**Formula Prostocks Bandit Challenge**

**TECHNICAL REGULATIONS 2022**

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.

**PLEASE NOTE:** The Suzuki Bandit 600 Challenge regulations have been written to provide a level playing field for all competitors, regardless of their engineering ability, deviation from these regulations will not be tolerated. This class is not an engineering class, it is a simple formula with inbuilt cost controls. We have created various championships to give as many people as possible the opportunity to compete for silverware throughout the season and would urge riders to respect the sporting ethos of the class and their fellow competitors and compete in a manner that will see the class build an excellent reputation and continue to grow from strength to strength.

**In order to keep the costs down in 2022 we have introduced a control tyre.**

All bikes must use the following Dunlop tyres:

Dry tyres: Front 120/70 – R17 58H Sportsmart TT. Rear: 160/60 R17 69H Sportsmart TT.

Wet tyres: Front 125/80 R17 KR191. Rear: 165/55 R17 KR389.

These tyres are available at a club discounted price from club suppliers: Dennis Trollope Racing or A&R Racing

**All Bandit Challenge riders are requested to park in the designated FPR Paddock area, in order to aid the club organisers in running the event.**

Thank you for your cooperation.

**Bandit Technical Regulations 2022**

**These specifications are in addition to and not in place of the ACU Technical Regulations.**

Everything that is not authorised and prescribed in these specifications must remain in standard form, excluding paintwork.

**1.0 Eligible Machines**

Suzuki 600cc Bandit GSF 600 Mk1

Suzuki 600cc Bandit GSF 600 Mk2

**2.0 Fuel**

2.1 Only unleaded fuel, available from a roadside service station to current ACU regulations. E85 bio-fuel is also acceptable from roadside outlets.

2.2 Octane boosters and/or fuel additives are not permitted.

**3.0 Bodywork and Screen**

3.1 The appearance and dimensions must be as homologated.

3.2 Single seat units or seat covers may be fitted to facilitate the use of race numbers.

3.3 A top fairing as supplied as standard may be used or a race replica of this fairing can be used . No other types of fairing are allowed.

3.4 The seat may be altered (cut down) or replaced by race seat unit.

3.5 Engine protector pads may be fitted, but must be secured with lock wire or bolts (adhesive alone is not acceptable).

3.6 A front number plate/board can be fitted (Maximum W260mm H230mm) instead of top fairing if desired. Front number boards designed specifically for racing are strongly recommended and are available from bodywork supplier.

**4.0 Steering Damper**

4.1 Steering dampers are allowed.

**5.0 Frame/Swingarm**

5.1 No alterations to the chassis/frame are allowed unless specified in these regulations.

5.2 Frame braising or strengthening is forbidden.

5.3 Additional frame bracing is forbidden.

5.4 The side stand lug may be removed for safety reasons (ground clearance).

5.5 The standard swingarm must be used and remain unaltered with the only exception being that a bracket can be added to allow for captive spacers to be used.

5.6 Only small brackets, such as indicator flasher unit brackets may be removed.

5.7 A MAXIMUM of 40mm can be cut of the back of the rear subframe, to allow for the fitting of a seat unit. Anymore than 40mm will deem the chassis illegal and therefore excluded from the series.

5.8 The rear tubes of the subframe must be blocked off in some way to comply with ACU regs.

**6.0 Suspension**

6.1 Front Forks must remain as homologated by the manufacturer.

6.2 Front Fork springs may be changed for aftermarket items available from companies like Hypapro or Hagon, No other modifications to the fork internals are permitted other than the addition of preload spacers and or washers.

6.3 Front Forks may be positioned in the yokes at any height.

6.4 Any quantity or type of fork oil may be used.

6.5 Any Rear Suspension Units can be used.

**7.0 Tyres**

7.1 ALL COMPETITORS MUST USE THE DUNLOP CONTROL TYRES.

7.2 The cutting of extra tread grooves is forbidden.

7.3 Wheel balance weights may be discarded or added but must also be taped on if fitted.

7.4 ‘WET’ race tyres may be used.

7.5 Tyre Warmers may be used.

**8.0 Silencers and Exhaust Systems**

8.1 The silencers may be changed.

8.2 The exhaust may exit on either side of the machine, or under the seat unit. The noise output must be within the 105db limit at all times, including post-race controls.

8.3 The bore of the header pipes must not be greater than 40mm & must remain a constant diameter.

**9.0 Spark Plugs**

9.1 Any make and type of spark plug may be used.

**10.0 Oils and Fluids**

10.1 Any type of lubrication, brake or suspension fluid may be used.

**11.0 Safety Wiring**

11.1 All drain plugs, external oil filters and bolts that enter any oil cavity must be safety wired.

**12.0 Starter / Generators / Battery**

12.1 Must remain entirely as homologated. Starting devices and electrical generators must remain standard and be fully working at the end of the race.

12.2 The Battery must remain the same type and model as fitted as standard,

aftermarket batteries are permitted as long as direct replacement.

12.3 The generator and starter must operate normally, i.e. the mechanical and electrical connections must

be maintained. The generator must charge the battery as normal during the race and at post race control

with respect to current and voltage. The engine starting must operate normally at pre and post race

scrutineering.

**13.0 Airfilters**

13.1 The entire air intake system must be as homologated & fully assembled in the correct manor, including

air filter element and wire mesh fitted.

13.2 Pattern air filters maybe used provided they are a direct replacement for the original item and offer no

technical advantage. No cutting, shaping or other alterations to filters

is permitted.

13.3 No modifications to the standard airbox is allowed. No additional holes or any type of ram air system to

used.

Please Note: Seats must be fitted in a way that gives easy access to the airfilter as riders may have the airbox and filter checked at any time at the discretion of the organisers.

**14.0 Carburettors**

14.1Must be the standard units as on the homologated model. Jet sizes can be changed (only standard Suzuki Jets can be used). No modified or performance jets or Dyno jet kits.

14.2Carburettor needles must remain as standard only position may be altered

14.3Mk1 engines must run Mk1 carbs and Mk2 engines must run Mk2 carbs regardless of which chassis you are using.

**15.0 Oil Pipes**

15.1Oil lines containing positive pressure can be as standard or be replaced with items of metal reinforced construction with swagged or threaded connectors.

**16.0 Brakes**

16.1The choice of brake pads is free

16.2Brake callipers must remain standard.

16.3Brake hoses may be changed.

16.4Any master cylinders fro a production road bike may be used. No race type or performance mastercylinders

16.5Aftermarket or race type master cylinders are not permitted (e.g. Hel, Brembo, AP etc)

16.6 Original disks, solid replacement items & floating type aftermarket discs, to the homologated sizes, may be used (this includes Wave type discs in the standard size).

16.7Dust seals may be removed.

**17.0 Throttle**

17.1Throttle control must be self-closing, even when the handlebars are on full lock in both directions.

**18.0 Breathers**

18.1All motorcycles must have a closed breather system. No direct atmospheric emission is permitted.

**19.0 Numbers and Number Plates**

19.1Must conform to ACU regulations.

19.2Number plates must be fitted to the front and both sides of the machine. (See section 3.0

Bodywork)

19.3All number plates will have a White background with Blue numbers.

19.4 The Championship winner will run with the number one plate the following year. We also plan to have the top 5 in the championship run numbers 1 to 5 respectively the following year, this indicates to organisers and spectators the top 5 in the championship.

**20.0 Kill Switch**

2.1Motorcycles must be equipped with a functional ignition kill switch or button mounted on either the right or left hand side of the handlebars (within reach of the hand while on the hand grips) that is capable of killing the ignition to fully stop a running engine.

**21.0 Footrests / Foot Controls**

21.1Original Bandit footrests are allowed with riser plates to aid ground clearance.

22.2On original footrests the rear pillion brackets must be removed.

21.3Race style rear sets may be fitted.

21.4Standard or race shift linkages may be utilised.

21.5Quickshifters of any type are not permitted.

**22.0 Wiring Harness**

22.1Original equipment wiring harnesses must be used.

22.2 Redundant connectors may be removed providing no performance benefit is gained. This can be achieved by either cutting off (at the plug) or just unplugging and taping up.

22.3 For neatness & safety, redundant & excess wiring should be secured in such away it causes no restriction to machine function (i.e. fork/yoke movement and steering).

22.4 If riders wish to run a keyless ignition aftermarket switches may be used in lieu of the ignition barrel.

**23.0 Cooling System**

23.1 Must remain as homologated. After market oil coolers are permitted.

**24.0 Engine**

24.1This must be as original. Any additional removal of material is forbidden. Any engine modification is forbidden. Except for drilling to enable lock wiring.

24.2 Ignition systems must remain as standard.

24.3 The maximum power output for all eligible models is 80bhp at the back wheel. Any form of tuning to reach this limit by means other than specified is strictly forbidden.

24.4 An oil containment tray to ACU regulations must be securely fitted under the engine. Items designed for racing are strongly recommended and are available from bodywork suppliers.

24.5 Ignition timing must remain as standard.

24.6 Standard or aftermarket cylinder head gaskets may be used. The head gasket as supplied may not be modified in any way.

24.7 Strictly a Maximum of 599

24.8 GB Moto engine covers must be fitted for all NG Road Racing events. These can be bought at a significantly discounted price direct from NG.

**25.0 Final Drive**

25.1Sprockets may be changed from standard to aftermarket replacements.

25.2The pitch of the chain is optional.

25.3The front sprocket can be changed.

25.4The rear sprocket size can be changed.

25.5’O’ ring and non ‘O’ ring chains are permitted.

**26.0 Dynomometer**

26.1Checks on a dynamometer may be carried out at any time during the meeting at the entire discretion of the organisers. You may be requested to have you machine Dyno’ed at any time of any event, refusal to comply will result in instant exclusion from the series. Any machine found to exceed 80 bhp at the rear wheel will be instantly disqualified from the meeting. If found to be exceeding the 80hp limit or any other rule within these regulations, you will be required to address the issue and present your machine to be checked again, before entering any further events. Anyone found to be exceeding the regulations on a second occasion will receive an instant ban from the club and the Bandit series, as will their machine. They will also be reported to the ACU to have their race license suspended! The information obtained by the Chief Technical Officer must only be conveyed to the Clerk of the Course. In the case of any infraction, this must be done without delay.

**27.0 Speedo/Rev Counter**

27.1The original speedo and rev counter assembly can be removed, retained or modified.

27.2The use of aftermarket rev counters and shift lights is permitted.

27.3The fitment of a rev counter is compulsory to aid with noise testing at circuits. No rev counter may result in riders being turned away from noise testing and refused permission to take part in practice and/or racing.

**28.0 Handlebars**

28.1Both standard and suitable aftermarket handlebars may be used (e.g. Renthal).

28.2Bar ends must be fitted to the handlebars.

28.3The handlebar ends must not drop lower than the centre line of the handlebar mounting points.

28.4 Flat handlebars with no lift are permitted.

**29.0 Chain Protector**

29.1A shark fin type chain guard must be fitted as per the ACU regulations to the underside of the swingarm **on the drive chain side of the machine.**

**30.0 Wheels**

30.1Wheels must remain as standard and with original rim sizes.

30.2 Captive spacers can be used.

**31.0 Minimum Weight Limit**

31.0 All machines in this class must have a minimum dry weight of TBA KG. This can be checked at any time by the organisers and without prior warning.

**32.0 Rain Lights**

Rear facing rain lights must be fitted and working on all machines as per ACU regulations.

**33.0 Items That Must Be removed**

Side and centre stands Rear view mirrors Traffic indicators

Front Lights

Rear Lights

Light fittings

Horn

Registration plate support

Pillion support bars

Stand handles

Internal gear of the mileage indicator (where applicable)

**34.0 Class Regulations and Series Sponsors**

34.1Class and series sponsors’ decals/stickers must be prominently displayed on machines where instructed by the organisers (if applicable) & checked at technical inspection.

34.2 All riders are required to park within the FPR designated area of the paddock. Failure to comply will mean that you will be excluded from the results and therefore not score any championship points.

**35.0 Presentation**

35.1 The organisers reserve the right to refuse any machine admission to the start if, on arrival at the technical inspection it is not in a presentable condition.

35.2 Machines should be maintained to a high standard and checked regularly before, during and after meetings by competitors to ensure continued compliance.

**36.0 Aftermarket Components**

36.1Aftermarket parts may be used provided they offer no performance advantage over the original parts, and no technical advantage is gained.

**37.0 Parc Ferme /Disputes/Challenges**

This is covered in the ACU handbook and minor queries should be directed through the riders’ representatives.

Check ACU Handbook for correct procedures.

**38.0 General**

38.1 All riders taking part must acknowledge that they have read and fully understood the regulations prior to competing.

38.2 If there are any queries relating to these regulations contact one of your rider representatives for clarification before competition commences.

**39.0 Spirit is the class**

Anything that is not mentioned above but is deemed by the club officials to not be within the class ethos will be disqualified from the result. Anyone found to be cheating, behaving in a manor that is inappropriate and/or a way that could be deemed to bring the club and/or club name in to question, will have their membership terminated and will be subsequently barred from any future FPR events. In serious cases, further action maybe taken which could ultimately result in the loss of ACU racing license and even legal action. This is down to the discretion of the club chairman and his decision will be final.

Please Note: These regulations may be updated / amended at any time.

**Please refer to the ACU handbook for standard race regulations, all machines MUST comply with both ACU and Formula Prostocks regulations at all times. Failure you to do so will result in disqualification and / or exclusion from the meeting / event.**

*Class Moderator: Keith Chambers*

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