



TECHNICAL REGULATIONS

THUNDERSPORT GP2

(Formerly JUNIOR POWERBIKE)

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THUNDERSPORT GP2 (Formerly JUNIOR POWERBIKE)

These regulations are additional to the ACU Standing Regulations as laid out in the ACU Handbook.

1) Eligible Machines:

450cc (4 cylinder), 550cc (3 cylinder), 650cc (2 cylinder) and 800cc (2 cylinder air cooled) 4-stroke machines and 2-stroke machines up to 400cc (any number of cylinders) originally produced for highway use and imported into the European Economic Area.

2) Frame, Swing Arm & Subframe:

The frame and swing arm must be from the same machine as the engine, but may be modified or braced for racing use. No alteration to the engine mounting points is permitted.

3) Engine:

Engine tuning is permitted. The nominal horsepower limit is 85bhp at the crank and will be enforced at 80bhp as measured at the rear wheel on a Dyna-Pro dynamometer.

4) Gearbox:

The gearbox internals may be altered or replaced. Final drive is free.

5) Clutch:

Slipper clutches are permitted.

6) Wheels & Tyres:

Any size or make of wheel is permitted. Any tyre slick or treaded may be used.

7) Fuel:

All engines must function on normal unleaded fuel available from public service stations with a maximum 102 octane in adherence with ACU standards. E85 Bio Fuel from public outlets is permitted.

8) Weight:

Minimum weight of machine at post race control is 100kg (single cylinder), 120kg (2 cylinder) & 138kg (3 & 4 cylinder).

9) Fuel Systems:

Fuel Injection or carburetion systems may be altered or changed.

10) Suspension & Brakes:

Front and rear suspension choice is free. Any braking system may be fitted in compliance with ACU Solo Specifications.

11) Numbers and Backgrounds

Yellow boards with black numbers or white boards with black numbers, 400cc competitors may keep blue boards and white numbers.