The Steam Packet Company
SOUTHERN 100
ROAD RACE MEETING

Promoted and Organised by
Southern 100 Motorcycle Racing Ltd -Isle of Man.

A NATIONAL COMPETITION

Held under the National Sporting Code of the Auto-Cycle Union Fourth Edition
And the 2025 Standing Regulations for Road Races of the Auto-Cycle Union
Permit No ACU 207448 and these Supplementary Regulations
ON

MONDAY 6th, TUESDAY 7th, WEDNESDAY 8th AND THURSDAY 9th JULY 2026

TO BE HELD ON
THE MOTOR ISLE BILLOWN COURSE, near CASTLETOWN
ISLE OF MAN.

TECHNICAL REGULATIONS

ALTERATIONS, UPDATES AND AMENDMENTS

ISSUE	DATE	AMENDMENT	AUTHOR
1.0	19th February 2026	First issue	Grant Howard
2.0	11th April 2026	Section 14.2 did read: 'In addition to that stated in the Fluid (Oil, Coolant) Containment section, the following must be wire locked'. This change to the regulations made at the request of Dr Paul King ACU	Grant Howard
3.0	4th June 2026	Section 1.4 re-written to change class details, did read: 1.4 Formula Two Sidecar 1.4.1 Category B1 and B2 sidecars, complying with ACU Formula Two British Sidecar Standing Regulations, including 675cc Triumphs and 900cc parallel twins. 1.4.2 Machines of 765cc are NOT allowed. Section 5.4 Table – Classic Sidecars added in place of Formula Two Sidecars and number plate colour changed from red with white numbers. Section 18.2.2 and accompanying photograph, 18.2.3 and 18.2.4 removed as not applicable to Classic Sidecars, subsequent sections re-numbered	Grant Howard
4.0	10th June 2026	Section 7.3.2 did read: 'It is the responsibility of the sidecar team to ensure that tyres used are in a safe condition, however, it is suggested that sidecar tyres do not exceed 3 years old or less'. Section 7.3.3 added	Grant Howard

TECHNICAL REGULATIONS

1. MACHINE ELIGIBILITY

1.1. **Lightweight including Sportbike**
- 1.1.1. Two Strokes 200cc but not exceeding 250cc
- 1.1.2. Moto 3 up to 250cc
- 1.1.3. Four Stroke twin cylinder up to 700cc
- 1.1.4. Sportbike to 2025 MCRCB regulations

1.2. **Superbike**
- 1.2.1. Over 700cc but not exceeding 1100cc (open class)

1.3. **Supersport including Supersport Next Generation**
- 1.3.1. Four Stroke four cylinder 450cc but not exceeding 600cc
- 1.3.2. Four Stroke four cylinder 636cc (Kawasaki ZX-636R)
- 1.3.3. Four Stroke three cylinder 675cc
- 1.3.4. Four Stroke twin cylinder 750cc
- 1.3.5. Supersport Next Generation to 2025 MCRCB regulations

1.4. **Classic Sidecar**
- 1.4.1. Two strokes built before 31/12/1967
- 1.4.2. Four strokes built before 31/12/1972
- 1.4.3. Sidecars must comply with the ACU standing regulations
- 1.4.4. Classic three-wheeler machines with front exit sidecar over 300cc but not exceeding 1300cc
- 1.4.5. The use of Suzuki GT750 engines built before 31/12/1975 is at the discretion of the event organisers.

1.5. **General – all classes**
- 1.5.1. By entering a specific class, the competitor makes a declaration that the machine entered meets the specific requirements of that class.

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

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

3.1.3. Helmets which have not received FIM approval for 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

3.2.1.9. Airbag suits or internal airbag vests are mandatory for solo competitors, see details below on airbag systems (suits/vests).

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

3.3.2.1. If an airbag suit or internal airbag vest is used the integral back protector to be to EN1621-2 CB (central back) or FB (full back) level 1 or 2 standard and must form part of the original design of the suit/vest

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 or internal airbag vest is worn it must have an integral chest protector and must form part of the original design of the suit/vest

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 designed for motorcycle use 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 a 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 systems (suits/vests)**

3.8.1. Airbag suits or internal airbag vests are mandatory for all solo competitors

3.8.2. Airbag vests designed to be worn above (outside) of the leather suit are not permitted

3.8.3. Airbag suits/vests physically connected to the motorcycle, e.g. lanyard connection, or mechanically activated are not permitted

3.8.4. The electronic unit of all airbags must include a dedicated road racing mode. It is the competitor's responsibility to ensure the airbag system includes this riding mode prior to use, consult the airbag system manufacturer if necessary.

3.8.5. Each competitor must start each session with a fully functional airbag system.

3.8.6. Should the airbag be deployed, the airbag is to be presented to the Chief Technical Official for inspection prior to re-use, failure to present the airbag will result in the competitor being placed on a clothing stop and will not be able to proceed with further practice, qualifying or racing.

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 Officer, 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 Officer, 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**

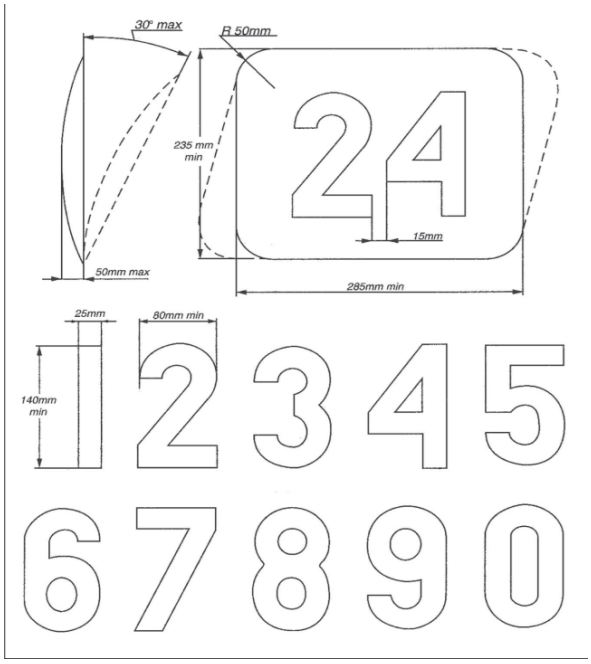
3.11.1. The Race Organisers also reserves the right for all or certain aspects of any competitor's personal protective equipment to be checked at any time during the event should they deem it necessary to do so

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 Officer will be final.



5.2. All 600cc competitors will be allocated either Yellow or White number plates when the rider numbers are issued.
5.3. 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.
5.4. Numberplate and font colours for classes as table below:

Lightweight	Supersport	Supersport	Sportbike	Classic Sidecars	Superbike
White No.s	**Black No.s**	**Black 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. **General**

7.1.1. The use of slick tyres is permitted, see also ACU Standing Regulations.

7.1.2. Tyres should have short stem type valve (tubeless tyres) and approved valve caps

7.1.3. 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

7.2. **Solo**

7.2.1. Tyres not to exceed 3 years old or less.

7.2.2. 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.

7.2.3. 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.

7.2.4. 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.

7.3. **Sidecar**

7.3.1. Any make of tyre is acceptable

7.3.2. It is the responsibility of the sidecar team to ensure that tyres used are in a safe condition, and do not exceed 3 years old.

7.3.3. Undated tyres must be accompanied by a manufacturers or distributers warrant that the tyres were supplied without date markings to the competitor/entrant.

8. FLUID (OIL, COOLANT) CONTAINMENT

8.1. **Solo**

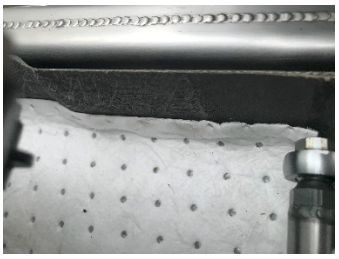
8.1.1. All four stroke machines must to be fitted with a fluid containment system capable of holding a minimum half of the machines fluid, e.g. belly pan of fairing.

8.1.2. At the first session solo competitors will be required to present their machines to Technical Control with their fairing belly pans removed.

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.

8.2.4. All oil coolers, or remote oil filters, must be mounted inside of the fluid containment system and must not be susceptible to damage in the event of a racing incident. In the case of any dispute concerning the mounting of an oil cooler or remote oil filter the decision of the Chief Technical Official will be final.

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. SECONDARY ENGINE COVERS

9.1. Secondary engine covers are required to be fitted on all solo machines, this applies to where lateral covers/engine cases contain oil and which could be in contact with the ground during an incident,

these secondary covers are to be made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.

9.2. FIM or MCRCB approved covers will be permitted without regard of the material or dimensions.

9.3. The secondary cover must cover a minimum of one third of the original cover. The Chief Technical Officials decision on suitability is final.

9.4. In addition to secondary covers plates or crash bars from aluminium or steel are also permitted

9.5. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.

9.6. Secondary covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.

9.7. Random checks of secondary engine cover integrity will be made at Technical Control and may require removal of the secondary cover by the competitor or their delegate, any costs associated with this inspection is to be borne by the competitor.

9.8. The Chief Technical Official has the authority to refuse any cover not complying with the above.

10. COOLANT

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

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

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

11. FUEL

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

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

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

11.4. 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.

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

12. FUEL TANKS

12.1. 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.

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

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

12.4. 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.

13. CONTROLS

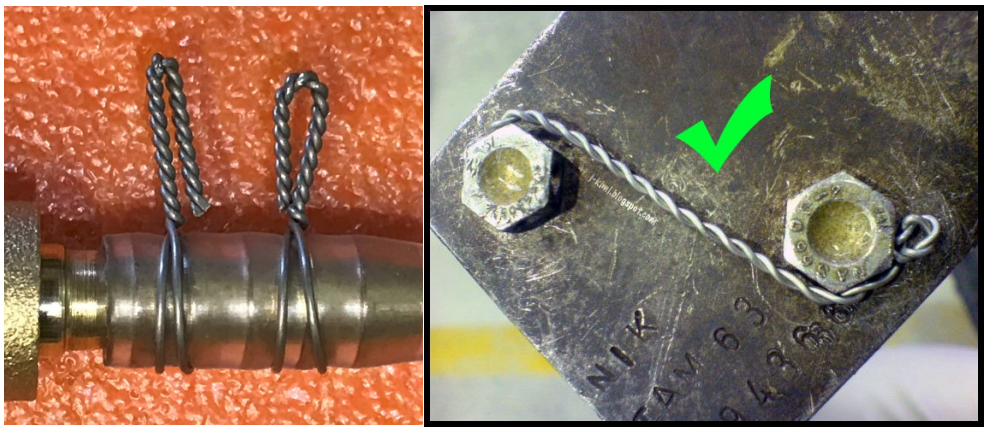
13.1. A front brake lever protection guard must be fitted to all machines

13.2. Scooter type rear brake levers mounted on the handle bars must be fitted with brake lever protection guards to the same standard as front brake lever protection

13.3. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be as least 19mm permanently fixed and forming an integral part of the lever.

14. WIRE LOCKING

14.1. It is strongly advised that any wire locking 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

14.2. In addition to that stated in the Fluid (Oil, Coolant) Containment section, it is advisory, not mandatory, that the following be wire locked

14.2.1. Mounting bolts of front brake callipers

14.2.2. Wheel spindles and spindle nuts

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

EXAMPLE OF WIRE LOCKING BRAKES, SPINDE AND PINCH CLAMP BOLTS

15. LOW VISIBILITY (RAIN) LIGHTS

15.1. 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.

15.2. It must be visible 15° either side of the centre line of the machine

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

15.4. **Solos**

15.4.1. 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

15.5. **Sidecars**

15.5.1. 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

16. ON BOARD CAMERAS

16.1. 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.

16.2. 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.

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

17. MACHINE SOUND LEVELS

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

18. SIDECARS

18.1. **Ground clearance**

18.1.1. The ground clearance measured over the entire length and width of the vehicle in a race ready condition, fully loaded with Driver, Passenger, and fuel must not be less than 65mm with the steering in the straight-ahead position. Tyres pressures must be set to recommended operating pressures and not over inflated. Note that the ground clearance will be measured with all Bodywork fitted and secured to the outfit. A tolerance of a maximum 3mm may be granted only if authorised by the Chief Technical Officer.

18.2. **Streamlining**

18.2.1. All streamlining and bodywork must, when mounted and secured, be ridged enough to prevent excessive flex and movement in order to eliminate the possibility of it contacting/interfering with the steering system throughout its full range of movement.

18.2.2. The streamlining and bodywork must be fixed securely to the outfit in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting point.

18.2.3. The streamlining must be detachable for technical inspection.

18.2.4. Aerofoils or spoilers are not permitted on streamlining.

18.2.5. Whatever the position of the steering, there must be a minimum space 20mm between the inside of the bodywork and any part of the steering mechanism or front wheel/tyre. This includes but is not limited to: control levers, forks, dampers etc.

18.2.6. Cooling air intakes must be so constructed that there is no sharp edge or forward projection/protrusion to catch or foul in the event of accident.

18.2.7. Any Strakes or airflow deflectors are to be constructed that there is no sharp edge that may catch or foul in the event of accident.

EXAMPLE OF NON-CONFORMING STRAKES

18.3. **Controls**

18.3.1. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be as least 19mm permanently fixed and forming an integral part of the lever.