The

BLACKFORD FINANCIAL SERVICES

2026

Pre TT Classic Road Race Meeting

TECHNICAL REGULATIONS

PLEASE READ

Organised and Promoted by

ALTERATIONS, UPDATES AND AMENDMENTS

ISSUE	DATE	AMENDMENT	AUTHOR
1.0	19th November 2025	First issue	GH
2.0	14th January 2026	Section 17, original paragraph 17.3 removed, subsequent paragraphs re-numbered. Original section 17.3 did read *'It must be 'hard wired' and must be on at all times when the ignition system is turned on and only be able to be switched off when the ignition is turned off, the light must not be able to be turned off by another switch, only by the ignition. Dispensation will be given to machines with magneto type ignition systems where an independent battery powered light may be used'.*	GH/GP

TECHNICAL REGULATIONS

1. MACHINE ELIGIBILITY

1.1. General – all classes

1.1.1. By entering a specific class, the competitor makes a declaration that the machine entered meets the specific requirements of that class and that they have read and understood the requirements of the Technical Regulations for this event.

1.2. Singles (Class A and B)

1.2.1. Two strokes built before 31/12/1967
1.2.2. Four strokes built before 31/12/1972
1.2.3. Over 120cc but not exceeding 350cc
1.2.4. Singles Class A 120cc but not exceeding 250cc
1.2.5. Singles Class B 251cc but not exceeding 350cc

1.3. 1100cc Classic

1.3.1. Two strokes built before 31/12/1967
1.3.2. Four strokes built before 31/12/1972
1.3.3. Over 400cc but not exceeding 1100cc

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

1.4.1. Two strokes built before 31/12/1967
1.4.2. Four strokes built before 31/12/1972
1.4.3. Class A over 175cc but not exceeding 250cc
1.4.4. Class B post classic 125cc machines built before 31/12/1994

1.5. Junior Classic

1.5.1. Two strokes built before 31/12/1967
1.5.2. Four strokes built before 31/12/1972
1.5.3. Over 251cc but not exceeding 350cc

1.6. Senior Classic

1.6.1. Two strokes built before 31/12/1972
1.6.2. Four strokes built before 31/12/1972
1.6.3. Over 351cc but not exceeding 500cc

1.7. Solo Classic – General

1.7.1. 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.

1.7.2. 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.

1.7.3. Motorcycles with more than three cylinders will only be permitted by special arrangements with the organisers

1.7.4. All components used must be of a type available prior to 31st December 1972 for four strokes and 31st December 1967 for two strokes, the exception being solo Senior Classic two strokes which has a cut-off date of 31st December 1972.

1.7.5. Amal MkII carburettors may be used. Power jet carburettors will not be permitted

1.7.6. 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 and conical or spool type hub, Lockheed calliper. Floating discs, 4 piston callipers and adjustable master cylinders will not be permitted

1.8. **Post Classic Junior Superbike**

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

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

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

1.9. **Post Classic 400cc Class**

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

1.10. **Post Classic Senior Superbike**

1.10.1. 601cc but not exceeding 1300cc, air-cooled four stroke machines before 31/12/1986

1.10.2. 601cc but not exceeding 1300cc, liquid cooled four stroke machines before 31/12/1986

1.10.3. 601cc but not exceeding 750cc four stroke, four cylinder machines before 31/12/1996

1.10.4. 601cc but not exceeding 1000cc four stroke, two and three cylinder Machines and Norton rotary-engine machines before 31/12/1994

1.10.5. 351cc but not exceeding 750cc two stroke machines before 31/12/1992

1.11. **Post Classic General**

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

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

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

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

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

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

1.12. **Sidecar**

1.12.1. Two strokes built before 31/12/1967

1.12.2. Four strokes built before 31/12/1972

1.12.3. Sidecars must comply with the ACU standing regulations

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

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

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, where this is not possible an alternative date and time for these checks to be carried out can be made by prior arrangement with the Chief Technical Official.

2.3. Before commencing qualification each day and for every race all riders shall present their machine at the prescribed time 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.

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

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 protocol and QR code. See http://WWW.frhp.org/ for details

3.1.3. Helmets which have not received FIM approval to the FRHPhe-01 or FRHPhe-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. Cameras affixed to or within a helmet are prohibited.

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

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. Boots manufactured by Daytona 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 the 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. The use of airbag suits must be declared by the competitor on initial clothing check at signing on.

3.8.3. Airbag suits are used at the discretion of the competitor who must be aware of the risk (hazard) associated with false deployment

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

3.8.5. 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 Official, 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 Official, 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.

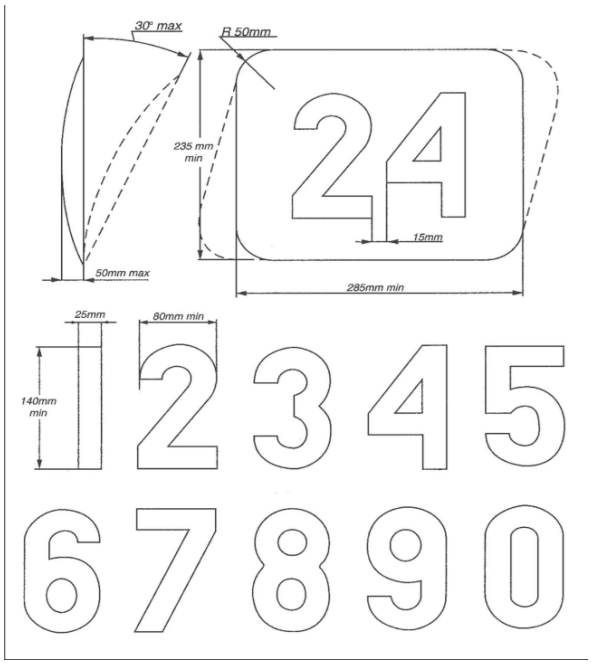
4.3. Transponders must not be mounted between the top and bottom yoke of the fork leg

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

5. NUMBER PLATES

5.1. 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 Official will be final.



5.2. 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.

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

125 Post Classic	Lightweight Classic	Junior Classic	Senior Classic	1100 Classic	Post Classic 400	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**	**White No.s**	**Black No.s**	**Black No.s**	**White No.s**

EXAMPLES OF CORRECT NUMBER SIZE AND STYLE

6. RIDER/PASSENGER NAMES ON MACHINES

6.1. 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.

7. TYRES

7.1. Tyre sizes to ACU standing regulations.
7.2. The use of slick tyres (including hand-cut) will only be permitted in: 125cc Post Classic, Post Classic Junior Superbike, Post Classic 400cc, Post Classic Senior Superbike, and Sidecar classes
7.3. Wet weather racing tyres will only be permitted for Sidecars and 125cc Post Classic, Post Classic Junior Superbike, Post Classic 400cc, Post Classic Senior Superbike classes.
7.4. Tyres should have short stem type valve (tubeless tyres) and approved valve caps
7.5. All spoked wheels must have inner tubes fitted
7.6. Tyres not to exceed 3 years old.
7.7. On presentation of a machine at Technical Control the tyres of the machine will be marked to identify that they have been seen at Technical Control.
7.8. All spare wheels with tyres fitted, e.g. 'wets', different compound, etc. that are to be taken into the holding area and have a potential to be used on the course will be required to be presented to Technical Control and subsequently marked to identify that they have been seen at Technical Control.
7.9. Any un-marked tyres, or tyres over the age limits set-out in these Technical Regulations that are used for qualifying, practice, or race may, at the discretion of the Promoter, result in the rider being excluded from the event.
7.10. 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

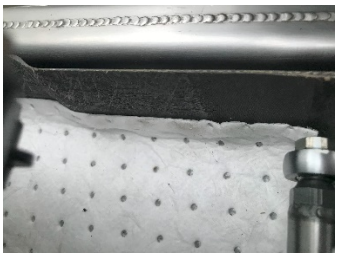
8. FLUID (OIL, COOLANT) CONTAINMENT

8.1. Solo
8.1.1. All four stroke machines must be fitted with a fluid containment system capable of holding a minimum half of the machines fluid, e.g. belly pan of fairing.

8.2. Sidecar

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

8.2.2. 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

8.2.3. 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.

8.3. General

8.3.1. 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

8.3.2. All cartridge type oil filters must be ‘Jubilee’ clipped and wire locked. 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. The use of bolt type hexagon cartridges, or a hexagon cartridge where the bolt has been cut off is prohibited.

THE USE OF BOLT TYPE HEXAGON CARTRIDGE TYPE OIL FILTERS IS PROHIBITED

8.3.3. 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 <u>MUST</u> BE MARKED OR WIRE LOCKED

8.3.4. 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

8.3.5. All oil lines must be contained within the fairing of the machine and not exposed to accidental damage.

8.3.6. 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.

8.3.7. All engine, gearbox and transmission catch tanks/bottles must be empty when being presented for Technical Inspection

8.3.8. The fluid containment system must be free from splits, cracks and holes that may allow leakage of a fluid.

8.3.9. There should be no removable bungs from the bottom of the fluid containment system, e.g. bottom of fairing.

9. COOLANT

9.1. Coolant for water cooled machines must not contain any additives.

9.2. Water cooled machines must be fitted with a secure breather catch bottle of no less than 250ml and must be visible.

9.3. All coolant breather catch bottles must be empty when being presented for Technical Inspection

10. FUEL

10.1. Only Fuels approved in the A.C.U. Regulations will be permitted

10.2. The Club reserve the right at any time to take samples of fuels used

10.3. Refuelling of participating motorcycles will not be permitted during any race comprising the meeting. Breach of this regulation will result in automatic disqualification.

10.4. 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.

10.5. Please ensure that your fuel containers for storage have suitable identification marked on them for ease of collection.

11. FUEL TANKS

11.1. 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 Official will be final.

11.2. 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.

11.3. Fuel tanks MUST be fitted with a secure breather catch bottle of no less than 250ml and must be visible.

11.4. All fuel breather catch bottles must be empty when being presented for Technical Inspection

11.5. 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.

12. CONTROLS

12.1. 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.

12.2. 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.

13. MACHINE SOUND LEVELS

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

14. QUICK SHIFTERS

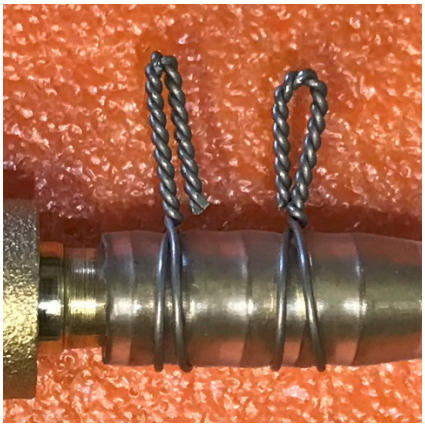
14.1. Can only be used in 125cc Post Classic, Post Classic Junior Superbike and Post Classic Senior Superbike

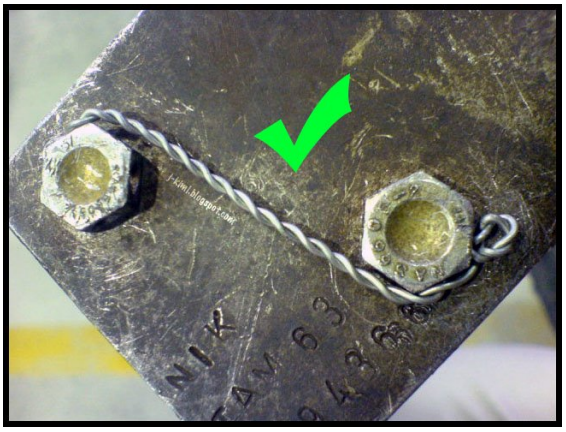
15. SLIPPER CLUTCHES

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

16. WIRE LOCKING

16.1. It is strongly advised that where any wire locking is 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

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

16.2.1. Mounting bolts of front brake callipers

16.2.2. Wheel spindles and spindle nuts

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

EXAMPLE OF WIRE LOCKING BRAKES, SPINDLE AND PINCH CLAMP BOLTS

17. LOW VISIBILITY (RAIN) LIGHTS

17.1. ALL machines must be fitted with a rain light which must be displayed (switched on) on instruction of the Clerk of the Course, failure to do so and at the discretion of the Clerk of the Course, may incur the rider being black flagged.

17.2. It must be visible 15o either side of the centre line of the machine

17.3. Lights designed for use on bicycles will not be accepted.

17.4. Solos

17.4.1. 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

17.5. Sidecars

17.5.1. 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

18. ON BOARD CAMERAS

18.1. 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.

18.2. 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.

18.3. As section 3 paragraph 3.1.7 Cameras affixed to or within a helmet are prohibited