



Andreas Racing Association Ltd

Affiliated to Isle of Man A.C.U. Centre



2026 Supplementary Regulations for Celtic Match Races

Andreas Racing Association will hold a European Open Road Race Meetings for Solo Motorcycles & Sidecar machines on 26th & 27th September at Jurby Circuit on the Isle of Man. This meeting will be held under the Auto Cycle Union National Sporting Code and Standing Regulations, together with these Supplementary Regulations and any Final Instructions and other official club announcements.

1 Dates

Date	Event	Circuit Direction / Course Licence	Classes	Permit Number
26 th & 27 th September 2026	2026 Celtic Match Races	26 th Sept Anti-clockwise / 136 27 th Sept Clockwise / 135	Solo and Sidecar classes	207127

2 Officials

Clerks / Deputy Clerks of the Course	Darryl Hill, Neal Champion, Steve Higerty
Assistant Clerks of the Course	Linda Alton-Heath,
Secretaries of the Meeting	Liz Warden & Val Crone
Incident Officers	Jez Hill, Neal Champion, Linda Alton-Heath
Technical Officials in charge	Jo Warriner, Dave Redmayne, Trevor Denning, Andy Corkill
Chief Timekeeper	Val Crone
Chief Medical Officer	Dr Sainiuc, Dr Salah
Marshals in charge	Emma Limerick & Manda Wheatley
Club Safeguarding Officers	Liz Warden & Linda Alton-Heath
Team Managers	Isle of Man; Linda Alton-Heath & Jason Walker Wales; Michael Rees & Alun Thomas Ireland; Des Butler & Mervyn Ferris Scotland; Bill Davie and Jimmy Shanks

3 Eligibility

All riders & passengers must be fully paid-up members of Andreas Racing Association. Celtic Team members, chosen by their respective Team Manager, and visitors travelling with Celtic teams will be given complimentary Andreas Racing Association membership for 2026. Riders and passengers must be 13 years of age and over and must hold a current Licence for Road Racing issued by the ACU or Scottish ACU or a European FMN affiliated to the FIME. Riders with a licence issued by a European FMN other than the ACU or SACU must have start permission from their licence issuing Federation that confirms the rider has Medical and Repatriation Insurance. This includes MCUI Licence holders. Team Managers should manage this process for their respective team and submit to the Secretary of the Meeting.

4 Entries

- Entries must be made via the club's online system, or on the official entry form, both available on the club website (www.andreasracing.im). If using the Entry form, please print, complete, scan (or photograph) and email to racesec@andreasracing.im. Payment instructions are included on the form. Entries without full payment will not be accepted.
- The closing date will be listed on the website and the entry form; typically, it is the Friday of the weekend before the event weekend. Entries submitted after the closing date will only be accepted at the discretion of the Race Secretary, and subject to a surcharge of £35.
- Team Managers should manage this process for their respective team.

4.1 Fees

Fees will be listed on the online system and entry form. Team Managers may pay for their team and this should be done via the Race Secretary.

4.2 Entry Cancellations

If an entry cancellation request is received by the Race Secretary before the closing date a full refund of entry fee will be made, less an administration charge of £25. After the closing date, cancellations will only be accepted, and refunds made (less admin charge), if there are exceptional circumstances affecting a particular rider. Team Managers should manage this process for their respective team.

5 Change Of Motorcycle, Rider, Passenger or Class

For Celtic Match Races, applications to change the motorcycle, rider, passenger, or class must be submitted via the Team Manager to the Secretary of the Meeting in accordance with the National Sporting Code and received no later than 6:00pm on the day prior to Race Day.

Any necessary changes requested on Race Day must be submitted in writing to the Secretary of the Meeting and are subject to the approval of all 4 Team Managers and the Clerk of the Course.

For support races, applications to change the motorcycle, rider, passenger, or class must be submitted directly to the Secretary of the Meeting in accordance with the National Sporting Code, and received no later than 6:00pm on the day prior to Race Day. Race Day changes must be submitted in writing and will be considered at the discretion of the Clerk of the Course.

In support class cases, both the Rider and the Machine cannot be changed simultaneously.

6 Insurance

The organisers undertake to insure each driver and passenger, indemnifying him/her against third party claims arising out of the races or official practice, excluding claims by other riders or passengers, entrant, sponsor or mechanic. For full details please refer to the ACU Library.

7 Course and Paddock

7.1 Jurby

The course is situated at Jurby Motordrome, Jurby, Isle of Man and is known as the G.P. Circuit. It is 1.7 miles long and has a minimum width of 20 feet. The circuit is run either Clockwise or Anti Clockwise in direction.

7.2 Limitation of Entries

The maximum number of solo riders permitted per practice session is 48, with a maximum of 32 starters per race. For Celtic Match Races, 24 competitors are permitted per race (2 riders per class per team). For sidecars, the maximum is 36 per practice session and 24 per race; for Celtic Match Races, this is limited to 16 per race (4 per team).

The organising club reserves the right to cancel any race where there are insufficient entries. Team Managers are therefore responsible for ensuring adequate participation and are encouraged to work together to agree suitable reserves or substitutions where necessary, in order to support the successful delivery of the event in the best interests of the sport.

7.3 Circuit Direction

It is forbidden to ride or push a machine in the reverse direction of the course at any time, unless under direct instruction of the Clerk of the Course via track Marshals

7.4 Track Limits

The adherence to regulation 8.2.2 in the ACU Standing Road Race Regulations (*“Behaviour during practice and Race”*) will be monitored, and anyone adjudged to have gained an advantage by not respecting the track limits will be liable to a penalty.

7.5 Paddock

- One vehicle (vans/campers/bike transporters) is allowed per entrant in the paddock. Separate parking is available on the grass for other vehicles outside the working paddock area.
- Only official vehicles or race machines may be driven in the Paddock.
- Race machines may only be driven by signed-on competitors, who must wear a helmet and drive slowly.
- Each working vehicle in the paddock must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection.
- Please be aware that there are spectators and children within the Paddock Area, and you must drive/ride with care at all times.
- Please be aware that the paddock is a dangerous area and children (under the age of 18) must always be under direct supervision of a responsible adult.
- Minibikes, roller blades/skates and scooters are NOT permitted.
- Children must not ride cycles/scooters in the paddock area, nor on the grass area designated for vehicle access.
- Dogs are only allowed if kept under control at all times – either in a secure vehicle or on a lead.

8 Signing On and Technical Control

All riders must sign on for the meeting in the race office from 07:45am and no later than 8.45am. There may be an option to sign on the evening before a race day. This will be confirmed in the week before race day.

Riders and entrants will be required to produce their current physical Competition Licence or QR Code when signing on. Any rider unable to produce their licence may only start at the discretion of the Race Secretary (subject to online licence check) and may be liable to a fine not exceeding £10.

8.1 Minors

Parents / Legal Guardians of riders under the age of 18 years must complete a Parental Agreement Form giving permission for the rider to compete. This must be signed by the Parent / Legal guardian, and they must be in attendance at the circuit for the duration of the Meeting.

8.2 Technical Control

Technical control will be held for all machines between 8.00am & 9.00am, on both Saturday & Sunday

- Riders will be required to produce their machines and protective clothing for inspection.
- Riders under 18 must be accompanied by an adult.
- Race numbers must comply with the specifications defined in the ACU Standing Regulations.
- All machines must be fitted with a MyLaps X2, Tran X260 Transponder or equivalent.
- Slick tyres are permitted as per ACU Standing Regulations.

8.3 Helmet cams

Helmet cameras (internal or mounted) are not permitted. Cameras may be mounted to the machine, but these must be checked and approved by technical control, and a permit to use such a camera issued by the race office.

9 Programme of Events

Event Number		Class Name	Laps
1		Singles Twins & Triples (Non-Celtic)	6
2a	A	Celtic Classic Superbike	8
2b	B	Celtic Supersport/Next Gen	8
3		Open 1300 Sidecars (Non-Celtic)	6
4a	A	Celtic Supertwins/Sportbike	8
4b	B	Celtic Pre-injection 600	8
5		Supersport 600 (Non-Celtic)	6
6		Celtic Open Sidecars	8
7		Celtic Open Solo	8
8		Novice and Clubman	6
9a	A	Celtic CB500	8
9b	B	Celtic Open 500	8
10a	A	Supertwins/Sportbike(Non-Celtic)	6
10b	B	Pre-injection 600(Non-Celtic)	6
11		Celtic Junior Supersport	8
12		Open Solo 1300 (Non-Celtic)	6
13		Lightweight (Non-Celtic)	6
14		Lord of Jurby Invitation Race (Non Celtic)	12

*Eligibility for you to compete as part of a Celtic Match Races Team should have been previously confirmed to you by your respective Team Manager.

10 Practice and Qualification

- The official practice (if timetabled) and qualification period is between 9.00am to 11:30am each day, subject to any adjustments made on the day by the Clerk of the Course. A competitor riding on the course at other times will be deemed a breach of the rules and may be disqualified.
- Qualification consists of one session of at least 10 minutes for each event listed above
- A minimum of 3 laps must be covered in qualifying by all competitors; any exception is at the discretion of the Clerk of the Course.

- Competitors will only be allowed to qualify out of class at the discretion of the Clerk of the Course.
- The Clerk of the Course reserves the right to exclude any rider from starting any race if their best qualifying time is slower than 115% of the third placed qualifiers time for event. This restriction does not apply to Race 7 (Novice/Clubman).

11 Start of a Race

- Competitors will be called to the holding area over the paddock Tannoy and via the Paddock WhatsApp group for each race. A rider who misses the gate for their race may be allowed to join the field after the warm-up lap and start from the back of the grid at the discretion of the Clerk of the Course via the Gate Marshal
- All races will be a clutch start with the engine running.
- After the warm-up lap(s) competitors must take up their allocated grid position; grid positions are allocated after qualifying.
- Only officials and competitors are allowed on the grid.
- Start procedure:
 - Officials leave the grid
 - Red lights go on
 - When the red lights go out, the race starts

12 Finish of a Race

The Chequered flag will be displayed as the winner crosses the finishing line, a second advisory chequered flag is displayed 20 metres after the finish line. The criteria for establishing the finishing order and the number of finishers are as specified in the ACU Standing Regulations.

13 Points

Only the Celtic Match Races are points scoring. Points will be awarded to finishers in each race: 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. If at the end of the 2 days there is a tie on points, the winning team will be decided by the greater number of wins, if still unresolved 2nds, 3rds and so on will be taken into account. If the result is still unresolved, the earliest win on Saturday will be the deciding factor.

Appendix 1 - Class eligibility

Singles Twins & Triples (Non Celtic)

- Allowed engine layouts: one, two, or three cylinders.
- For two- and three-cylinder bikes:
 - Up to 1300cc if the model was first made in 2018 or earlier
 - Up to 700cc if the model was first made in 2019 or later

Celtic Classic Superbike and Supersport 600

Classic Superbike

- Up to 1300cc air-cooled or liquid/air-cooled 4-stroke machines built 01/01/1973–31/12/1986
- 700–750cc 4-stroke 4-cylinder machines built 01/01/1987–31/12/1996
- Up to 1000cc 4-stroke 3-cylinder machines built 01/01/1987–31/12/1992
- Up to 1000cc 4-stroke 2-cylinder machines built 01/01/1987–31/12/1996
- 351–750cc 2-stroke machines built 01/01/1968–31/12/1992
- Unlimited capacity machines without fuel injection, built before 01/01/2000

Supersport

This class follows TT Supersport regulations and permits the following engine capacities and configurations:

- Over 400cc–600cc 4-stroke four-cylinder machines
- Over 600cc–636cc 4-stroke four-cylinder machines
- Over 500cc–675cc 4-stroke three-cylinder machines
- Over 600cc–750cc 4-stroke two-cylinder machines

Machines that comply with TT Supersport 'Next Generation' regulations are also eligible. Approved and homologated models are:

- Ducati Panigale V2
- Honda CBR600RR
- Kawasaki ZX-6R
- Kawasaki ZX-636
- MV Agusta F3
- MV Agusta F3 800*
- MV Agusta F3 Superveloce*
- Suzuki GSX-R600
- Suzuki GSX-R750*
- Triumph 675R
- Triumph ST765RS*
- Yamaha YZF-R6

*Models marked with an asterisk are 'Next Generation' machines.
Any other machine must meet the capacity limits listed above

Celtic and non-Celtic Sidecars

Any machine allowed which meets the sidecar standing regulations and has a capacity not exceeding 1300cc.

SuperTwins/Sportbike

This class allows any twin cylinder four-stroke machine with capacity not exceeding 700cc, and any machine which meets the 2026 TT Sportbike regulations

Pre-injection 600s

This class is for production-based machines which do not use fuel injection. Allowed capacities and configurations are as listed for the SuperSport class.

Novice & Clubman

This class is open only to riders holding a Novice or Clubman licence.

For 2026, the former combined Novice & Clubman class will run as two separate races to better manage the wide range of rider speed and experience. There will be two qualifying sessions, and riders will be placed into A and B races based on qualifying times.

Any machine is eligible provided it meets the age and licence requirements set out in the ACU Road Race Standing Regulations.

CB500

This class is for machines that comply with the **No Limits CB500** regulations. The current No Limits rules can be found here [2026 CB500 Regulations.docx](#)

ARA does **not** use the No Limits control tyre, as Dunlop supply on the Island is limited.

Open 500

The Open 500 will consist of 2 classes

- 2 – Stroke
- 4 – Stroke

Overall cylinder capacity must not exceed 500cc (standard manufacture oversize's permissible)

Number colours as per ACU Regs

Slick or treaded tyres permissible

Bikes must conform to all other aspects of the ACU Road Race Regulations.

Junior Supersport

The Junior Supersport class is for twin-cylinder machines up to 400cc and is restricted to riders under 18 years of age. Eligible machines must comply with the ACU Standing Regulations, Schedule 2.4 – Capacity and Licence Restrictions.

1300cc Solos

This is an open class allowing any machine with capacity not exceeding 1300cc.

Lightweight

The Lightweight class includes the following machine types:

- Up to 250cc 4-stroke single-cylinder Moto3 machines
- Up to 250cc 2-stroke twin-cylinder GP machines
- Supersport 400 machines (e.g., Honda VFR400, CBR400; Kawasaki ZXR400; Yamaha FZR400)
- Supersport 300-type machines up to 400cc
- CB500 Honda