

14.5 ENGINE AND FRAME NUMBERS

All solo road race machines are required to have engine and frame numbers that have obviously not been tampered with or deleted. For sidecars this applies to engine numbers only. The penalty is disqualification. New unstamped components are permissible.

14.6 FUEL

1. Unless otherwise specified in the Supplementary Regulations for any series or championship, leaded petrol mixtures up to 102 RON, will be permitted, provided that the Customs and Excise or Inland Revenue dues have been paid. Power boosters, octane boosters and the like are forbidden.
2. The use of E85 Bio-ethanol pump fuel is permitted. No concessions to individual Class Technical Regulations are permitted to allow the use of Bio-ethanol fuel. The word Bio Fuel must be clearly displayed on the fuel tank.
3. Competitors must ensure that a minimum of 2 litres remain in the tank at the end of the race, for the purpose of any fuel testing that may be required.
4. Any competitor found in contravention of these regulations or who fails to provide a fuel sample will have his Road Race Licence suspended for a minimum period of 6 months of the Road Race Season (March – October) and will be liable for all costs involved in the testing. The competitor will be disqualified from the results and will lose any Championship points awarded for that class.

Note: For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump petrol.

14.7 NUMBER PLATES

1. Numbers must be clearly visible to the public and officials. All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.
2. One machine number must be displayed on the front of the motorcycle inclined not more than 30 degrees rearwards from the vertical. Holes can be perforated between the numbers on a front number plate. The actual numbers must not be perforated.
3. Each machine must display two side number plates. The numbers must be clearly visible to the public and marshals on both sides of the machine.
4. If numbers are displayed on separate plates, they must be rectangular shape and made from a rigid and solid material with minimum measurements 285mm by 235mm. The plates should not be curved or bent more than 50mm out of the flat plane.
5. The figures must be clearly legible and like the background must be painted in matt colours as described below to avoid reflection in sunlight.
6. The minimum dimensions of front numbers are:

Background	285mm by 235mm
Height of figure	140mm
Width of figure	80mm
Width of stroke	25mm
Space between two figures	15mm
7. The minimum dimensions of side numbers are:

Background	260mm by 220mm
Height of figure	120mm
Width of figure	70mm
Width of stroke	25mm
Space between 2 figures	15mm
8. A space of at least 5cm must be left free around all number plates in which no advertising may appear.

9. Figures must conform to the Number Plates diagram within this Handbook.
10. The colours for background and figures vary according to the class of motorcycle and type of competition. The following colours shall be used and they must have a matt finish and comply with the RAL colour table:

Black 9005, Blue 5010, Yellow 1003, Orange 2007,
 Red 3020, Green 6002, White 9010

The front and side number plates for each class of motorcycles are:

Class	Background	Numbers
F125cc	Red background	White numbers
125cc	Black background	White numbers
250cc	Green background	White numbers
350cc	Blue background	White numbers
500cc	Yellow background	Black numbers
Over 500cc	White background	Black numbers
Formula 400	Blue background	White numbers
Supersport 600	White background	Blue numbers
Formula 600	White background	Blue numbers
Supermono	Black background	Yellow numbers
Stocksport	Red background	White numbers
FII Sidecars	Red background	White numbers
Open Sidecars	White background	Black numbers (incl three wheelers)

14.8 CONTROL OF EXHAUST SOUND LEVEL

1. The Clerk of the Course will disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. An official sound level test results form will be completed at each meeting and will be submitted by the Clerk of the Course to the Stewards of the meeting.
2. Noise limit in force for all machines is a maximum of 105dB/A. For testing the fixed RPM specified in 6 below will be used.
3. The noise test will be conducted with the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.
4. During a noise test, machines not equipped with a gear box neutral must be placed on a stand.
5. The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.
6. Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted, is calculated at 13 m/sec (2-stroke engines) and 11 m/sec (4-stroke engines).

SPORT PRODUCTION AND SPORT PRODUCTION BASED ENGINES

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
250cc (4-stroke)	5,500rpm	8,500 rpm		
400cc (4-stroke)	5,000rpm	6,500rpm	7,000rpm	8,000rpm
600cc (4 stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm
750cc (4-stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm