

The Steam Packet Company

SOUTHERN 100

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 Fourth Edition
And the 2025 Standing Regulations for Road Races of the Auto-Cycle Union
Permit No ACU250251 and these Supplementary Regulations

ON

MONDAY, TUESDAY, WEDNESDAY AND THURSDAY

7th, 8th, 9th and 10th JULY 2025

TO BE HELD ON

**THE MOTOR ISLE BILLOWN COURSE, near CASTLETOWN
ISLE OF MAN.**

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENTS

- 1.1. The promoting Club is Southern 100 Motorcycle Racing Ltd., Castletown, Isle of Man, herein termed "The Club."
- 1.2. The Title of the Event is the Steam Packet Company 2025 Southern 100 National Road Race Meeting.
- 1.3. The Meeting will be held on the Motor Isle Billown Course, Castletown, Isle of Man. 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. On Monday, Tuesday, Wednesday & Thursday 7th, 8th, 9th and 10th July 2025.
- 1.5. The Meeting will consist of the following races:

Race 1	Superbike Race For Solo Machines of over 700cc to 1100cc on Tuesday 8th July starting at 8-00 p.m. and followed by:-
Race 2	Lightweight Race A Combined Race for Solo Machines of over 200cc to 250cc two strokes and up to 250cc Moto 3 machines, and for twin cylinder four strokes of up to 700cc.
Race 3	Superbike Race For Solo Machines of over 700cc to 1100cc on Wednesday 9th July starting at 6-20 p.m. and followed by:-
Race 4b	Supersport B Race For Solo Machines of over 450cc but not exceeding 600cc four-cylinder, four stroke, Kawasaki 636cc (ZX-636R), 675cc three cylinder four stroke and 750cc twin cylinder four stroke machines, as well as machines identified as Supersport Next Generation, see machine eligibility section of technical regulations. Race 4b will be made up of the riders not qualifying as the fastest 26 + 4 Nominated riders by the Club but made up of the next 30 riders from qualifying in this class and followed by: -
Race 4a	Supersport A Race For Solo Machines of over 450cc but not exceeding 600cc four-cylinder, four stroke, Kawasaki 636cc (ZX-636R), 675cc three cylinder four stroke and 750cc twin cylinder four stroke machines, as well as machines identified as Supersport Next Generation, see machine eligibility section of technical regulations. Race 4a will be made up of the fastest 26 qualifiers + 4 nominated by the Club and followed by: -
Race 5	Formula Two Sidecar Race. Category B1, B2. For Machines complying with ACU FII British Sidecar Standing Regulations and also 675cc Triumphs & 900cc Parallel Twins n.b. no 765cc Machines are allowed.
Race 6b	Supersport B Race For Solo Machines of over 450cc but not exceeding 600cc four-cylinder, four stroke, Kawasaki 636cc (ZX-636R), 675cc three cylinder four stroke and 750cc twin cylinder four stroke machines, as well as machines identified as Supersport Next Generation, see machine eligibility section of technical regulations. Race 6b will be made up of the riders not qualifying as the fastest 26 + 4 Nominated riders by the Club but made up of the next 30 riders from qualifying in this class on Thursday 10th July starting at 9-50 a.m. and followed by: -
Race 6a	Supersport A Race For Solo Machines of over 450cc but not exceeding 600cc four-cylinder, four stroke, Kawasaki 636cc (ZX-636R), 675cc three cylinder four stroke and 750cc twin cylinder four stroke machines, as well as machines identified as Supersport Next Generation, see machine eligibility section of technical regulations. Race 6a will be made up of the fastest 26 qualifiers + 4 nominated by the Club and followed by: -
Race 7	Solo Founders Race For machines of over 220cc to 1100cc made up of riders who did not qualify for Races 1-2-3-4. This is by invitation only and all riders must achieve a time of 120% of the fastest qualifier for the race and have done the required number of practice laps, and followed by:-
Race 8	Superbike-Race For Solo Machines of over 700cc to 1100cc and followed by:-
Race A	Sidecar Consolation (Provisional) For Sidecar Crews who fail to qualify for Championship Race

Race 9	Supersport Challenge Race For Solo Machines of over 450cc but not exceeding 600cc four-cylinder, four stroke, 675cc three cylinder four stroke and 750cc twin cylinder four stroke machines. as well as machines identified as Supersport Next Generation , see machine eligibility section of technical regulations. On Thursday 10th July at 1-50 pm Made up by invitation of the quickest 26 Competitors from Races 4a, 4b, 6a & 6b, with four riders being nominated by the Club. All riders must achieve the qualifying criteria as stated in 11.2 and followed by:-
Race 10	Lightweight Race A Combined Race for Solo Machines of over 200cc to 250cc two strokes and up to 250cc Moto 3 machines, and for twin cylinder four strokes of up to 700cc. and followed by:-
Race 11	Solo Championship Race For solo machines of over 450 cc to 1100cc Made up by invitation of the quickest 26 competitors from Races 2, 3, 4 & 6 who must achieve a time of 111% of the fastest qualifier for the race, together with four competitors nominated by the Club, and followed by: -
Race 12	Formula Two Sidecar Championship Race Category B1, B2. For Machines complying with ACU FII British Sidecar Standing Regulations and also 675cc Triumphs & 900cc Parallel Twins. n.b. no 765cc Machines are allowed.

1.6. **Held under A.C.U. Permit No ACU 205251**

1.7. **Permanent Course Licence No. 028.**

1.8. The Meeting, which is of National status, will be held under the National Sporting Code and Standing Regulations of the A.C.U., the Supplementary Regulations and any further instructions or official announcements made. Each entry, if accepted, will form a contract between the Club and entrant/competitor, which will be governed by and construed in all respects in accordance with Isle of Man Law. Each of the parties irrevocably submits to the jurisdiction of the Isle of Man Courts in respect of any legal action or proceedings arising out of the contract or the participation of the entrant/competitor in the meeting.

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 Club Secretary: Rachel Palmer.

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

Phone: 01624 822546, **Mobile:** 07624 471301 **Email:** entries@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

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/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 can 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, Malew Street, Castletown, Isle of Man IM9 1LT** or emailed to entries@southern100.com
- 4.3. 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.

Race Entry Fee	Entry Fee ACU/SACU	Entry Fee MCUI or FMN
First Solo Race Entered	£200-00	£ 100-00
Each Additional Race	£70-00	£ 50-00
All Sidecar Races per crew	£340-00	£160-00
Solo Championship and 600 Challenge by Invitation	FREE	FREE

Sundry Fees	
Transponder Hire (each)	£50-00
Newcomer Jacket (if required)	£8-00
2025 S100 Club Membership (1 year)	£15-00

- 4.4. **All Entries must be made with Bank Transfer or PayPal to Southern 100 Motorcycle Racing Ltd.**

Bank Sort Code 55-91-04 Account No. 19386206
or PayPal use entries@southern100.com
Please enter your full name as reference.

All Prize Money will be paid directly into your Bank Account details of 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 events and awards.
- 4.6. Entry fees will be refunded only if an entry is refused or the Meeting is cancelled or postponed for more than 24 hours.
- 4.7. No entry form will be accepted if the current Competition Licence Number 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 competitor 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 45 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 26 entries will be accepted. However, only 18 riders will be allowed to start, these will be made up of the fastest 16 riders and 2 nominated by the Club.**
- 5.2. Entries will be considered in order of receipt by the Race Secretary, before the Official closing date for entries, **on 31st MAY 2025**
- 5.3. The Club reserve the right to refuse any entry.
- 5.4. **Competitors will be notified by email on or before the 9th June of whether they have been accepted or not.**

- 5.5. 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. Any Competitor who does not get accepted, will get their entry fee returned.
- 5.7. **All newcomers must submit three full sets of results of recent 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. PRIZE MONEY AND AWARDS

- 7.1. Trophies will be awarded to the winners of each race and the winners of Special Awards/Classes.
- 7.2. The first three finishers will receive a commemorative hat.
- 7.3. Trophies will be awarded to the highest placed newcomer in all races
- 7.4. The first three finishers in each race shall receive an award,
- 7.5. Please ensure that if you are unable to attend the Prize Presentation on Thursday Evening that you have someone able to collect your awards on the night.

Race	1	2	3	4a	5	6a	8	9	10	11	12
1 st	£500	£500	£500	£500	£600	£600	£500	£900	£600	£3,500	£2,200
2 nd	£400	£400	£400	£400	£500	£500	£400	£700	£500	£2,100	£1,200
3 rd	£300	£300	£300	£300	£350	£350	£300	£500	£350	£1,200	£800
4 th	£200	£200	£200	£200	£250	£250	£200	£400	£250	£750	£550
5 th	£175	£175	£175	£175	£200	£200	£175	£300	£200	£500	£400
6 th	£150	£150	£150	£150	£175	£175	£150	£200	£175	£400	£250
7 th	£125	£125	£125	£125	£150	£150	£125	£175	£150	£275	£175
8 th	£100	£100	£100	£100	£125	£125	£100	£150	£125	£225	£150
9 th	£ 90	£ 90	£ 90	£ 90	£100	£100	£ 90	£125	£100	£200	£125
10 th	£ 80	£ 80	£ 80	£ 80	£90	£90	£ 80	£100	£90	£175	£100
Fastest Lap	£75	£75	£75	£75	£75	£75	£75	£75	£75	£75	£75
Newcomer	£75	£75	£75	£75	£75	£75	£75	£75	£75	£75	£75

Total Prize Money paid in each Race is as follows

1	2	3	4	5	6	8	9	10	11	12
£2,270	£2,270	£2,270	£2,270	£2,690	£2,690	£2,270	£3,700	£2,690	£9,475	£6,100

8. PROGRAMME OF RACES

Race 1 – Tuesday	1100cc Race 1	7 laps	29.75 miles
Race 2 – Tuesday	Lightweight Race 1	6 laps	25.50 miles
Race 3 - Wednesday	1100cc Race 2	7 laps	29.75 miles
Race 4B – Wednesday	Supersport B Race 1	7 laps	29.75 miles
Race 4A - Wednesday	Supersport A Race 1	7 laps	29.75 miles
Race 5 – Wednesday	F2 Sidecar Race	6 laps	25.50 miles
Race 6B - Thursday	Supersport B Race 2	7 laps	29.75 miles
Race 6A - Thursday	Supersport A Race 2	7 laps	29.75 miles
Race 7 - Thursday	Solo Founders Race	6 laps	25.50 miles
Race 8 - Thursday	Superbike Race 3	7 laps	29.75 miles
Race 9 -Thursday	Supersport Challenge Race	7 laps	29.75 miles
Race 10 – Thursday	Lightweight Race 2	6 laps	25.50 miles
Race 11 - Thursday	Solo Championship Race	9 laps	38.25 miles
Race 12 - Thursday	Sidecar Championship Race	8 laps	34.00 miles

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 tarmac. All races will be run in a clockwise direction of the course

10. PRACTICE

- 10.1. **All competitors must be in attendance for the Monday Evening Practices. (Unless by prior arrangement with the Clerk of the Course via the Secretary of the Meeting on or before the 4th of July.)**
- 10.2. 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.
- 10.3. 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.
- 10.4. 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.
- 10.5. Competitors who have two machines that can both be ridden in the same practice session, can apply for permission from the Clerk of the Course to practice in another session. **Under exceptional circumstances and with the permission from the Clerk of the Course a solo competitor may be allowed to practice out of class. Any such laps may be counted as qualifying laps but would NOT BE TIMED to help determine grid positions.**
- 10.6. 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.
- 10.7. Practices will be as set out in the tables below, **unless varied by further instructions, which will be announced.**

PRACTICE FOR MONDAY EVENING 7th JULY

All Circuit Newcomers Solo and Sidecar commence familiarisation laps 6-18 pm to 6-25 pm,	
Class	Timed Practice
Superbike - Red Plates	6-26 pm to 6-40 pm
Lightweight - Green Plates	6-47 pm to 7-01 pm
Supersport - White Plates	7-29 pm to 7-43 pm
Supersport - Yellow Plates	7-50 pm to 8-04 pm
Lightweight - Green Plates	8-11 pm to 8-25 pm
1100cc - Red Plates	8-32 pm to 8-46 pm
Sidecars	8-53 pm to 9-05 pm

PRACTICE FOR TUESDAY EVENING 8th JULY

Class	Timed Practice
Solo Non Qualifiers	6-18 pm to 6-30 pm
Supersport - White Plates	6-37 pm to 6-49 pm
Supersport - Yellow Plates	6-56 pm to 7-08 pm
Sidecars	7-15 pm to 7-32 pm

11. QUALIFYING

- 11.1. Practice laps will be recorded only when completed within the times specified.
- 11.2. 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 are as follows:
- 11.2.1. Solos machines a 6 lap race 120% and a 7 lap race 118% of the average of the first three qualifiers in each class.
- 11.2.2. In the Solo Championship the qualifying time is 111%
- 11.2.3. Sidecar qualifying will be 120% of the average of the first three qualifiers.

- 11.2.4. A Passenger must qualify by accompanying the driver he intends to race with for at least two laps (Newcomers 4 laps) during the practice periods.
- 11.2.5. Passengers may only race with the driver with whom they have qualified.
- 11.3. **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.**
- 11.4. 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.
- 11.5. Should a competitor fail to reach the qualifying time in two consecutive years, they will be refused an entry in the third.
- 11.6. **The end of a Qualifying session in all Classes will be indicated by the waving of a chequered flag and the display of a digital chequered flag at the Start / Finish line. All competitors are to return to the Paddock via Arbory Road. A digital flag will be displayed at Arbory Road to indicate the session has ended, riders need to slow down and return under controlled speed to Paddock.**

12. METHOD OF START

- 12.1. All Races will be clutch starts.
- 12.2. For all solo races there will be a massed start of up to 30 competitors. Machines will be lined up in rows according to published grid lists
- 12.3. For all Sidecar races there will be a massed start of up to 18 competitors. Machines will be lined up according to published grid lists.
- 12.4. 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.
- 12.5. 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 concurrently, a digital chequered flag will be displayed at the finish line, both flags will be displayed thereafter until the last competitor finishes that lap.

Only competitors 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 race 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 you have passed the Green Flag**
- 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 at the discretion of the Clerk of the Course a result declared. If a race is stopped at half distance or more, a result will be declared.

16. REMINDER

- 16.1. **A Rear red light must be fitted to all machines.**
- 16.2. **A Front brake lever protection guard must be fitted to all machines.**
- 16.3. **Written permission from the Clerk of the Courses must be obtained to fit an onboard camera.**
- 16.4. **Please note that this event has been granted exemption from the control of exhaust sound levels. However, you are reminded that your machine must be 105dB compliant at all meetings run under ACU Regulations in England, Wales and Scotland.**
- 16.5. **Please note that all Sidecars must comply with the ACU F11 Sidecar Regulations as per the 2025 ACU Library as well as 675cc Triumphs & 900cc Parallel Twin Cylinder Machines which are allowed n.b. 765 Machines are not permitted**

17. GENERAL

- 17.1. Location of the paddock can be found for SatNav devices by using the post code **IM9 1HQ**, or by 'What3words' **REPEATS.CLEVER.IMPROVEMENTS**
- 17.2. If a competitor stops for any reason whatsoever, he must wheel his machine clear of any corner and generally must leave a perfectly clear course for other competitors.
- 17.3. **COMPETITORS SHALL NOT RIDE OR WHEEL THEIR MOTORCYCLE IN A DIRECTION OPPOSITE TO THAT IN WHICH A RACE IS BEING RUN.**
- 17.4. During the course of an event, a competitor may receive assistance only from his mechanic, and only in the defined 'Pit Area', which is situated in the Holding Area.
- 17.5. On the commencement of a race if the competitor fails to start his machine, he must pull into the left hand kerb where he may receive the assistance of his mechanic.
- 17.6. 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 ENTAIL DISQUALIFICATION**
- 17.7. **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
- 17.8. **RIDERS SIGNING ON** will be held for all competitors on SUNDAY 6th JULY at Morton Hall between 6:30pm to 8:30pm.
- 17.9. **NEWCOMERS RIDERS BRIEFING** will be held for **all Newcomers Solo and Sidecar** at 5:30pm on SUNDAY 6th JULY at Victoria Road School, which is opposite Morton Hall. Newcomers will then be taken around the Billown Course by our Riders Liaison Officers before Signing On.
- 17.10. **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 SUNDAY 6th JULY. Please Note we are trying to get everyone briefed before attending the signing-on. **ALL COMPETITORS MUST ATTEND THE SIGNING-ON AND BRIEFING MEETING BEFORE BEING PERMITTED TO PRACTICE. n.b. Any Competitors who are unable to get to the Island for the Signing On/Briefing Meetings, must inform the Secretary of the Meeting so that an alternative signing-on/briefing meeting can be arranged.**
- 17.11. Medical Certificates will not be required, but the Club may require any competitor or passenger to undergo a medical examination by a Doctor, or Medical Board.

17.12. The Club reserves the right to measure any machine at the competitor's expense.

17.13. The Club may conduct random breath tests on competitors.

18. INSURANCE- Important Notice

No racing motorcycle may be driven on the open roads at any time, unless the person riding such a motorcycle is covered by insurance in accordance with the requirements of the Isle of Man Road Traffic Acts. Competitors using racing motorcycles not covered by insurance for ordinary road use, who wish to ride their machines to and from the start, must ensure that they arrange the necessary insurance cover. Any competitor who finds themselves stopped around the course should be aware that once the roads are officially opened, they must not ride their machine on the roads unless covered by their own insurance.

Third Party and Personal Accident Insurance for all ACU Licence Holders only, as stated in the ACU Handbook, during the races and official practices are included within the entry fee.

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

George Peach, Secretary of the Meeting, Ellerslie, Malew Street, Castletown, Isle of Man IM9 1LT

Phone 01624-822546 Mobile 07624 471301 Email: entries@southern100.com

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MONDAY, TUESDAY, WEDNESDAY AND THURSDAY

7th, 8th, 9th and 10th JULY 2025

TO BE HELD ON

THE MOTOR ISLE BILLOWN COURSE, near CASTLETOWN
ISLE OF MAN.

TECHNICAL REGULATIONS

1. MACHINE ELIGIBILITY

1.1. Lightweight

- 1.1.1. Two Strokes 200cc but not exceeding 250cc
- 1.1.2. Moto 3 up to 250cc
- 1.1.3. Four Stroke twin cylinder up to 700cc

1.2. Superbike

- 1.2.1. Over 700cc but not exceeding 1100cc (**open Class**)

1.3. Supersport including Supersport Next Generation *

- 1.3.1. Four Stroke four cylinder 450cc but not exceeding 600cc
- 1.3.2. Four Stroke four cylinder 636cc (Kawasaki ZX-636R)
- 1.3.3. Four Stroke three cylinder 675cc
- 1.3.4. Four Stroke twin cylinder 750cc
- 1.3.5. Ducati Panigale V2*
- 1.3.6. MV Agusta F3 800*
- 1.3.7. MV Agusta F3 Superveloce*
- 1.3.8. Suzuki GSX-R750*
- 1.3.9. Triumph ST765RS*

1.3.9.1.1. *= Next Generation same as 2025 Isle of Man TT Regulations

1.4. Formula Two Sidecar

- 1.4.1. Category B1 and B2 sidecars, complying with ACU Formula Two British Sidecar Standing Regulations, including 675cc Triumphs and 900cc parallel twins.
- 1.4.2. Machines of 765cc are NOT allowed.

1.5. General – all classes

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

2. TECHNICAL INSPECTION

- 2.1. 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
- 2.2. 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.
- 2.3. 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.
- 2.4. 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.
- 2.5. After Technical Verification, all machines must remain in the holding area prior to qualifying or racing
- 2.6. 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.**
- 2.7. 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

3. PERSONAL PROTECTIVE EQUIPEMENT

3.1. Helmets

- 3.1.1. Maximum 5 years old, helmets with date stamp or code removed cannot be used
- 3.1.2. FIM homologated (hologram) to FRHPhe-01 or FRHPhe-02 and QR code. See for details
- 3.1.3. Helmets which have not received FIM approval for the FIM FRHPhe-01 or 02 Homologation Protocol will not be accepted.
- 3.1.4. External and internal damage above what would be considered cosmetic will render the helmet unusable
- 3.1.5. Visor should be fitted and free from scratches or defects that could impair the competitor's vision
- 3.1.6. It is recommended that visors with the capability of taking 'tear-off's' should be used
- 3.1.7. **NOTE** competitors and teams need to be aware that FRHPhe-02 (with a valid FIM Homologation Label) will be phased in by the end of 2025 to replace FRHPhe-01 in 2026.

3.2. Clothing (Leather suit)

- 3.2.1. Solo competitors
 - 3.2.1.1. One piece racing leather suit MUST be worn
 - 3.2.1.2. To EN17092 standard
 - 3.2.1.3. CE approved
 - 3.2.1.4. Class AAA or AA
 - 3.2.1.5. Fitted with CE approved protection pads in the shoulder, elbow, knee and hip.
 - 3.2.1.6. Impact areas double layer
 - 3.2.1.7. No major damage
 - 3.2.1.8. Stretch aramid fabric permitted on non-impact areas
- 3.2.2. Sidecar competitors
 - 3.2.2.1. One piece racing leather suit MUST be worn in Cowhide leather, minimum 1.2mm thick or Kangaroo leather, minimum 0.9mm thick
 - 3.2.2.2. Double layer leather or external leather with internal aramid fabric in the seat and all impact areas being the shoulder, elbow, knee and hip.
 - 3.2.2.3. Double layer leather or external leather with internal aramid fabric must also be included in the back for Drivers only.
 - 3.2.2.4. Stretch aramid fabric permitted on non-impact areas. Double layer stretch aramid fabric to be applied if used in the forearm
 - 3.2.2.5. Double internal stitching to all construction seams
- 3.2.3. General
 - 3.2.3.1. Leather suits must be in good physical condition with no major damage visible
 - 3.2.3.2. Leather suits are recommended to be no more than five years old
 - 3.2.3.3. 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
 - 3.2.3.4. The use of Kevlar or other fabric suits are prohibited.
 - 3.2.3.5. The use of titanium knee sliders is prohibited.
 - 3.2.3.6. 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.

3.3. Back Protector

- 3.3.1. A back protector MUST be used by all solo and sidecar competitors
- 3.3.2. To EN1621-2 CB (central back) or FB (full back) level 1 or 2 standard

- 3.3.3. 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

3.4. Chest Protector

- 3.4.1. Solo competitors
- 3.4.1.1. A chest protector MUST be worn
 - 3.4.1.2. To EN1621-3 standard
 - 3.4.1.3. If an airbag suit is worn it MUST have an integral chest protector
 - 3.4.1.4. 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
- 3.4.2. Sidecar competitors
- 3.4.2.1. The use of a chest protector is discretionary for sidecar competitors, however, if used it should be to EN1621-3 standard

3.5. Gloves

- 3.5.1. Solo competitors
- 3.5.1.1. To EN13594 minimum level 1-KP standard MUST be worn
 - 3.5.1.2. Leather construction with full length cuff
 - 3.5.1.3. Double cuff closure to prevent the glove pulling off the competitor's hand when fastened
 - 3.5.1.4. Glove should have a cuff length sufficient to overlap the leather suit by at least 50mm
 - 3.5.1.5. Knuckle protection MUST be present to a minimum level 1-KP
 - 3.5.1.6. No metal studs should be present on the palm
- 3.5.2. Sidecar competitors
- 3.5.2.1. Gloves of a full leather construction MUST be worn
 - 3.5.2.2. Knuckle protection MUST be present to a minimum level 1-KP
 - 3.5.2.3. There are to be NO gaps between glove and suit that may expose skin
 - 3.5.2.4. Fabric gloves NOT permitted
- 3.5.3. General
- 3.5.3.1. Gloves should be free from visible damage, if damaged they MUST be replaced NOT repaired.

3.6. Boots

- 3.6.1. Solo competitors
- 3.6.1.1. To EN13634-2017 standard MUST be worn. Daytona type boots will be allowed at the discretion of the organisers
 - 3.6.1.2. 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
- 3.6.2. Sidecar competitors
- 3.6.2.1. If not wearing boots that conform to the EN13634-2017 standard they MUST conform to the following:
 - 3.6.2.1.1. MUST be of full leather construction with a rubber sole
 - 3.6.2.1.2. Made from Cowhide leather minimum 1.4mm thick
 - 3.6.2.1.3. MUST be zip fastening which has a leather cover
 - 3.6.2.1.4. Toe, ankle and skin bone protection forming part of the construction of the boot (internal or external)
 - 3.6.2.1.5. MUST be full length i.e. shin length and sits underneath or over the competitor's suit, no skin exposed
- 3.6.3. General
- 3.6.3.1. Boots must be in good condition and should be free from visible damage, if damaged they MUST be replaced NOT repaired

3.7. Identification

- 3.7.1. Whilst qualifying and racing, all competitors are required to:
- 3.7.1.1. Wear an identification disk attached around the neck of a material approved by the Chief Technical Official.

- 3.7.1.2. 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
- 3.7.1.3. A sewn in identity label attached to the leather suit adjacent to the zip
- 3.7.1.4. Both disk and identity label MUST be permanently marked with the wearers full name and date of birth
- 3.7.1.5. 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.

3.8. Airbag suits

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

3.9. Post accident rider's personal protective equipment check

- 3.9.1. 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.
- 3.9.2. 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.
- 3.9.3. 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.

3.10. Hearing protection

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

3.11. General

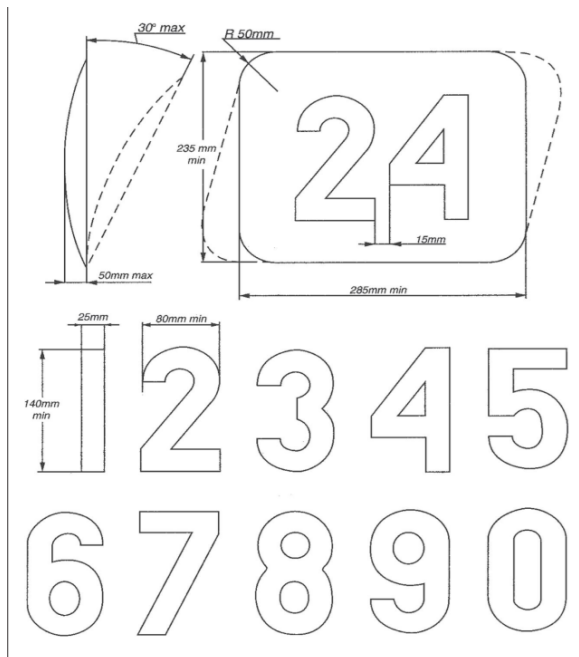
- 3.11.1. The Race Organisers also reserves the right for all or certain aspects of any competitor's personal protective equipment to be checked at any time during the event should they deem it necessary to do so

4. TRANSPONDERS

- 4.1. 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.
- 4.2. 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.
- 4.3. Transponders MUST NOT be mounted between the top and bottom yoke of the fork leg
- 4.4. 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
- 4.5. If more than one machine is entered each machine MUST have a separate transponder

6. NUMBER PLATES

6.1. 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.



6.2. All 600cc competitors will be allocated either Yellow or White number plates when the rider numbers are issued.

6.3. 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.

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

Lightweight	Supersport	Supersport	Sidecars	1100cc
White No.s	Black No.s	Black No.s	White No.s	White No.s



EXAMPLES OF CORRECT NUMBER SIZE AND STYLE

7. RIDER/PASSENGER NAMES ON MACHINES

7.1. 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.

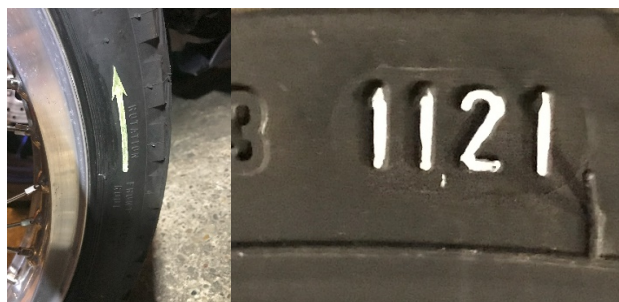
8. TYRES

8.1. The use of slick tyres is permitted, see also ACU Standing Regulations.

8.2. Tyres should have short stem type valve (tubeless tyres) and approved valve caps

8.3. Tyres NOT to exceed 3 years old

8.4. 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

9. FLUID (OIL, COOLANT) CONTAINMENT

9.1. Solo

9.1.1. 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.

9.2. Sidecar

9.2.1. MUST to be fitted with a fluid containment system capable of holding minimum of half of the machines fluid, e.g. sump tray.

9.2.2. 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

9.2.3. 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.

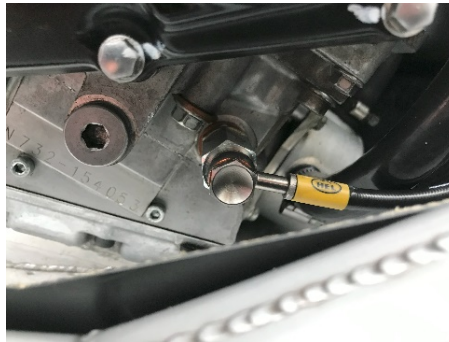
9.3. General

9.3.1. 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

- 9.3.2. 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.
- 9.3.3. 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

- 9.3.4. 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

- 9.3.5. All oil lines MUST be contained within the fairing of the machine and not exposed to accidental damage.
- 9.3.6. 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.
- 9.3.7. All engine, gearbox and transmission catch tanks/bottles MUST be empty when being presented for Technical Inspection
- 9.3.8. The fluid containment system must be free from splits, cracks and holes that may allow leakage of a fluid.
- 9.3.9. There should be no removable bungs from the bottom of the fluid containment system, e.g. bottom of fairing.

10. COOLANT

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

11. FUEL

- 11.1. Only Fuels approved in the A.C.U. Regulations will be permitted
- 11.2. The Club reserve the right at any time to take samples of fuels used
- 11.3. Refuelling of participating motorcycles will not be permitted during any race comprising the meeting. Breach of this regulation will result in automatic disqualification.
- 11.4. 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.
- 11.5. Please ensure that your fuel containers for storage have suitable identification marked on them for ease of collection.

12. FUEL TANKS

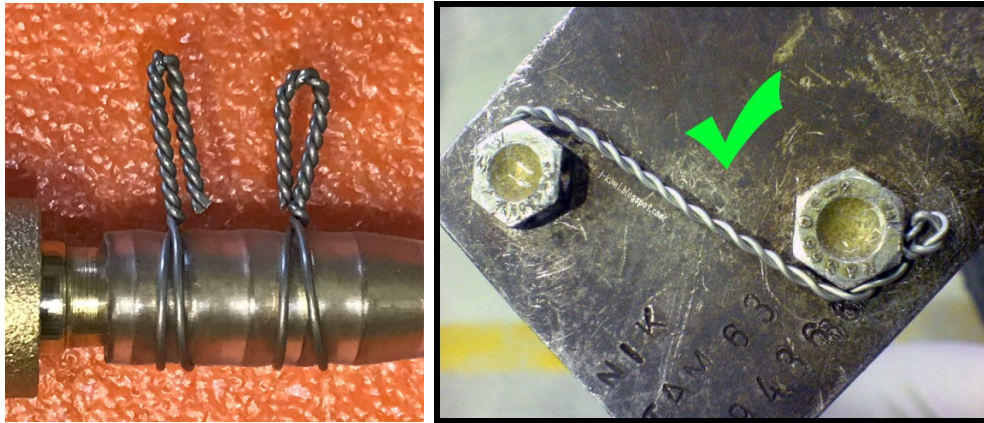
- 12.1. All fuel tanks must have leak-proof caps. Monza caps with standard vent holes are not acceptable. Monza caps may be used if vents are sealed and a separate breather fitted. All Monza caps must be fitted with an "R" clip or other device, to prevent unintentional opening of the cap.
- 12.2. Fuel tanks **MUST** be fitted with a secure breather catch bottle of no less than 250ml and **MUST** be visible.
- 12.3. All fuel breather catch bottles **MUST** be empty when being presented for Technical Inspection
- 12.4. 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.

13. CONTROLS

- 13.1. A Front brake lever protection guard **MUST** be fitted to all machines
- 13.2. Scooter type rear brake levers mounted on the handle bars must be fitted with brake lever protection guards to the same standard as front brake lever protection
- 13.3. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be as least 19mm permanently fixed and forming an integral part of the lever.

14. WIRE LOCKING

- 14.1. 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

- 14.2. In addition to that stated in the Fluid (Oil, Coolant) Containment section, the following **MUST** be wire locked
- 14.2.1. Mounting bolts of front brake callipers
 - 14.2.2. Wheel spindles and spindle nuts
 - 14.2.3. Front fork wheel spindle pinch and bottom cap bolts/nuts



EXAMPLE OF WIRE LOCKING BRAKES, SPINDE AND PINCH CLAMP BOLTS

15. RAIN LIGHTS

- 15.1. ALL machines **MUST** be fitted with a rain light and **MUST** be switched on at all times when the machine is on the course.
- 15.2. It **MUST** be visible 15° either side of the centre line of the machine
- 15.3. 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
- 15.4. **Solos**
- 15.4.1. 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
- 15.5. **Sidecars**
- 15.5.1. 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

16. ON BOARD CAMERAS

- 16.1.** 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.
- 16.2.** 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.

17. MACHINE SOUND LEVELS

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

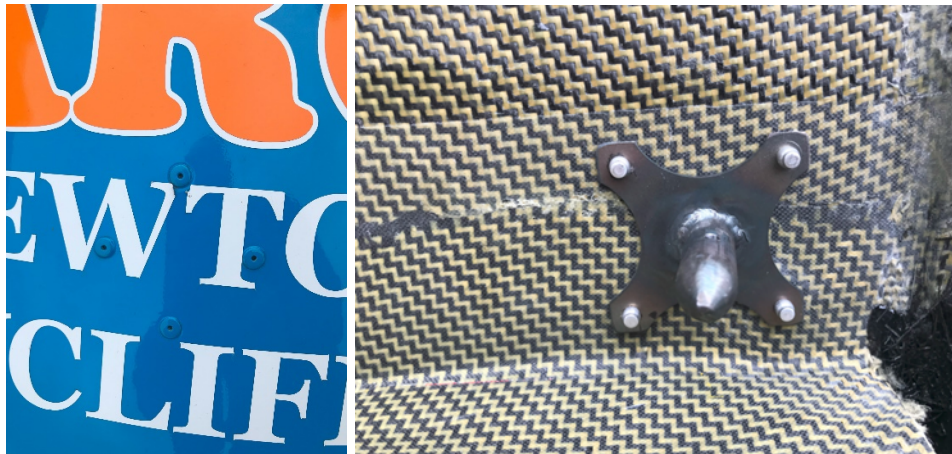
18. SIDECARS

18.1. Ground clearance

- 18.1.1. The ground clearance measured over the entire length and width of the vehicle in a race ready condition, fully loaded with Driver, Passenger, and fuel must not be less than 65mm with the steering in the straight-ahead position. Tyres pressures must be set to recommended operating pressures and not over inflated. Note that the ground clearance will be measured with all Bodywork fitted and secured to the outfit. A tolerance of a maximum 3mm may be granted only if authorised by the Chief Technical Officer.

18.2. Streamlining

- 18.2.1. All streamlining and bodywork must, when mounted and secured, be ridged enough to prevent excessive flex and movement in order to eliminate the possibility of it contacting/interfering with the steering system throughout its full range of movement.
- 18.2.2. All main mounting pins/plates forward of the steering head must be secured to the bodywork with a steel plate no smaller than 100mm square. This must be both riveted and bonded (e.g. fibreglass/resin) to the bodywork in order to render it a permanent and secure fixing point. For verification purposes all Rivet Heads must be intact and visible on the outside of the bodywork.



**EXAMPLE OF TOP AND BOTTOM VIEW OF PIN
(BOTTOM VIEW PIN PRIOR TO BONDING)**

- 18.2.3. For the avoidance of doubt. A main mounting point is defined as a fixture or fitting that robustly secures the bodywork directly to the chassis.
- 18.2.4. There must be no fewer than four main mounting pins/pegs secured with “R” clips dispersed appropriately around the main bodywork. All bodywork fixing pins/pegs must always be secured with “R” clips or similar.
- 18.2.5. The streamlining and bodywork must be fixed securely to the outfit in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting point.
- 18.2.6. The streamlining must be detachable for technical inspection.

18.2.7. Aerofoils or spoilers are not permitted on streamlining.

18.2.8. Whatever the position of the steering, there must be a minimum space 20mm between the inside of the bodywork and any part of the steering mechanism or front wheel/tyre. This includes but is not limited to: control levers, forks, dampers etc.

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

18.2.10. Any Strakes or airflow deflectors are to be constructed that there is NO sharp edge that may catch or foul in the event of accident.



EXAMPLE OF NON-CONFORMING STRAKES

18.3. Controls

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

18.4. Tyres

18.4.1. Any make of tyre is acceptable