

The  
**BLACKFORD FINANCIAL SERVICES**  
**2010**  
**Pre T.T. Classic Road Race Meeting**



Promoted by

***Southern 100 Motorcycle Racing Ltd. - Isle of Man***

**A EUROPEAN OPEN NATIONAL COMPETITION**

Held under the National Sporting Code of the Auto-Cycle Union (4<sup>th</sup> Edition)  
And the 2010 Standing Regulations for Road Races of the Auto-Cycle Union

**Permit No. A.C.U. 27719, and UEM EMN 10/149 and these Supplementary Regulations**

**On**  
**FRIDAY 28<sup>th</sup> MAY**  
**SATURDAY 29<sup>th</sup> MAY**  
**MONDAY 31<sup>st</sup> MAY**

To be held on

**THE BILLOWN CIRCUIT, near CASTLETOWN**  
**ISLE OF MAN.**

**SUPPLEMENTARY REGULATIONS**

## 1. ANNOUNCEMENTS

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

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

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

(d) On Friday Saturday and Monday 28th, 29th and 31st May 2010.

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

**SATURDAY 29<sup>th</sup> MAY & MONDAY 31<sup>st</sup> MAY 2010.**

**RACE 1 - SINGLES RACE** - For single cylinder solo machines of over 175cc but not exceeding 350cc commencing on Saturday 29<sup>th</sup> May at 3.00 p.m. This Race will be divided into two classes - Class 1 up to 250cc and Class 2 - 251cc to 350cc.

**RACE 2 – LIGHTWEIGHT RACE** - For solo machines of over 175cc but not exceeding 250cc. commencing on Monday 31<sup>st</sup> May at 9-30 a.m. And on completion followed by:-

**RACE 3 -SENIOR RACE** - For solo machines of over 351cc but not exceeding 500cc. And on completion followed by:-

**RACE 4 - SIDECAR RACE** - For three-wheeler machines of over 300cc but not exceeding 1300cc.

**RACE 5 - JUNIOR RACE** - For solo machines of over 250cc but not exceeding 350cc, commencing at 1-50 pm and on completion followed by:-

**RACE 6 - SUPERBIKE RACE** - For solo machines of up to 1200cc. This Race will be divided into two classes - Class 1 for Classic Machines of 400cc to 850cc and Class 2 for Post Classic Super Bikes of 230cc to 1200cc.

If entries are oversubscribed in Races 3,5 and 6 a combined support race may be held

(e) **Held under A.C.U. Permit ACU 27719 and UEM Permit EMN 10/149**

(f) **Permanent Course Licence No 028.**

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

(h) The Meeting is held under the National Sporting Code and Standing Regulations of the Auto-Cycle Union and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made.

(i) The definition of a "Classic" machine is given in the appendix of these regulations, with the exception of Race 6. Class 2 where machines must comply with the Post Classic Eligibility Rules Group One/Two

(j) A Concourse d'Elegance will be held at Castletown Market Square on Tuesday 1st June, between 2.00 p.m. and 4.00 p.m. All competitors are eligible to enter and should signify so on the Entry Form

## 2

## OFFICIALS

**Stewards of the Meeting: A.C.U. Steward –**

**I.O.M. Centre Steward–**

**Club Steward – Des Evans**

**Clerk of the Course: Peter Oates**

**Deputy Clerks of the Course: Phil Taubman and Andy Clark**

**Incident Officer: Phil Taubman.**

**Chief Club Marshal: Dave Ali**

**A.C.U. Timekeeper in Charge: Kevin Brookes** **Chief Technical Official: Mike Chapman**

**Chief Medical Officer: Dr. David B. Stevens M.B.E.** **Media Officer: Phil Edge**

**Secretary of the Meeting and Child Protection Officer; George Peach,**

Ellerslie, 128 Malew St., Castletown Isle of Man IM9 1LT

**(Phone 01624 822546 - Mobile 07624 471301) e mail: georgepeach@manx.net**

### 3. ELIGIBILITY

Open to holders of the 2010 FIM Non Championship International/National Licences with a **minimum age of 18 years** issued by the ACU/SACU or a Federation (FMN) whose country is a member of the European Union.

### 4. ENTRIES AND ENTRY FEES

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

(b) Entries will be made on the form supplied with these regulations to the Secretary of the Meeting at the following address:- **George Peach, Secretary of the Meeting, Ellerslie, Malew Street, Castletown, Isle of Man IM9 1LT. Tel. No. 01624 - 822546 - Fax No. 01624 - 823771.**

(c) With the appropriate entry fees (**n.b. Post dated cheques are not acceptable**) which are as follows **Please note all Non ACU/SACU the entry fee will not include Third Party Insurance and Personal Accident Insurance, which must be provided by the riders FMN/MCUI**

Races	Entry Fee ACU/SACU	Entry Fee MCUI and European Federations		
All Solo Races	<b>£30-00</b>	<b>£15-00</b>		
Sidecar Race per crew	<b>£55-00</b>	<b>£25-00</b>		

**An additional surcharge of £65-00 per Rider (not Passenger) for the first race entered has had to be levied.**

(d) Cheques and postal orders are to be made payable to Southern 100 Motorcycle Racing Ltd., The Club reserve the right to refuse any entry, and abandon, cancel or postpone the meeting or alter the programme of races and awards.

(e) Entry Fees will be refunded in full only if an entry is refused or the Meeting is cancelled or postponed for more than 24 hours.

(f) 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.

(g) 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.

#### **(h) Insurance:**

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

(2) All ACU/SACU riders will be covered by personal accident cover (n.b. no weekly benefits) during practice and races. **All other competitors must produce a copy of their start permission issued by their own federation (this includes MCUI members), which must be proof that they hold personal accident cover to the FIM minimum benefits.**

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

### 5. LIMITATION OF ENTRIES

(a) **Up to 48 entries will be accepted in all solo races, however only 32 riders are allowed to start these will be made up of the fastest 28 riders in qualifying plus 4 nominated by the Club. In the sidecar race up to 25 entries will be accepted however only 20 riders will be allowed to start, these will be made up of the fastest 17 riders and three nominated by the Club.** Any rider failing to achieve a minimum qualifying time of **120%** of the time of the quickest rider in the class, may be excluded, on the discretion of the Clerk of the Course

(b) Entries will be considered in order of receipt as received by the Race Secretary, before the Official closing date of entries, **on 31st March 2010,**

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

(d) Riders will be notified within fourteen days of receipt of entry whether they have been accepted, held in abeyance, accepted as a reserve or refused. Reserve riders so nominated are offered the

opportunity to withdraw, but if they elect nomination as same, they must accept in writing within 48 hours of receiving such notification. Any rider who attends the meeting, and is not called to ride in any event will have the entry fee refunded, less any Insurance Premium incurred to cover practising.

## 6. CHANGE of MACHINE or RIDER

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

## 7. AWARDS

Race	1a	1b	2	3	4	5	6a	6b
1 <sup>st</sup>	£320	£320	£500	£500	£500	£500	£475	£475
2 <sup>nd</sup>	£220	£220	£300	£300	£300	£300	£285	£285
3 <sup>rd</sup>	£170	£170	£200	£200	£200	£200	£190	£190
4 <sup>th</sup>	£110	£110	£150	£150	£150	£150	£125	£125
5 <sup>th</sup>	£ 80	£ 80	£125	£125	£125	£125	£100	£100
6 <sup>th</sup>	£ 60	£ 60	£100	£100	£100	£100	£80	£80
7 <sup>th</sup>			£90	£90	£90	£90		
8 <sup>th</sup>			£80	£80	£80	£80		
9 <sup>th</sup>			£70	£70	£70	£70		
10 <sup>th</sup>			£60	£60	£60	£60		
Fastest Lap	£75	£75	£75	£75	£75	£75	£75	£75

(a) Trophies will be awarded to the winner of each race. The first three finishers in each race will receive a replica. The winner will also receive a garland and the first three finishers will receive a commemorative hat.

In the 500cc Race the rider of the first Twin Cylinder machine to finish will receive the **Cliff Gobell Trophy**. And the rider of the first Single Cylinder machine to finish will receive the **Peter Jarmann Trophy** In the 350cc Race the rider of the first Single Cylinder machine to finish will receive the **Eddie Byers Trophy**

The highest placed **newcomer** in each race shall also receive a trophy **and a cash award of £50**.

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

(c) All competitors must collect their Finishers Awards and Trophies at the Prize Presentation on Tuesday 1<sup>st</sup> June at 2-00 p.m. in Castletown Square. **If you are unable to attend it is imperative that you inform the Secretary of the Meeting on Monday Afternoon 31<sup>st</sup> May before 4 p.m. so that alternative arrangements can be made. The onus is on the rider to notify the Secretary of the Meeting if he has not received a Finishers Award or Trophy that he is entitled to.**

All Cups and Trophies are for Annual Competition and shall remain the property of the Club. Prize Winners are requested to present cheques for payment within six months, or they will become void and the prize forfeited.

## 8. PROGRAMME OF RACES

Race	Class	Laps	Miles	Race	Class	Laps	Miles
1	250/350 Singles	6	25.50	2	250 Lightweight	9	38.25
3	500 Senior	9	38.25	4	Sidecar	6	25.50
5	350 Junior	9	38.25	6	Post Classic and 850	9	38.25

## 9. THE COURSE

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

## 10. TECHNICAL INSPECTION

(a) Riders are required to produce their protective clothing, helmets, boots and gloves, and identification disc for checking by the Technical Officials at signing-on.

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

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

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

(e) If a competitor has a spare machine for a race they must let the Secretary know so that the necessary paperwork can be completed and the Technical Officials informed.

## 11. PRACTICE

Practising on the Course, which will be closed to the public, will be regulated and supervised by the Club and will be allowed only during the times set out hereunder, and practice when indicated, will be timed to help determine grid positions. All newcomers must complete 2 laps of the circuit, ( One of which the rider will be taken around the course by a Club Official, plus a minimum of one lap for Solos and Sidecars, who will each set off behind separate Travelling Marshals at an interval to familiarise themselves with the circuit. It is expressly forbidden to overtake the Travelling Marshals on these laps

### FRIDAY MAY 28<sup>th</sup> (evening)

### Timed Practice

	All Newcomers Familiarisation of Circuit	6-18 p.m. to 6-28 p.m.	
Race 1	250cc/350cc Single Cylinder Classic		6-30 p.m. to 6-43 p.m.
Race 3	500cc Senior Classic		6-53 p.m. to 7-08 p.m.
Race 2	250cc Lightweight Classic		7-23 p.m. to 7-37 p.m.
Race 6	Post Classic Superbike and 850 Classic		7-47 p.m. to 8-01 p.m.
Race 5	350cc Junior Classic		8-11 p.m. to 8-25 p.m.
Race 1	250cc/350cc Single Cylinder Classic		8-35 p.m. to 8-49 p.m.
Race 4	Sidecar Classic		8-59 p.m. to 9-15 p.m.

### SATURDAY MAY 29<sup>th</sup> (afternoon)

### Timed Practice

	All Newcomers Familiarisation of Circuit	1-10 p.m. to 1-19 p.m.		
Race 2	250cc Lightweight Classic		1-20 p.m. to 1-33 p.m.	
Race 3	500cc Senior Classic		1-43 p.m. to 1-54 p.m.	
Race 5	350cc Junior Classic		2-04 p.m. to 2-15 p.m.	
Race 6	Post Classic Superbike and 850 Classic		2-23 p.m. to 2-36 p.m.	
Race 4	Sidecar Classic		3-18 p.m. to 3-31 p.m.	

**unless varied by further instructions which will be announced.**

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

### 11b

### QUALIFYING

Practice laps will be recorded only when completed within the times specified. A competitor/driver will not be allowed to start a race unless they have ridden at least four laps of the Course in practice, and a minimum of two practice laps on each machine entered by them one of which must be completed in the qualifying time which is 120% of the time of the quickest competitor in the same class.. (Please note Regulation 5a). A Passenger must qualify by accompanying the driver he intends to race with for at least four 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, any competitor failing to achieve the qualifying time or the requisite number of laps may protest to the Clerk of the Course before 10 am on the day after the practice session, for permission to start

**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.**

## **12. METHOD OF START**

All Races will be clutch starts.

For all solo races there will be a massed start of up to 32 riders, machines will be lined up in rows according to published grid lists.

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

The method of starting for all races will be by red lights, which will be extinguished. For all races no mechanic or attendant will be permitted on the grid. Any infringement will result in disqualification.

## **13. FINISH OF A RACE**

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

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

## **14. TYRES**

Maximum tyre size will be in accordance with CRMC Standing Regulations. The use of slick tyres (including hand-cut) will only be permitted in Race 6 Class 2, in accordance with the standing regulations of the Forgotten Racing Club. Wet weather racing tyre will only be permitted in Race 4 (Sidecar Race)

## **15. NUMBER PLATES**

**Which must be supplied by the competitor and must conform to the PAL colour table as per the 2010 ACU Handbook**

<b>250</b> Green	<b>350</b> Blue	<b>500</b> Yellow	<b>Post Classic</b> Red	<b>850</b> White	<b>Sidecar</b> White
------------------	-----------------	-------------------	-------------------------	------------------	----------------------

## **16. FLAG SIGNALS**

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

**(a) Red Flag mean immediate stop.**

**(b) Yellow Flag WAVED imminent danger ahead Rider must be prepared to stop.**

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

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

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

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

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

## **17 TRANSPONDERS**

**Transponders (TranX260) or similar is compulsory for this meeting, please ensure that you let the Secretary know if you require to hire Transponder(s), by filling in the tick box on the Entry Form. The onus is on the Competitors to ensure that their Transponder is charged before each day of competition and is fitted in the approved position. n.b. Each Machine must have a different transponder.**

## **18. STOPPING A RACE**

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

**19. FUEL**

Only Fuels approved in the A.C.U. Regulations will be permitted. Refuelling of participating motorcycles will not be permitted during any race comprising the meeting. Breach of this regulation will entail automatic disqualification

**20. OIL CONTAINMENT**

It is strongly recommended that all four stroke machines have an oil containment system fitted.

**21. GENERAL**

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

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

(b) **RIDERS BRIEFING MEETINGS WILL BE HELD FOR ALL COMPETITORS AT THE SIGNING-ON, ON THURSDAY 27<sup>th</sup> MAY at the Football Stadium at 7-00pm to 9-00pm All local competitors must attend on Thursday.**

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

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

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

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

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**

**IMPORTANT NOTICE - INSURANCE**

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

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

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

## APPENDIX

### ELIGIBILITY SPECIFICATION FOR CLASSIC RACE MACHINES

Where a current CRMC registration certificate exists for a motorcycle, the details should be supplied with the entry form. Machines raced in Europe and manufactured during:

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

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

All components used must be of a type available prior to 31st December 1972 for four strokes and 31<sup>st</sup> December 1967 for two strokes, with the exception that Amal MkII carburettors may also be used. Power jet carburettors will not be permitted. Brakes must be drum or disc for 4 strokes, only drum brakes may be used for two strokes. Floating discs, 4 piston calipers and adjustable master cylinders will not be permitted.

Priority will be accorded to machines detailed above, but short circuits specials will be considered on their merits. These include machines built and developed for and in the course of short circuit racing, using genuine racing motorcycle or sports production motorcycle as a basis. In the case of the former, this would include such machines as the McIntyre Matchless or Arter Matchless. Examples of the latter would be a BSA Gold Star fitted with factory race components or a Camp Ducati, which was a roadster, race kitted by the Concessionaire and supplied as a racer. These types of machine will only be considered if they can be shown to have a positive connection with racing on the Isle of Man.

Motorcycles with more than 3 cylinders will only be permitted by special arrangements with the organisers. Sidecars must comply with the ACU standing regulations. To be eligible, they must be of the 'front exit' type construction. Specific attention is drawn to engine eligibility, as follows.

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

In all cases, the onus is on the rider or entrant to prove eligibility if required. General Preparation must be in accordance with A.C.U. standing regulations.

#### *Post Classic Superbike*

601 – 1200cc 4 stroke and 351- 750cc 2 stroke cut off date 31<sup>st</sup> December 1985  
up to 600cc 4 stroke cut off date 31<sup>st</sup> December 1985

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

126-250cc Standard frames. Standard fairings, No airboxes. Any brakes, Cut off dates 1<sup>st</sup> January 1985 to 31<sup>st</sup> December 1991.

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

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

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

In particular, and with reference to each machine

- Wheels must be of a size available as at 31<sup>st</sup> December 1985
- Suspension systems must be of a type available as at 31<sup>st</sup> December 1985 (Subject to the replacement of shock absorbers)
- Forks must be of a type available as at 31<sup>st</sup> December 1985
- Engines must be of a type available as at 31<sup>st</sup> December 1985 (with those manufactured after 31<sup>st</sup> December 1984 restricted to original capacity)
- Carburettors must be of a type available as at 31<sup>st</sup> December 1985
- Frames and swinging arms must be of a type available as at 31<sup>st</sup> December 1985
- Except for two strokes under 350cc where there is no restriction on either brakes or wheels.
- 250 Grand Prix factory machines manufactured before must be of a type available as at 31<sup>st</sup> December 1985 and are restricted to steel or period frames, whilst 250cc machines manufactured before December 1991 are restricted to standard frames and are not permitted to use airboxes.
- There are no restrictions regarding exhaust or braking systems.

The Club reserves the right to refuse an entry or to forbid the use of any particular machine which the Club considers not to be in the spirit of the event (see regulation 5c)