 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

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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

- 7.2. 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.
- 7.3. All competitors must collect their Finishers Awards and Trophies at the Prize Presentation in Castletown Square. **This takes place on Sunday Evening 25th May. If you are unable to attend it is imperative that you inform the Secretary of the Meeting on Saturday afternoon, 24th 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. PRACTICE

- 10.1. Practicing 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.
- 10.2. 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.
- 10.3. Solo and Sidecar Newcomers are required to complete 2 further speed controlled laps. Newcomers will start in small groups following either a Lead Rider who will be a Travelling Marshal or an experienced rider. It is expressly forbidden to overtake the Lead Rider of your group on these laps.
- 10.4. 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.

	Friday 23rd May – Evening	Untimed	Timed Practice
	All Newcomers Familiarisation of Circuit	6:10pm 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 24th 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

Unless varied by further instructions which will be announced.

11. 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.

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. FLAG SIGNALS

- 14.1. **Flag signals as per Final Instructions.**
- 14.2. **In the interest of course safety the following apply.**
- 14.2.1. **Red Flag** means **immediate stop.**
 - 14.2.2. **Yellow Flag WAVED** imminent danger ahead **Rider MUST be prepared to STOP** there will be **no overtaking until the Green Flag is displayed.**
 - 14.2.3. **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.**
 - 14.2.4. **Yellow Flag STATIONARY** danger ahead **riders must slow down** there will be **no overtaking until you have passed the Green Flag.**
 - 14.2.5. **Green Flag** course is clear to be shown after yellow flag.
 - 14.2.6. **Yellow and Red Striped Flag** means lack of adhesion on the track.
 - 14.2.7. **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.**
 - 14.2.8. **A Black Flag** along with rider's number will be displayed at **the Start, the rider must return to the Paddock and cannot restart.**
 - 14.2.9. **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.

15. 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.

16. GENERAL

- 16.1. Location of the paddock can be found for SatNav devices by using the post code **IM9 1HQ**, or by 'What3words' **REPEATS.CLEVER.IMPROVEMENTS.**
- 16.2. 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.**
- 16.3. **A MAXIMUM OF 10 LITRES OF FUEL WILL BE ALLOWED TO BE STORED WITHIN THE PADDOCK AREA.** For storage of larger quantities of fuel, a secure fuel storage facility will be provided in the form of a designated steel container and **MUST** be used by all competitors for quantities larger than 10 litres. The storage facility will be open at times to be notified to all competitors
- 16.4. **RIDERS SIGNING ON** will be held for all competitors on **THURSDAY 22nd May** at Morton Hall between 6:30pm to 8:30pm.
- 16.5. **NEWCOMERS RIDERS BRIEFING** will be held for **all Newcomers Solo and Sidecar** at 5:30pm on Thursday 22nd 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.
- 16.6. **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.

- 16.7. 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.
- 16.8. The Club reserves the right to measure any machine at the competitors' expense.

17. 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 for ACU Licence Holders only, as stated in the ACU Handbook), during races and official practices is included within the entry fee.

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

18. MACHINE ELIGIBILITY

18.1. Singles (Class A and B)

- 18.1.1. Two strokes built before 31/12/1967
- 18.1.2. Four strokes built before 31/12/1972
- 18.1.3. Over 120cc but not exceeding 350cc
- 18.1.4. Singles Class A 120cc but not exceeding 250cc
- 18.1.5. Singles Class B 251cc but not exceeding 350cc

18.2. 1100cc Classic

- 18.2.1. Two strokes built before 31/12/1967
- 18.2.2. Four strokes built before 31/12/1972
- 18.2.3. Over 400cc but not exceeding 1100cc

18.3. Lightweight Classic (Class A) and 125cc Post Classic (Class B)

- 18.3.1. Two strokes built before 31/12/1967
- 18.3.2. Four strokes built before 31/12/1972
- 18.3.3. Class A over 175cc but not exceeding 250cc
- 18.3.4. Class B post classic 125cc machines built before 31/12/1994

18.4. Junior Classic

- 18.4.1. Two strokes built before 31/12/1967
- 18.4.2. Four strokes built before 31/12/1972
- 18.4.3. Over 251cc but not exceeding 350cc

18.5. Senior Classic

- 18.5.1. Two strokes built before 31/12/1967
- 18.5.2. Four strokes built before 31/12/1972
- 18.5.3. Over 351cc but not exceeding 500cc

18.6. Solo Classic – General

- 18.6.1. The machine **MUST** be a suitable solo racing motorcycles as 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.
- 18.6.2. 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 machines will only be considered if they can be shown to have a positive connection with racing on the Isle of Man.
- 18.6.3. Motorcycles with more than three cylinders will only be permitted by special arrangements with the organisers
- 18.6.4. All components used **MUST** be of a type available prior to 31st December 1972 for four strokes and 31st December 1967 for two strokes
- 18.6.5. Amal MkII carburettors may be used. Power jet carburettors will **NOT** be permitted
- 18.6.6. Brakes **MUST** be drum or disc for four strokes. For Classic two stroke 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, e.g. Rickman forks, conical or spool type hub, Lockheed calliper. Floating discs, 4 piston callipers and adjustable master cylinders will NOT be permitted

18.7. **Post Classic Junior Superbike (Post Classic Superbikes Class A and B)**

18.7.1. Class A

18.7.1.1. Two Stroke over 230cc but not exceeding 350cc built before 31/12/2004

18.7.1.2. Four Stroke 600cc four cylinders built before 31/12/1994

18.7.1.3. Four Stroke 750cc twin cylinder built before 31/12/1994

18.7.2. Class B

18.7.2.1. Four Stroke 400cc built before 31/12/1994

18.8. **Post Classic Senior Superbike**

18.8.1. 601cc but not exceeding 1300cc, air-cooled four stroke machines before 31/12/1986

18.8.2. 601cc but not exceeding 1300cc, liquid cooled four stroke machines before 31/12/1986

18.8.3. 601cc but not exceeding 750cc four stroke, four cylinder machines before 31/12/1996

18.8.4. 601cc but not exceeding 1000cc four stroke, two and three cylinder Machines and Norton rotary-engine machines before 31/12/1994

18.8.5. 351cc but not exceeding 750cc two stroke machines before 31/12/1992

18.9. **Post Classic General**

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

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

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

18.9.4. Carburettors must be of a type available as at 31st December 1994

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

18.9.6. Over bores are permitted as long as the maximum capacity of the class is not exceeded.

18.10. **Sidecar**

18.10.1. Two strokes built before 31/12/1967

18.10.2. Four strokes built before 31/12/1972

18.10.3. Sidecars must comply with the ACU standing regulations

18.10.4. Classic three-wheeler machines with front exit sidecar over 300cc but NOT exceeding 1300cc

18.10.5. The use of Suzuki GT750 engines built before 31/12/1975 is at the discretion of the event organisers.

18.11. **General – all classes**

18.11.1. By entering a specific class, the competitor makes a declaration that the machine entered meets the specific requirements of that class.

19. **TECHNICAL INSPECTION**

19.1. Machines MUST to comply with the Supplementary Regulations for the event and unless otherwise stated the A.C.U. Road Race Standing Regulations and the A.C.U. National Sporting Code

19.2. Riders are required to produce their personal protective equipment, helmets, back/chest protectors, boots and gloves and identification disc for checking by the Technical Officials at Signing On.

19.3. Before commencing qualification each day and for every race all riders shall present their machine to the Technical Officials for preliminary examination as is stipulated in A.C.U. National Sporting Code.

19.4. To maintain the high standard and the status of the event machines must be offered for Technical Inspection in a clean presentable condition with an appearance appropriate to the status of the event, ready for qualification or race, should this not be the case and at the discretion of the Chief Technical Official they may not be passed 'fit' to qualify or race, that is until they are offered in a clean and presentable condition appropriate to the event.

19.5. After Technical Verification, all machines must remain in the holding area prior to qualifying or racing

- 19.6. If competitors have a spare machine of the same make and model (which MUST comply with the regulations and be qualified) they MUST advise the Secretary of the Meeting prior to the signing on process, so the necessary paperwork can be completed, and the Technical Officials informed.
Please note the spare bike should have a separate transponder and the machines number plate (riding number) annotated with a 'T' of the same colour as the riding number.
- 19.7. At any time, the Club reserves the right to verify, or if need be, dismantle in order to verify any machine entered, or part thereof, that has commenced qualifying or started a race, this will be at the competitor's expense. Any necessary dismantling shall be carried out by an accredited representative of the competitor under the instruction of the Technical Officials.
- 19.8. Where a current CRMC registration certificate exists for a motorcycle, the details should be supplied with the entry form.

20. PERSONAL PROTECTIVE EQUIPEMENT

20.1. Helmets

- 20.1.1. Maximum 5 years old, helmets with date stamp or code removed cannot be used
- 20.1.2. FIM homologated (hologram) to FRHPhe-01 and QR code. See <http://WWW.frhp.org/> for details
- 20.1.3. External and internal damage above what would be considered cosmetic will render the helmet unusable
- 20.1.4. Visor should be fitted and free from scratches or defects that could impair the competitor's vision
- 20.1.5. It is recommended that visors with the capability of taking 'tear-off's' should be used

20.2. Clothing (Leather suit)

20.2.1. Solo competitors

- 20.2.1.1. One piece racing leather suit MUST be worn
- 20.2.1.2. To EN17092 standard
- 20.2.1.3. CE approved
- 20.2.1.4. Class AAA or AA
- 20.2.1.5. Fitted with CE approved protection pads in the shoulder, elbow, knee and hip.
- 20.2.1.6. Impact areas double layer
- 20.2.1.7. No major damage
- 20.2.1.8. Stretch aramid fabric permitted on non-impact areas

20.2.2. Sidecar competitors

- 20.2.2.1. One piece racing leather suit MUST be worn in Cowhide leather, minimum 1.2mm thick or Kangaroo leather, minimum 0.9mm thick
- 20.2.2.2. Double layer leather or external leather with internal aramid fabric in the seat and all impact areas being the shoulder, elbow, knee and hip.
- 20.2.2.3. Double layer leather or external leather with internal aramid fabric must also be included in the back for Drivers only.
- 20.2.2.4. Stretch aramid fabric permitted on non-impact areas. Double layer stretch aramid fabric to be applied if used in the forearm
- 20.2.2.5. Double internal stitching to all construction seams

20.2.3. General

- 20.2.3.1. Leather suits must be in good physical condition with no major damage visible
- 20.2.3.2. Leather suits are recommended to be no more than five years old
- 20.2.3.3. Any damage must have been professionally repaired with leather of the same thickness covering all tears or holes and must be double stitched in place. Any damage must be declared and inspected by the Race Organiser
- 20.2.3.4. The use of Kevlar or other fabric suits are prohibited.
- 20.2.3.5. The use of titanium knee sliders is prohibited.
- 20.2.3.6. If the lining of the leather suit has been removed, then a letter of conformity from the manufacture of the suit is to be presented at signing on. Should the lining of the leather suit be removed then the competitor MUST present a cotton undergarment that covers all areas of skin at signing on and this must be worn at times when qualifying or racing.

20.3. **Back Protector**

20.3.1. A back protector **MUST** be used by all solo and sidecar competitors

20.3.2. To EN1621-2 CB (central back) or FB (full back) level 1 or 2 standard

20.3.3. If an airbag suit is used the integral back protector to be to EN1621-2 CB (central back) or FB (full back) level 1 or 2 standard

20.4. **Chest Protector**

20.4.1. Solo competitors

20.4.1.1. A chest protector **MUST** be worn

20.4.1.2. To EN1621-3 standard

20.4.1.3. If an airbag suit is worn it **MUST** have an integral chest protector

20.4.1.4. Two piece chest protectors are permitted but **MUST** be manufactured in two pieces, one piece chest protectors **CANNOT** be cut in half to make a two piece chest protector

20.4.2. Sidecar competitors

20.4.2.1. The use of a chest protector is discretionary for sidecar competitors, however, if used it should be to EN1621-3 standard

20.5. **Gloves**

20.5.1. Solo competitors

20.5.1.1. To EN13594 minimum level 1-KP standard **MUST** be worn

20.5.1.2. Leather construction with full length cuff

20.5.1.3. Double cuff closure to prevent the glove pulling off the competitor's hand when fastened

20.5.1.4. Glove should have a cuff length sufficient to overlap the leather suit by at least 50mm

20.5.1.5. Knuckle protection **MUST** be present to a minimum level 1-KP

20.5.1.6. No metal studs should be present on the palm

20.5.2. Sidecar competitors

20.5.2.1. Gloves of a full leather construction **MUST** be worn

20.5.2.2. Knuckle protection **MUST** be present to a minimum level 1-KP

20.5.2.3. There are to be **NO** gaps between glove and suit that may expose skin

20.5.2.4. Fabric gloves **NOT** permitted

20.5.3. General

20.5.3.1. Gloves should be free from visible damage, if damaged they **MUST** be replaced **NOT** repaired.

20.6. **Boots**

20.6.1. Solo competitors

20.6.1.1. To EN13634-2017 standard **MUST** be worn. Daytona type boots will be allowed at the discretion of the organisers

20.6.1.2. Boots **MUST** be full length, at least 70mm higher than the competitor's ankle, either fixing underneath or over the competitor's suit, no skin exposed

20.6.2. Sidecar competitors

20.6.2.1. If not wearing boots that conform to the EN13634-2017 standard they **MUST** conform to the following:

20.6.2.1.1. **MUST** be of full leather construction with a rubber sole

20.6.2.1.2. Made from Cowhide leather minimum 1.4mm thick

20.6.2.1.3. **MUST** be zip fastening which has a leather cover

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

20.6.2.1.5. **MUST** be full length i.e. shin length and sits underneath or over the competitor's suit, no skin exposed

20.6.3. General

20.6.3.1. Boots must be in good condition and should be free from visible damage, if damaged they **MUST** be replaced **NOT** repaired

20.7. **Identification**

20.7.1. Whilst qualifying and racing, all competitors are required to:

- 20.7.1.1. Wear an identification disk attached around the neck of a material approved by the Chief Technical Official.
- 20.7.1.2. The disc to be of a durable material between 20mm and 25mm diameter, or rectangular 'dog tag' style having rounded edges, they are to have no sharp or ragged projections
- 20.7.1.3. A sewn in identity label attached to the leather suit adjacent to the zip
- 20.7.1.4. Both disk and identity label MUST be permanently marked with the wearers full name and date of birth
- 20.7.1.5. Sidecar drivers, in addition to the requirement to wear an identification disc MUST wear an elasticated armband on their Right upper arm. Elasticated armbands will be provided by the race organiser. No sidecar team will be allowed on the course if a driver is not wearing an elasticated armband on the Right upper arm and as issued by the race organisers. Armbands are to be returned at the end of the event otherwise charges will be levied for non-return.

20.8. **Airbag suits**

- 20.8.1. Air bag suits are permitted but not mandated
- 20.8.2. Airbag suits are used at the discretion of the competitor who must be aware of the risk (hazard) associated with false deployment
- 20.8.3. By signing on at this event, the competitor accepts this hazard and its associated level of risk
- 20.8.4. Airbag vests designed to be worn on the outside of the competitor's leather suits NOT permitted

20.9. **Post accident riders personal protective equipment check**

- 20.9.1. After an accident, it is compulsory for the competitor to present their personal protective equipment for inspection prior to the start of the following qualifying session, warm up or race. A stop shall be placed upon the competitor until a satisfactory personal protective equipment check has been completed.
- 20.9.2. In the event that any item of personal protective equipment is considered, by either the Chief or Deputy Chief Technical Officer, to be too damaged for use on the course, the rider will be required to replace or repair the item before being permitted on the course, the damaged item may be confiscated and returned at the end of the event.
- 20.9.3. Any question concerning the condition and suitability for use of the competitor's personal protective 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 Chief Technical Official will be final.

20.10. **Hearing protection**

- 20.10.1. It is advised that all competitors and race team members wear hearing protection whilst in the Assembly Area/Dummy Grid during periods of activity.

20.11. **General**

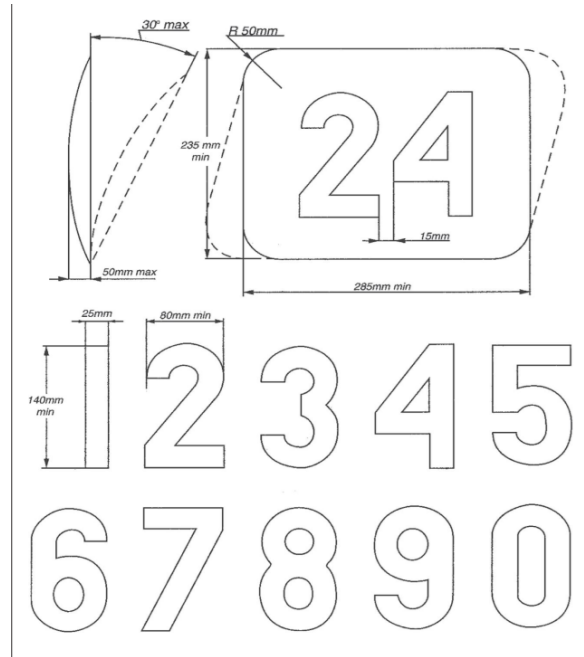
- 20.11.1. The Race Organisers also reserves the right for all or certain aspects of any competitor's personal protective equipment to be checked at any time during the event should they deem it necessary to do so

21. **TRANSPONDERS**

- 21.1. Transponders (TranX260) or similar are compulsory for this event. 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.
- 21.2. The onus is on the competitor to ensure that their transponder is charged before each day of competition and is fitted in the approved position.
- 21.3. Transponders MUST NOT be mounted between the top and bottom yoke of the fork leg
- 21.4. The transponder bracket is to be securely fixed to the machine and the 'R' clip that secures the transponder to its bracket is to be fully pushed home and the ends of the clip cable tied or wire-locked
- 21.5. If more than one machine is entered each machine MUST have a separate transponder

22. NUMBER PLATES

22.1. 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.



22.2. Reference to any other riding number affixed to the machine or personal protective equipment that is/has been used at other events/championships is to be removed or covered to eliminate any confusion over identity.

22.3. Numberplate and font colours for classes as table below:

125 Post Classic	Lightweight Classic	Junior Classic	Senior Classic	1100 Classic	Classic Sidecars	Post Classic Junior Superbike	Post Classic Senior Superbike
White No.s	White No.s	White No.s	Black No.s	Black No.s	Black No.s	Black No.s	White No.s



EXAMPLES OF CORRECT NUMBER SIZE AND STYLE

23. TYRES

- 23.1. Tyre sizes to ACU standing regulations.
- 23.2. The use of slick tyres (including hand-cut) will only be permitted in: 125cc Post Classic, Post Classic Junior Superbike, Post Classic Senior Superbike, and Sidecar classes
- 23.3. Wet weather racing tyres will only be permitted for Sidecars and 125cc Post Classic, Post Classic Junior Superbike, Post Classic Senior Superbike classes.
- 23.4. Tyres should have short stem type valve (tubeless tyres) and approved valve caps
- 23.5. All spoked wheels must have inner tubes fitted
- 23.6. Tyres NOT to exceed 3 years old
- 23.7. Direction of Rotation of the tyres and date of manufacture MUST be marked in yellow/white pen/chalk/paint, this is to help the Technical Team, and speed up queuing at Technical Control



TYRE DIRECTION OF ROTATION AND DATE TO BE MARKED

24. FLUID (OIL, COOLANT) CONTAINMENT

24.1. Solo

- 24.1.1. All four stroke machines MUST to be fitted with a fluid containment system capable of holding a minimum half of the machines fluid, e.g. belly pan of fairing.

24.2. Sidecar

- 24.2.1. MUST to be fitted with a fluid containment system capable of holding minimum of half of the machines fluid, e.g. sump tray.
- 24.2.2. An oil absorbent matting shall cover the entire bottom of and rise 50mm up the side walls of the fluid containment system



EXAMPLE OF ABSORBENT MATTING

- 24.2.3. A robust splash plate shall be fitted between the engine and the exhaust header pipes and run the width of the engine from under the exhaust header pipes to the bottom of the fluid containment system.

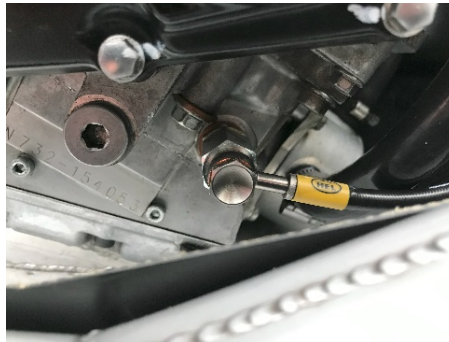
24.3. General

- 24.3.1. All oil filler, level and drain plugs MUST be wire locked to prevent opening, this includes where fitted to: engines. gear boxes, oil bath transmissions, oil tanks and catch bottle/tanks.



OIL FILLERS TO BE WIRED CORRECTLY SO THEY CANNOT UNDO

- 24.3.2. All cartridge type oil filters MUST be 'Jubilee' clipped and wire locked this includes cartridges that have a drilled hexagon on the top of the cartridge. Alternatively, where engine design permits, the worm drive of the 'Jubilee' clip can be used to butt up against a casing to prevent the cartridge undoing, in this case wire locking is optional.
- 24.3.3. All engine oil gallery drilling plugs MUST be either wire locked or thread sealed and marked with a stripe across the plug and engine casing



BOTH GALLERY PLUG AND PRESSURISED OIL FEED MUST BE MARKED OR WIRE LOCKED

- 24.3.4. All pressurised oil feeds, e.g. to oil coolers, temperature/pressure sensors MUST be either wire locked or thread sealed and marked with a stripe across the union.



EXAMPLE OF WIRELOCKED PRESSURISED FEED

- 24.3.5. All oil lines MUST be contained within the fairing of the machine and not exposed to accidental damage.
- 24.3.6. All engine, gearbox and transmission breathers MUST breathe into a secure catch tank/bottle of 250cc for the gearbox and 500cc for the engine, or into the air filter box.
- 24.3.7. All engine, gearbox and transmission catch tanks/bottles MUST be empty when being presented for Technical Inspection
- 24.3.8. The fluid containment system must be free from splits, cracks and holes that may allow leakage of a fluid.
- 24.3.9. There should be no removable bungs from the bottom of the fluid containment system, e.g. bottom of fairing.

25. COOLANT

- 25.1. Coolant for water cooled machines **MUST NOT** contain any additives.
- 25.2. Water cooled machines **MUST** be fitted with a secure breather catch bottle of no less than 250ml and **MUST** be visible.
- 25.3. All coolant breather catch bottles **MUST** be empty when being presented for Technical Inspection

26. FUEL

- 26.1. Only Fuels approved in the A.C.U. Regulations will be permitted
- 26.2. The Club reserve the right at any time to take samples of fuels used
- 26.3. Refuelling of participating motorcycles will not be permitted during any race comprising the meeting. Breach of this regulation will result in automatic disqualification.
- 26.4. A maximum of 10 litres of fuel will be allowed to be stored within the paddock area. For storage of larger quantities of fuel, a secure fuel storage facility will be provided in the form of a designated steel container and **MUST** be used by all competitors for quantities larger than 10 litres. The storage facility will be open at times to be notified to all competitors.
- 26.5. Please ensure that your fuel containers for storage have suitable identification marked on them for ease of collection.

27. FUEL TANKS

- 27.1. Fuel tanks of fibre glass manufacture must be of good condition with no cracks, leaks, bubbling or softening of the fibre glass and **MUST** be filled with an anti-explosion product, e.g. 'Explosafe'. In the event of a dispute the decision of the Chief Technical Officer will be final.
- 27.2. All fuel tanks must have leak-proof caps. Monza caps with standard vent holes are not acceptable. Monza caps may be used if vents are sealed and a separate breather fitted. All Monza caps must be fitted with an "R" clip or other device, to prevent unintentional opening of the cap.
- 27.3. Fuel tanks **MUST** be fitted with a secure breather catch bottle of no less than 250ml and **MUST** be visible.
- 27.4. All fuel breather catch bottles **MUST** be empty when being presented for Technical Inspection
- 27.5. Non-return valve **MUST** be fitted on the fuel breather system and is to be suitably mounted to ensure the valve functions correctly and be visible, e.g. near the catch bottle.

28. CONTROLS

- 28.1. A Front brake lever protection guard **MUST** be fitted to all solo classes, except machines fitted with a Peel Mountain Mile fairing or similar, where the end of the handle bar is contained within the fairing.
- 28.2. Hand or thumb operated rear braking devices are **ONLY** permitted in the 125cc Post Classic, Post Classic Junior Superbike, Post Classic Senior Superbike classes, should a machine of another class be fitted with such then a valid case for its use is to be made to the Chief Technical Official whose decision is final.

29. MACHINE SOUND LEVELS

- 29.1. The A.C.U. has granted a waiver for this event of the maximum sound level permitted

30. QUICK SHIFTERS

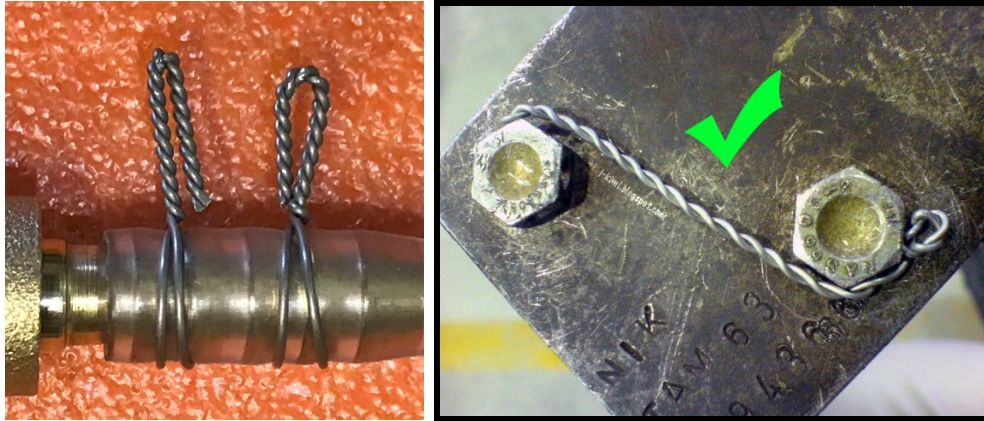
- 30.1. Can only be used in 125cc Post Classic, Post Classic Junior Superbike and Post Classic Senior Superbike

31. SLIPPER CLUTCHES

- 31.1. Can only be used in 125cc Post Classic, Post Classic Junior Superbike and Post Classic Senior Superbike

32. WIRE LOCKING

32.1. It is strongly advised that any wire locking undertaken, the tail end of the wire locking is turned back to prevent cuts and needle stick injuries to both team members and officials.



EXAMPLE OF WIRELOCKING TO PREVENT UNDOING AND TAILS TURNED BACK

32.2. In addition to that stated in the Fluid (Oil, Coolant) Containment section, the following MUST be wire locked

32.2.1. Mounting bolts of front brake callipers

32.2.2. Wheel spindles and spindle nuts

32.2.3. Front fork wheel spindle pinch and bottom cap bolts/nuts



EXAMPLE OF WIRE LOCKING BRAKES, SPINDE AND PINCH CLAMP BOLTS

33. RAIN LIGHTS

33.1. ALL machines MUST be fitted with a rain light and MUST be switched on at all times when the machine is on the course.

33.2. It MUST be visible 15° either side of the centre line of the machine

33.3. It MUST be 'hard wired' and MUST be on at all times when the ignition system is turned on.

Dispensation will be given to machines with magneto type ignition systems where an independent battery powered light may be used

33.4. Solos

33.4.1. The light must be mounted on the rear seat at a position agreed by the Chief Technical Official and must not be obscured, e.g. by the rear wheel when suspension is compressed

33.5. Sidecars

33.5.1. The light must be mounted either on the sidecar platform or the rear seat at a position agreed by the Chief Technical Official and must not be obscured

34. ON BOARD CAMERAS

34.1. The use of onboard cameras is by permission of the Clerk of the Corse using the organisers paperwork that is available from the race office.

34.2. The cameras must be secured to their machines with at least two different types of fixings, e.g. adhesive mount and tether. If the camera is housed within a protective case, the case must be secured with a secondary fixing, e.g. zip tie, lock wire.

35. RIDER/PASSENGER NAMES ON MACHINES

- 35.1. Where riders and passenger's names are displayed on machines, e.g. on fairings and windscreens, the name **MUST** be that of the rider or passenger competing on the machine, should the name on the machine be different then it is to be removed or covered to eliminate any confusion over identity.