

Important notes from Brian Hopper (Eligibility Scrutineer) regarding numbers.

There was a real mish mash on numbers especially with the QMN/TT runners at the weekend.

The regulations are as follows:-

Competition Numbers [Chart 4]

J 4.1. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 48cm x 33cm which must extend at least 5cm beyond the outline of the numbers.

4.1.1. If on a white vehicle the background must be delineated at 48cm x 33cm by a continuous black line, except for cars of period A to E.

4.1.2. Numbers must be displayed on each side of the vehicle (front doors, alongside the cockpit or on rear wing end plates) and on the foremost part of the nose.

4.1.3. Certain types of competition have special requirements which will appear in SRs (Subject to approval by the MSA) (see U.17.25 to 17.28 for Kart Numbers and Q11.4. for Circuit Racing).

4.1.4. Note. Consideration should be given at all times to the positive identification of vehicles by the competition organisers, whose decisions will be final.

4.1.5. The numbers must be of the 'Classic' type as shown below:
1-2-3-4-5-6-7-8-9-0.

4.1.6. In International events on both front wings an illustration of the national flag(s) of the driver(s) as well as the name(s) of the latter shall be displayed. Minimum height of both flag(s) and name(s) shall be 4cm.

4.1.8. With the exception of events restricted to cars of periods A to F (see The Terminology) race organisers must not use three figured numbers unless previously agreed in writing by the MSA

Intermarques are a whole different ball game. They certainly nearly all need some front numbers, and I would suggest the windscreen numbers in the top nearside corner as well (in high viz yellow).

This is not just for timekeeping, the marshals need to be able to identify cars and it will be much neater presentation wise too if there is a consistent approach.

Regards
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