

Here is what has been set out for the two year trial of Period 5, now extended to the end of the 2022 season. Rules are subject to change during the trial period.

PERIOD FIVE: There are two classes;

F2 (Middleweight maximum model year 1997) 250cc two stroke GP bikes, 750cc four stroke twins, liquid cooled 600cc multi cylinder (3 or more cylinders) four strokes

F1 (Superbike maximum model year 1996) 500cc two stroke, two or more cylinders, 1000cc four stroke twins, 750cc multi cylinder (3 or more cylinders) four strokes.

Period 4 legal bikes may bump up into the equivalent P4 class as follows: P4 F3 to P5 F2; P4 F2 to P5 F2; P4 F1 to P5 F1

All rules in Part A are applicable to all classes. In case of conflict, the Part A rules take precedence over these rules. This class is for machines built up to and including model year 1996 and 1997 as per above, except as listed in the exceptions. It is open any machine originally manufactured for road racing or a production machine subsequently modified for road racing including GP or GP replica machines. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

SUPERBIKES will be required to conform to a standard e.g. removal of sidestand and or centre stand, removal of all non-functional electrical components and wiring. Full bodywork will be encouraged. GP bikes must be factory original or replica. Bodywork will be encouraged. Machines must have clip-on handlebars below the top yoke, rearsset footpegs and single race seats.

a. ENGINES: Naturally aspirated. Castings and engine casings must be of period external appearance. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit. All four stroke machines must be fitted with race type crankcase end covers, welded or braced factory covers or other acceptable crash protection. Engine management systems shall not be updated past the cut-off date for each machine allowed in the period (not including ignition systems)

b. PRIMARY DRIVES: Are without restriction.

7c. GEARBOXES AND FINAL DRIVES: Are without restriction. Sprocket conversions are permitted.

d. CARBURETORS: must be of style and type used within period including flatslides and fuel injection. Fuel injection is allowed only where originally fitted by the manufacturer.

e. IGNITION SYSTEMS: Are without restriction.

f. EXHAUSTS: Must be of a racing style in use during the period. Stainless steel systems allowed. Titanium, carbon fiber and aluminum allowed for "cans" and silencers only. No under seat exiting exhausts on four strokes, unless equipped as std (Ducati 748/916)

g. FRAMES: Must be of an original style and type from the period. Factory frames, or replicas can be used. Engine mounts are open.

- h. SWING ARMS: Must be of an original style and type from the period. Period sub-frame braced swing arms, steel or aluminum are allowed.
- i. FORKS: Must be original style, size and type in use during the period. Maximum stanchion diameter is 43mm, unless the motorcycle was originally equipped with stanchions of a larger diameter. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable. USD type forks are acceptable.
- j. SHOCK(S): Must be of style and type used during the period.
- k. WHEELS: Must be of a size, style and type available during the period.
- l. BRAKES: Must be of a style and type available during the period. No carbon fibre discs. No wave rotors. Maximum rotor diameter is 320 mm. Calipers shall have no more than two pairs of opposing pistons, unless originally equipped (YZF750/ZX7R). Radial master cylinders are allowed.
- m. TIRES: Tires must be correct fit and size for rim. Slicks and radials are permitted
- n. BODYWORK: To be of the style in use for GP or production or Superbikes bikes during the period.
- o. HANDLEBARS: GP bikes must have clip-on handlebars below the top yoke.
- p. FOOT CONTROLS: GP bikes must use "rearset racing style", defined as having the footpeg mounted on or behind the centre line of the swingarm pivot.
- q. NUMBER PLATES: All classes are black numbers on white background. These are some examples of bikes eligible for Period 5. If no date is listed for machines, then only those built up to and including model year 1997 for F2 and 1996 for F1 are eligible.

#### F2

Aprilia: RS250 (street) to 1997, RSV250  
Ducati: 748 all years,  
Honda: RS250 to 1995, CBR600F2, CBR600F3 to 1998,  
Kawasaki: ZX6E to 2002, ZX6R to 1997,  
Suzuki: RGV250SP, RF600 to 1997, GSXR600 to 2000,  
Yamaha: TZ250 up to and including 4TW4 model, YZF600 to 2007,

#### F1

Britten: V-1000  
Buell: S2 Thunderbolt to 1996  
Ducati: 888, 916 all years  
Harley Davidson: VR1000, XL883 to 2003  
Honda: NSR500, VFR750 to 1997, RVF 750 and RC45 to 1996,  
Kawasaki: ZX7 and ZX7R to 2003  
Suzuki: RG500 all years, GSXR750 to 1998 (SRAD allowed no FI)  
Triumph: Daytona 750  
Yamaha: YZR500, YZF750 to 1998