



2005 International Ulster Grand Prix Motor Cycle Road Race

**UGP & Dundrod 150 Practice: Wednesday 10th August,
Roads closed 1.30pm - open by 8.30pm**

**UGP Practice & Dundrod 150 Races: Thursday 11th August,
Roads closed 10am - open by 6pm**

**UGP Races: Saturday 13th August,
Roads closed 9.30am - open by 6.30pm**

For further information contact:

Leslie Moore tel: 07831 465676 or email: info@ulstergrandprix.co.uk

SUPPLEMENTARY REGULATIONS

Official permit issued by MCUI (Ulster Centre) Ltd: 000/05

FIM Permit No. I.M.N. :191/051

STEWARDS

MCUI (UC) Ltd :	N. Gordon & A. Farr
MCUI (SC) Ltd:	D. Tolan & S. Bissett
ACU:	J. Wood
Dundrod & District Club:	G. Milliken & R. Campbell
Technical Steward:	H. Anderson

Clerk Of Course:	N. Johnston (No.0502)
Assistant Clerk of Course:	S. Thompson
Race Secretary:	Mrs. L. Coulter
Race Co-Ordinator:	L. Moore
Treasurer:	P. O'Neill
Chief Marshal:	P. Marley
Asst. Chief Marshal:	D. McAllister
Chief Flag Marshal:	T. Best
Safety Officer:	J. Courtney
Child Protection Officer:	V. Creighton
Fire Officer:	R. Graham

NAME OF EVENT

1. The Race is that known as the International Ulster Grand Prix Bike Week, and is promoted by the Dundrod & District Motorcycle Club, hereinafter called the "the Promoters". It will be held on the Dundrod Circuit, Co. Antrim between Wednesday 10th & Saturday 13th August 2005.
2. The race will be run under the International Competition Rules of the FIM and the General Competition Rules of the Motor Cycle Union of Ireland and under the permit and by virtue of an order of the Department of Economic Development, N. Ireland, and these Supplementary Regulations hereinafter contained.

THE COURSE

The length of the course is approximately 7 miles 706yards / 11.84 kilometres. The course will be ridden in a clockwise direction. The starting point will be at Rusheyhill, about six miles from Belfast.

RACES TO BE RUN

Dundrod 150 National Races: (non Irish Championship)

1. Dundrod 150 National Race - 5 laps
(For Newcomers & Support riders with machines 250cc -750cc)
2. Dundrod 125GP/400SS Race - 5 Laps
3. Dundrod 150 Superbike Race - 6 Laps
(For machines over 601cc to 1010cc)
4. Dundrod 150 Challenge Race - 5 Laps
(For 'B' grade riders with 250cc - 1010cc machines)

UGP Races:

1. Superstock Race - 7 laps (as per FIM regs)
2. UGP Supersport 600 Race - 7 laps (as per FIM regs)
3. 250 National UGP Race - 6 laps
4. UGP Superbike Race - 8 laps (For machines over 601cc - 1010cc)
5. Supersport 600 Race - 6 Laps (as per FIM regs)
6. UGPSC Superbike Race - 7 Laps (For machines over 601cc - 1010cc)

ELIGIBILITY

1. Riders: In order to be eligible to enter this event all riders must be in possession of a 2005 FIM International Non Championship Licence for Road Racing or European A licence. MCUI riders need a "Super A Licence". Riders in the UGP 250 race and the four Dundrod 150 races must have at least a National Road Licence.
2. Entrants: Entrants the promoters reserve the right to refuse any entry, or the nomination of any rider without assigning any reason for such refusal.
4. Change of Rider: The same driver shall drive throughout the Race. If before the race the entrant desires to change the driver, he shall make an application to the Clerk of the Course in writing not less than one hour before the race is due to start. Every rider shall be fully qualified, as laid down in these regulations. In the event of a change of rider the replacement rider will be allocated a new riding number.
5. Machines: Every motorcycle entered must confirm to the requirements of the FIM Technical Code, Group A1 solos.
6. Bodywork / Fairing : For all 4-stroke machines 400cc and over the following rule will apply: the lower fairing has to be constructed to hold, in case of an engine breakdown, at least half the total oil and engine coolant capacity used in the motorcycle, (minimum 5 litres). The inside of the lower fairing must be fitted with an oil absorbent and fire retardant material. Alternatively, a subsump fitted between the crankcase and the lower fairing is permitted and minimum modifications with relation of two holes 25mm. These holes must be remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Clerk of the Course.
7. A Maximum of 75 riders will be allowed to start the race.

ENTRIES

Applications for entry must be made on the official entry form and returned no later than Sunday 17th July 2005.

Returned entries to: Race Secretary, Mrs L. Coulter, 10 Belfast Road, Nutts Corner, Crumlin, N.Ireland. BT29 4TQ or can be downloaded from www.ulstergrandprix.co.uk and emailed to info@ulstergrandprix.co.uk

The promoters will select the applications received up to 75 solo entries, for each race. Unless 25 applications are received for any one race, that race may be cancelled.

No rider can be permitted to ride in more than 5 races/events per day.

All entries must be accompanied by an entry fee of £50 (€80) per each UGP race and £40 (€70) for each Dundrod 150 race, or maximum total of £200 (€300) per rider for meeting, no refunds will be issued after 1st August 2005.

ENTRIES RECEIVED WITHOUT THE REQUIRED ENTRY FEE WILL NOT BE ACCEPTED, NO CORRESPONDENCE ENTERED INTO.

Applicants will be advised as soon as possible after the closing date of entries, whether or not they have been accepted.

All Overseas entries (including ACU/SACU) will only be permitted to start on production of START PERMISSION from their own FMN.

COMPETITORS WHO, WITHOUT GOOD REASON, WITHDRAW FROM A RACE AFTER 10th AUGUST OR DO NOT PRACTICE, WILL BE LIABLE TO A FINE OF UP TO £500.

INSURANCE

During the meeting and official practice, all drivers must be insured against the risk of personal accident in accordance with Article 110.2 of the FIM Code to include 25,000 Swiss francs cover for medical and repatriation and have WRITTEN START PERMISSION from their FMN to this effect, (Except MCUI drivers)

For MCUI licence holders, personal accident cover for the following benefits is required (except the UGP 250 Race and Dundrod 150 races):

Limits: Death: £10,000

Permanent total Disablement: £20,000

These insurance benefits can be effected either in the Race Office (as signing on) or by application to: **Marsh Ltd, Bedford House, Bedford Street, Belfast BT2 7DX**

Tel: Larry Devlin 028 9055 6100 or mobile 07796 144931

SIGNING ON

All competitors must sign-on at the Race Office in the paddock between the following times Wednesday 10th August 2005: 10am - 3pm.

A declaration must be signed by each competitor, confirming that they have not sustained any injury or consulted with a doctor regarding any injury or illness since the issue for their 2005 International Licence. This declaration will also confirm that the competitor is fully acquainted with all regulations and instructions issued.

NEWCOMERS ARE REQUIRED TO WEAR AN ORANGE/YELLOW JACKET THROUGHOUT

PRACTICE. These can be collected from the Race Office when signing-on, at a cost of £20 which will be refunded after practice when jacket is returned.

All Newcomers must attend a briefing on Wednesday 10th August at 10.00am in the paddock. Following this briefing a coach will leave pit lane for a tour of the circuit with an experienced instructor.

PRE-PRACTICE EXAMINATION

All machines bearing the correct number plates must pass through the Scrutineering bay for inspection/approval prior to practice, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event.

Wednesday 10th August 10am - 3pm

Thursday 11th August: 9am - 12noon

Saturday 13th August: 8.30am - 11am

All oil drain plugs must be lock-wired in position and oil pipes secured and wire locked to their machines.

Compulsory fitting of a chain guard to all machinery, from the rear fork (swinging arm), in front of the rear drive sprocket, to beyond the lower chain run so nothing can be caught between the chain and the sprocket. Exclusion at scrutineering if not fitted.

The completed pre-race examination forms must be handed over to the scrutineers.

NUMBER PLATES

Superbike: White Plates with Black Numbers

Superstock: Red Plates with White Numbers

Supersport 600: Blue Plates with White Numbers or White Plates with Blue Numbers (or MCUI Yellow & Black)

250GP: Green Plates with White Numbers

125GP: Black Plates with White Numbers

Supersport 400: Green Plates with White Numbers

FUEL

For all races only UNLEADED fuel may be used which is available from public petrol stations and which has a maximum lead content of 0.005g/l and maximum of Mon Number 90.

See FIM Technical Rule 01-63.

Two-stroke races may use unleaded fuel as specified above.

The responsibility for providing fuel for practice and races will be the competitor's.

Refuelling during the progress of the race must be carried out at the competitors designated pit. It is forbidden to open tank filler caps until the machine is stationary at its allocated pit and the engine is switched off. Riders wishing to fill up after their warm up lap must do so in the pit lane area, not on the grid. Penalty may be exclusion.

POST RACE EXAMINATION

The top 3 or others selected at random in each race will have a verification check.

VERIFICATION OF THE MACHINES

The promoters reserve the right to examine any motorcycle that has started in a practice or race, and for this purpose to retain it in official custody. Any necessary dismantling of motorcycles required shall be carried out under instructions by an accredited representative of the Competitor/Entrant.

The promoters may also require any motorcycle to be stripped, examined and retained for as long as is deemed necessary following an accident, in either practice or races.

Any competing motorcycle left unattended in the pit or scrutineering area before or after taking part in a race may be taken charge of by the promoters, who disclaims all responsibility for any competing motorcycle.

All costs relating to the verification of machines are to be met by the Competitor / Entrant.

Any non-finisher wishing to claim an award must make his machine available for post race verification.

HELMETS

A MCUI rider using a helmet which does not bear a current MCUI stamp or has been previously rejected by a Helmet Examiner or Scrutineer will receive a mandatory penalty of 30 days suspension, the period to be within the racing season.

FIRE EXTINGUISHERS

All competitors must carry a 2.5kg fire extinguisher with a current inspection certificate.

OFFICIAL PRACTICE

1. The practice sessions will be strictly adhered to, and only in exceptional circumstances will the clerk of the course consider any alteration.
2. The roads will be closed for official practice on Wednesday 10th August , from 1.30pm until 8.30pm and Thursday 11th August 2005, from 10am until 6pm by virtue of an Order of Economic Development, for N.Ireland.
3. All 'A' paddock competitors must be in the 'A' paddock at, or before 1pm on Wednesday 10th and 9am on Thursday 11th, after which no competitor will be allowed to enter and will have to park in paddock 'B'. This will be the only practice recognised by the Promoters, but competitors may familiarise themselves with the course at such speed as is not dangerous to the public, and provided their machines comply with the Road Traffic Regulations in regard to licensing and insurance.
4. All competitors under penalty of exclusion from the race, must take part in official practising. Under no circumstances may a competitor make use of a machine which is not the machine declared on entry form for that competitor without first obtaining the sanction of the clerk of course.
5. Information regarding retirements during practice will be available from the start line.

PRACTICE SESSIONS

Wednesday 10th August

- Newcomers - 30 mins
- Dundrod 125/400 - 30 mins
- Dundrod National & Challenge - 30 mins
- Dundrod 150 Superbike - 30 mins
- UGP SS600 - 30 mins
- UGP 250 - 30 mins
- UGP Superbike & Superstock - 40 mins

Thursday 11th August

- UGP Superstock - 30 mins
- UGP SS 600 - 30 mins
- UGP 250 - 30 mins
- UGP Superbike - 30 mins

QUALIFICATION

All riders machines will need a timing transponder fitted to each machine. It is the responsibility of each competitor to provide and properly fit a fully charged transponder to his/her machine(s) at his/her own expense. The transponder identification number ((usually a seven digit number) must be included on the entry form so that the database can be set up in advance of the event.

Each driver will be required to complete not less than two laps of the course at a minimum average speed equal to at least 85% of the average speed attained by the fastest six riders in that class.

All riders are required to have a minimum of 5 laps practice, if a rider has failed to complete 5 laps he must inform the Clerk of Course immediately.

In addition a driver entering for the first time in current practising periods must complete 6 laps, two of which must be at the stipulated qualifying speed before he shall be permitted to start. Drivers failing to attain qualifying speeds will only be permitted to take part in the race at the discretion of the clerk of the course, who will consider any appeal made to him. A driver has the right of appeal to the Stewards of the Meeting, through the Clerk of the Course, against any decision regarding eligibility to partake. Any driver taking part in practice on a machine other than his actual race machine must obtain permission from the Clerk of the Course. Penalty for failure to do so may be exclusion from the race.

Grid positions will be determined by timed practice, in the event of two sessions being used the fastest overall or the fastest combination from a wet & dry session. The promoters reserve the right to allocate the last four grid positions of the leading group.

RACE PROCEDURE

In exceptional circumstances, the start of any race may be officially delayed, reduced in the number of laps and if necessary postponed.

START PRELIMINARIES

First signal: 30 MINUTES BEFORE START: Competitors proceed to assembly area and may start engines for warm up period.

SECOND SIGNAL: 15 MINUTES BEFORE START: Competitors will be allowed on to circuit for their warm up lap. 5 minutes after the second signal the assembly gates will close and any late arrivals will miss the warm-up lap.

THIRD SIGNAL: After riders return from their warm up lap a three minute countdown to the start of the race will begin. Any rider who fails to complete his warm-up lap will be forced to start from pit lane behind his starting group. The start of the race is signalled by the starting lights - when the RED light goes OUT or by the raising of the National Flag.

Classes will be started in three groups of 25 riders at 30 second intervals.

START PROCEDURE: All races will be clutch start.

FINISH: After the first class winner has received the chequered flag, the remaining competitors will be flagged off the course. On being flagged off, all competitors should slow down and proceed to the marshals at the Rusheyhill cross roads with the red flag and obey his instructions.

WET RACE

In the event of wet weather, the Clerk of the Course may declare a "wet race" and allow riders to change to wet weather tyres. Applies to all classes.

PIT AREA: Each competitor is permitted up to two attendants and one time keeper. Attendants must at All times obey official instructions. If an attendant fails to obey such instructions or commits any breach of regulations, his competitors may be held responsible and penalised.

Both attendants must remain in the pit allotted to them, except when their competitor is at the pit, when they both may assist or carry out replacement repairs, only using the spares previously deposited in the pit. The time keeper must only signal from an area at the start line.

One attendant must remain in the pit at all times, whilst their rider is competing, to receive messages. Footwear worn by attendants must not carry any studs, steel tips, etc. If electrically operated equipment is required in the pit area, it must be spark-proof and intrinsically safe in every respect. Spare batteries must be protected.

Smoking is strictly forbidden in the Pits and Pit Lane areas.

PIT STOPS DURING RACING: All competitors must stop at the entrance to the pit lane before proceeding to their pits, and must place a foot on the ground. The stopping point is indicated by the word "STOP" at the entrance to the pit lane. After stopping, competitors must then proceed with caution inside the yellow line until reaching the Rusheyhill crossroads point. If any rider crosses this line he could be excluded from the meeting.

The stop box will be marshalled and failure to stop will result in a minimum time penalty of 10 seconds or exclusion.

FLAG SIGNALS:

During practice and racing, the following flag signals shall apply:

YELLOW FLAG: Signal of Danger

- Shown "motionless" = Danger, Slow down, Overtaking forbidden
- Shown "waved" = Immediate Danger, Slow down, Driver must be prepare himself to stop, Overtaking strictly forbidden.
- With red stripes = Deterioration of adhesion of the track.

RED FLAG: To be shown, on the authority of the Clerk of Course, at all designated signalling posts when racing or practising has been interrupted. Informs drivers that the race or practice is interrupted and that they must slow down, not overtake and immediately return to their pits with the utmost care and attention.

BLACK FLAG with WHITE NUMBER: Informs the driver of the motorcycle the number on the black signalling board of which is shown, that he must stop with the utmost care and attention.

NATIONAL FLAG: Starting Flag

BLACK/WHITE CHEQUERED FLAG: Finishing Flag

YELLOW FLAG WITH DIAGONAL BLACK CROSS: Last Lap Flag

PROTESTS

UGP race protests may be made and must be in accordance with the FIM Code, and accompanied by a fee of £70. In addition if it involves the dismantling of an engine, then a deposit of £250 for a Four Stroke or £150 for a Two Stroke machine must be submitted with the protest fee. In the event of the protest being UPHeld the deposit will be returned. If the protest is unsuccessful, the deposit will be awarded to the winning party and will be the only cost claimable. For the purpose of this regulation "the time of publication of results" will be deemed to be 1/2 hour after the first competitor to finish the race.

Protest for the National races must be made in writing to the Clerk of the Course, be in accordance with the General Competition Rules of the MCUI and accompanied by the prescribed fee of £25 sterling.

For the purpose of this regulation "the time of publication of results" will be deemed to be 1/2 hour after the first competitor to finish the race.

GARLANDING CEREMONY

Riders finishing first, second and third in each race will be required to take part in a short ceremony to be held in front of the Press Cabin and join the winners vehicle down past the Grandstand to acclaim and garland the winners. This ceremony will take place after the third placed competitor has entered the Winner's enclosure.

RESULTS

The Promoters shall make such public announcements of the progress of each rider during the race as may be practicable and shall announce provisional results immediately the race has finished. A report of the final results of the Race, signed by the steward, will

be published on the evening of the race. Any protest against any irregularity or mistake occurring during the race shall, be lodged within half an hour of the finish of the race.

VIDEO RECORDING OF RACES BY RIDERS

Only competitors authorised by the Clerk of the Course will be permitted to film from on board cameras.

Applications must be made in writing to the Clerk of the Course.

Where such approval is granted, the installation of the camera and associated equipment is further subject to approval of the Chief Scrutineer.

VEHICLE RECOVERY SERVICE

A recovery service will operate after certain practice sessions and each race. Any machines collected will be returned to the main paddock gate. The Promoters will not accept any responsibility for any damage to any machine.

MACHINES WILL NOT BE COLLECTED BETWEEN ALL PRACTICE SESSIONS : ONLY COMPETITORS

ACCEPTANCE OF RECORDS

Entrants, riders and passengers must accept the official records of the Promoters, which may be published as the Promoters think fit, and also agree not to publish, or allow to be published, on their behalf, any inaccurate, misleading or premature advertisement in connection with these races.

GENERAL

Every entrant and every driver by being entered thereby acknowledges that he is bound by the I.S.C of the F.I.M and G.C.R. of the M.C.U.I and these Supplementary Regulations, to all of which he undertakes to submit, and renounces any right to have recourse to arbitration or tribunal not provided for in the said rules or regulations.

INTERPRETATION OF REGULATIONS

The interpretation of these regulations, and of any to be hereafter published or issued and the infliction of any penalties for breach of the same, shall rest entirely with the Stewards of the Meeting. If any dispute shall arise in connection with the said regulations, or in connection with the race, the decision of the Stewards of the Meeting shall be final and binding, except so far as is otherwise provided under the International Sporting Code of the FIM and the General Competition Rules of the Motor Cycle Union of Ireland.

BREACH OF REGULATIONS

The Clerk of the Course subject to confirmation by the Jury, is empowered to levy a fine and/or impose a time penalty, where applicable, for breaches of the regulations, where no other penalty is specified.

POSTPONEMENTS

The Promoters have the right to postpone the race sine die should any circumstances arise which, in their opinion, render such a course necessary or desirable.

LIABILITY FOR DAMAGE TO MOTORCYCLE

It is one of the conditions upon which entries for the race and/ or practice will be accepted by the Promoters that the Promoters will not be responsible for any damage that may be done to or by any motorcycle entered for the race and/or practice, or for the theft of the motorcycle or any of its accessories or appurtenances during the said periods.

LIABILITY FOR DAMAGE BY ENTRANT

The entrant of any motorcycle in the race and/or practice may be held liable for any damage caused by him or his driver, servant, agent or representative during the course of or in connection with the race and/ or practice.

ALCOHOL/DRUG

Random alcohol/drug testing will be carried out with zero tolerance at any time prior to taking part in the race or practice. The tests will be by breath analysis using an approved breathalyser unit. Any competitor whose test is found above zero shall be excluded from any further events at the meeting and the mandatory penalty will apply.

INSTRUCTIONS

The promoters may issue mandatory instructions to competitors. These instructions shall, however, amplify only, and shall not modify, these Supplementary Regulations.

During the Meeting the Clerk of the Course, his deputy, or assistants, will establish headquarters at the Starting Area.

An official notice board shall be displayed at the Scrutineering Area and every competitor shall be deemed to have made himself cognisant with any notice displayed thereof and if applicable such notices shall have the force of these regulations and shall be binding upon all competitors.

INDEMNIFICATION OF THE FIM,M.C.U.I. AND PROMOTERS

An entrant by entering and a rider or mechanic by taking part in these races agree to save harmless and keep indemnified the FIM, M.C.U.I. and Promoters and their respective officials, servants, representatives and agents, or any person concerned with the conduct, promotion or management of the event including other entrants, riders or mechanics, from and against all actions, costs and expenses, claims and demands in respect of death, injury, loss or damage to the person or property of the entrant, rider or mechanic, as the case may be, howsoever caused or arising out of, in connection with the entrant's and/ or rider's and/ or mechanic's participating in this meeting, notwithstanding that the same may have been contributed to or occasioned by the negligence of the aforesaid FIM, M.C.U.I. and Promoters, their officials, servants, representatives or agents or other person concerned with the event.

PRIZE FUND

UGP Superbike	6th. £500	Superstock Race	UGP 250 Race	400 Supersport	Dundrod
Race	7th. £300	1st. £1,200	1st. £1,000 (+£300)	Race	Challenge Race
1st. £4,000	8th. £200	2nd. £800	2. £500	1st. £400	1st. £250
2nd. £2,000	9th. £100	3rd. £750	3. £300	2nd. £250	2. £200
3rd. £1,500	10th. £100	4th. £400	4. £250	3rd. £200	3. £175
4th. £1,000	11th. £100	5th £300	5. £225	4th. £175	4. £100
5th. £750	12th. £100	6th. £200	6. £200	5th. £150	5. £75
6th. £500		7th. £150	7. £175	6th. £100	6. £50
7th. £300		8th. £100	8. £150	7th. £75	
8th. £200		9th. £70	9. £100	8th. £50	
9th. £100		10th £50	10. £100		Dundrod National
10th. £100					Race
11th. £100		Supersport 600		Dundrod 150	1st. £200
12th. £100		Race	125 Race	Superbike Race	2. £150
		1st. £1,000	1st. £500	1st. £500	3. £125
		2nd. £600	2nd. £300	2. £280	4. £100
		3rd. £400	3rd. £200	3. £200	5. £75
		4th. £250	4th. £175	4. £150	6. £50
		5th. £150	5th. £150	5. £130	
		6th. £125	6th. £125	6. £120	• Man of the
		7th. £100	7th. £75	7. £100	Meeting £500
		8th. £100	8th. £50	8. £75	• Best UGP
		9th. £75	9th. £50	9. £50	Newcomer £500
		10th. £50	10th. £50	10. £50	

STENA LINE FERRIES

Ferry Details Contact: Diana or Louise on 02870351199 or visit: www.nutttravel.com
or send email to: louise@nuttravel.com