

Formula Prostocks FP2 ‘Battle of the Twins’

TECHNICAL REGULATIONS

Our Objective: To provide fair, affordable, and competitive racing for enthusiastic and like-minded racers.

To provide a friendly, close knit environment for racers, where inclusion is the norm and family and friends can enjoy their hobby in a safe and well organised environment.

To promote racing on a level playing field where genuine talent is recognised and encouraged.

To promote enjoyable, close racing to a wider audience and encourage participation from further afield.

Although this is a ‘modified’ series, it is still a production based class with only mild tuning allowed (such as change carbs / jetting, cams and cam timing..) strictly NO big bores and 1000cc max limit.

FPR Battle of the Twins Technical Regulations

This class is designed for Twin Cylinder machines from 725cc to 1000cc, eligible motorcycles will include: Aprilia RSV1000 98-03, RSV Factory 04-09, Ducati 748 94-03, 749 03-06, 91/996/998 94-03, 999 03-06. Honda VTR1000F Firestorm 97-05, VTR SP1-2 00-05. KTM 990 SuperDuke 05-13. Suzuki TL1000 S/R 97-02 SV1000 03-07.

Dates

Machines that are no lower than 725cc and no more than 1000cc manufactured before 31st December 2005. Other machines manufactured after this date may be eligible if they are of the same model and specification as those available prior to 31/12/05 and will be by the discretion of the FP2 class co-ordinator..

Frames / Swinging Arms

Frames and swinging arms must be of the same manufacturer, Modification is allowed as far as removal of redundant bracketry etc.

Forks

No restrictions.

Wheels

Any wheels can be used.

Tyres

Treaded racing tyres only. No size restriction but following tyre/machine manufacturer recommendations for tyre size / rim width combinations is compulsory. .

The use of wets is allowed. Tyres warmers are allowed. No slicks.

Brakes

Any mastercylinder is permitted.

Any calipers up to six piston are permitted.

Any brake discs including wavey discs are permitted.

Engines

Engines should resemble original manufacturer appearance. Mild tuning is allowed BUT the maximum capacity is 1000cc. One standard over size boring is permitted as long as the capacity limit is not exceeded.

Carburettors

Any carburettors from the same manufacturer may be used

Bodywork

Seat units / tanks and fairings should be of original appearance or as close as possible.

Electrics

Race looms are permitted as are quick shifters.

However, no electronic aids such as traction control, wheelie control and no data logging.

Special Dispensations

Machines that do not quite meet these rules, but would make a suitable addition to the class and not out perform existing class machinery, for example excessive power output, will be considered and if deemed OK, allowed to compete in the class. .

If in doubt about any rules above, seek clarification from the class co-ordinator.

Any machine that is deemed to have significant horsepower advantage by the organisers, will be investigated and could be asked to provide a new dyno reading and for the sake of the class, be requested to down tune the engine to ensure a reasonable level of competitiveness across the grid.

Class Moderator: Keith Chambers

Contact Number: 0844 500 8565 / 07971 087175 8am to 8pm.

Formula Prostocks Racing Club.

