**Formula Prostocks Racing Club**

**FP1 Regs 2022**

**Overview**

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 31/12/1984, 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**

Any racing tyres can be used Slicks, treaded or wets. No size restriction but recommend following tyre manufacturer recommendations for tyre size / rim width combinations.

Tyres warmers are allowed.

**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.

**Carburetters**

4 stroke may use round slide or period flat slide.

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

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**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 guages.

*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.