

Formula Prostocks FP1 Formula One

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 or oversizing of any sort. Maximum limit of 130bhp at the rear wheel (this may be checked at any time by the organisers).

This is NOT a 'cheque book' series, so if you feel that you need to spend £1,000's on tuning and modifying your bike to be at the front, then this is NOT the series or you!

If, on the other hand, you are into racing Classic Superbikes and like tinkering on them, then you are most welcome to come and join the friendliest UK paddock, Formula Prostocks Racing Club.

FPR Formula One Technical Regulations

This class is designed for the large Air Cooled Four-stroke Superbikes raced in the late seventies/early 80s era and is loosely based on classes of that time such as TTF1.

It will also cater for large capacity air and water cooled two stroke machines such as Yamaha TZ750, Suzuki TR750 and Kawasaki 750 triples but excludes 500 GP machinery.

Dates

Engines and frames must be of a type manufactured and available to general public up to 31/12/1983, or a continuation of an engine from within that era (e.g. Kawasaki GPz1100 engine is seen as a continuation of the earlier Z1000 / Z900 / Z1 Kawasaki engine)

Frames / Swinging Arms

Frames and swinging arms must be either as produced by the manufacturer, or any after market frame kit from the era (eg P&M, Harris F1, Harris Magnum), or a bone fide replica / copy.

Forks

Conventional forks, max 43mm diameter. No upside down forks.

Wheels

Any wheels can be used.

Min 17 inch diameter, max 18 inch diameter.

Rim widths Max 5.5 inch rear, max 3.5 inch front.

Tyres

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

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

Brakes

Two or four piston calipers may be used front and back.

Brake calipers from later model machines can be used up to 1986 e.g. Brembo four piston.

Discs may be floating or fixed. Front brake master cylinder should be from the period.

No wavy discs. No radial calipers / master cylinders.

Engines

Crankcase should resemble original manufacturer appearance. Only modifications to the appearance / crankcases as carried out in the period.

4 stroke.

Min 730cc max 1300cc, 2 or 4 valves per cylinder, air cooled.

No restriction on number of cylinders.

2 stroke

Min 600cc, max 750cc. air or water cooled.

No restriction on number of cylinders.

Engine internals

Free from restriction including use of slipper clutches.

Carburettors

4 stroke may use round slide or period flat slide.

2 strokes may used flat slide as per original engine manufacturer specification

Bodywork

Seat units / tanks and fairings should be of a period appearance.

Electrics

Any ignition system can be used including those that require throttle position sensors.

No restriction on rev counter / dashboard / water and oil temperature gauges.

However, no electronic aids i.e. no traction control, no wheelie control, no quickshifters, no data logging.

Special Dispensations

Machines that do not 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 club.

Other Considerations

As there is a potential for the 16v machines to generate significant horse advantage, a voluntary 150bhp bhp limit is advised.

Any machine that is deemed to have significant horsepower advantage by the organisers, will be asked to provide a dyno reading and could, 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 Higgs

Contact Number: 07484 168564

Formula Prostocks Racing Club.