

1/5 Scale Motorcycle

1. Constitution

- To encourage and develop the class of 1/5 scale radio control motor cycle racing in the UK.
- The sport is to be managed and policed by its members. Any modifications not deemed in keeping with the spirit of the rules or that will artificially increase the costs of the sport are to be discouraged.
- Any individual bike modifications made that can not easily be replicated by other riders must be commercially available to be deemed eligible.
- The board reserve the right to specifically ban any bikes, accessories or modifications that are deemed to be against the spirit of these rules or which will raise the cost of radio control motorcycle racing to an unacceptably high level.
- In the event of a dispute the 1/5 scale motor cycle board will have the final say, and are able to provide further clarity or interpretation of the sections rules.

2. Racing classes

- Only motorcycles falling under the category of 1/5 scale are covered by these rules. This includes bikes powered by both Electric and IC motors.
- All championship races are considered to be for electric powered bikes. However IC versions will be allowed to compete alongside electric bikes with no penalty until such time that a distinct advantage is demonstrated or when there are sufficient numbers attending each meeting to split the class's.
- Race directors should whenever possible try to keep the two classes separated at an event.
- Until a distinction between classes is made any national champion will be declared the UK 1/5 motorcycle national champion with no reference made to motive power.

3. Construction rules

3.1. Appearance

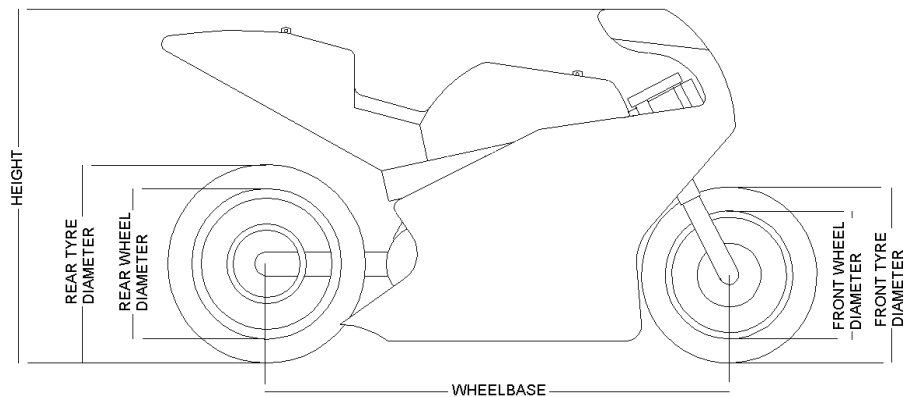
- The essence of the sport is radio control motor cycle racing and as such all bikes entered into a meeting should be realistic in appearance, neatly finished, and complete with bodywork and rider all of which should be painted.
- All fairings seat units and rider figures should be to scale and appropriate in both style and colour

3.2. General

3.2.1. Size

- To encourage new manufacturers into the sport only limited size and weight restrictions are enforced. However all bikes entered must be from a recognised and approved 1/5 scale bike manufacturer.
- Approved manufacturers currently are: -
 - Nuova Faor
 - Thunder Tiger
 - Harm
 - BergonzoniNote this list may be added to by the board as and when new, acceptable manufacturers enter the market

3.2.2. Dimensions



- Wheelbase - Max x 330 mm
Min x 260 mm
- Rear Wheel Diameter - Max x 95 mm
Min x 80 mm
- Front Wheel Diameter - Max x 95 mm
Min x 80 mm
- Rear Tyre Diameter - Max x 130 mm
Min x 100 mm
- Front Tyre Diameter - Max x 130 mm
Min x 100 mm
- Height - Min x 220 mm
- Height of Rider - Min x 225 mm
- Weight - Min x 1500 grms

(Note. Both heights measured from the ground at normal 'race ready' ride height)

3.2.3. Tyres

- Only commercially available rubber compound tyres intended for the RC bike market are to be allowed. Foam tyres and tyre caps are forbidden.
- Tyres must be black except for sidewall detail.
- No form of tyre additive is allowed.

3.2.4. Brakes

- Cable operated brakes either disc or drum are allowed in all classes.
- Braking via an electric motor and speed controller is only allowed on electric powered motorbikes.
- Hydraulic, air or power assisted brakes are specifically banned
- No forms of anti lock braking system utilizing external or secondary sensors, which are not built into the operating servo, radio transmitter or speed controller, are forbidden.

3.2.5. Transmission

- In keeping with full size motorcycle design.

3.2.6. Body shells and Rider Figures

- The shape must be realistic, scale representations of actual motorcycles raced in any Grand Prix, Super Bike or Endurance event although a generic design is acceptable.
- Paint scheme is left open to each individual and models can be finished in the rider's own design.

3.2.7. Aerodynamics

- Any form of aerodynamic aid not in keeping with the full size sport is not allowed.
- Fairing, body work and rider cannot be trimmed in a way that detracts from the bikes scale appearance

3.2.8. Motive power

- Electric bikes are limited to motors having a minimum of 12 continuous turns of copper wire per pole. Construction as per the BRCA electric board.
- IC bikes are limited to single cylinder air cooled .15 rotary valve (or smaller), two stroke, induction glow engines using a standard ¼ UNF glow plugs

3.2.9. Exhaust / induction noise

- The complete exhaust system should be contained within the confines of the body work and fitted in such a way as to minimise the risk of injury to marshals. It reduce the exhaust noise to a maximum level of 77 decibels at 70meters distance.
- If any part of the exhaust / silencer system fails or becomes detached during a race the rider has to return to the pits immediately to have the problem rectified. Further laps with a noisy engine will result in a penalty decided by the Race Director, whose decision is final.

4. Electrical equipment

4.1. *Radio equipment*

- Only legal frequencies may be used and all radio equipment must conform to the current BRCA and UK regulations. Riders are advised to have with them at least two changes of frequency crystals.

4.2. *Batteries*

- As per the BRCA electric board who review this subject every November

5. Racing rules

- Both IC and electric powered bikes will compete in the same event with equal status until such time that numbers attending allow a split to be made or until such time that the IC class gains a distinct advantage.
- At meetings containing both cars and bikes race directors should be encouraged to allow bike riders to marshal other bike heats.
- Until such time as a satisfactory, independent launching method is found for the start of each heat or final, bikes will started be hand at approximately 1 second intervals after the start tone by a single start marshal individual.
- Race's will be of 7min duration.
- A separate or additional drivers breifing will be held at the start of each meeting for all motorcycle riders at which competitors must be briefed on starting and marshelling procedures and all matters pertaining to safety.