



# NG Road Racing

## Lightweight Naked Street Bike

Technical Regulations  
2025 Version 2

### 2 x CHAMPIONSHIPS:

1. Lightweight Naked Street Bike
2. Lightweight Naked Street Bike Seniors (50 and over on 1<sup>st</sup> March 2025)

Both Championships are in association with and supported by Dunlop Tyres.

### Objective of this championship:

This championship is aimed at bringing together the already established two cheapest forms of motorcycle racing, the Honda CB500 and Suzuki 600 Bandit. It is our aim to ensure cost is kept as low as practicably possible while fulfilling the thrills of close, exciting racing.

As such these regulations are primarily aimed at the Suzuki Bandit Mk1 & 2 unless specifically stated and Honda CB500's, The CB500s must be prepared and presented in accordance with established one-make Honda CB500 championship regulations.

### ROUNDS:

There will be three Championship races at all NG Road Racing events except for one day events where there will be two races. Full calendar list at [www.ngroadracing.co.uk](http://www.ngroadracing.co.uk)

### ELIGIBILITY:

#### Rider:

Riders must be members of the NG Road Racing Club, hold a current ACU Road Race or equivalent and comply with ACU Road Race age restrictions and all Supplementary Regulations, which these Technical Regulations are written in addition to. Overseas/international (inc Ireland) riders must hold current start permission from their respective FMN including personal accident and repatriation insurance, proof of which must be submitted in writing to [Raceadmin@ngroadracing.co.uk](mailto:Raceadmin@ngroadracing.co.uk) prior to each event. NG Road Racing and it's governing body shall not be responsible for repatriation.

#### Machine:

Machines are unfaired (as originally manufactured) production-based, non-fuel injected four stroke machines of 490cc to 600cc capacity street bikes i.e. Suzuki Bandit Mk 1 & 2, Honda CB500 and Suzuki GS500 (note Honda CBF is not permitted), .

- *Four cylinder maximum 80 bhp maximum torque reading of 54Nm or 40 lb-ft measured at the rear wheel*
- *Twin cylinder maximum 52 bhp measured at the rear wheel. No limitation on torque*

**BODYWORK:**

The machine silhouette must remain as manufactured. Where top or “bikini” fairings were manufactured as standard, these or equivalent race replica’s may be used.

Trim panels may be replaced but must retain original mounting points and appear “as manufactured”.

Fluid catch – belly pans must be fitted in accordance with ACU Technical Regulations.

Single seat race conversions may be fitted, however, there must be no additional aerodynamics or “fins”.

Handlebars may be changed but must be at the same level or higher than the central mounting point.

**WHEELS/CHASSIS/SWING ARM:**

Other than bearings and captive spacers (including bracket), both wheels and chassis these must remain standard. However rear subframes may be modified in length only, in the interest of fitting race seat units.

No longer required frame lugs may be removed, in particular the side stand mounting lug **MUST** be removed to improve ground clearance.

Standard foot rests may be replaced with rearsets.

*Frame “bracing or strengthening” in any way is strictly forbidden.*

**BRAKES:**

Original calipers and mounting points must be used.

Brake lines, pads and discs may be changed, discs must retain the standard diameter.

Brake master cylinders must remain standard, or be from a widely available production road machine. No performance enhancing “race” products are permitted.

*Race / performance products, radial master cylinders and Carbon fibre / ceramic products are not permitted.*

**SUSPENSION:**

Rear shock absorbers may be changed and replaced with aftermarket items, provided the original mounting points and linkages are retained and used.

Front fork externals must be standard and be as originally manufactured.

Fork internals may be modified.

Steering dampers may be fitted.

**CLUTCH:**

Must be as originally manufactured.

The clutch plates and springs may be replaced with aftermarket items.

*Slipper clutches are not permitted.*

**GEARBOX / TRANSMISSION:**

No modifications are permitted.

Front and rear sprockets may be changed to suit the track

*Quick shifters & blippers are NOT permitted.*

## **ENGINES:**

Must be as originally manufactured. Original capacity must be retained. No modifications other than Blue Printing are allowed.

**All** gaskets must be in place. Head gaskets may be replaced but must not be modified.

All engine covers including Pulse Cover, Clutch and Alternator covers must be protected using **SECONDARY PROTECTION COVERS**. GB Racing engine protection is available via NG Road Racing Race Administration at heavily discounted prices.

Carburetors must be standard and as originally manufactured.

Carburetor needles must remain standard however the position may be changed.

Jets may be changed but only using genuine Suzuki parts or their exact equivalent.

Air Filters, airbox and the entire air intake system must be as originally manufactured including wire mesh and gauze. Direct replacement air filters may be used.

***No modifications to the air intake system nor airbox are allowed including drilling additional holes.***

The cooling system must be as originally manufactured.

Aftermarket oil coolers may be used.

Oil pipes containing positive pressure may be upgraded.

## **WIRING LOOM / ELECTRICS / IGNITION:**

The original wiring loom must be used as originally manufactured.

***Custom / Race looms are not permitted***

Ignition barrels may be removed and replaced with an aftermarket switch on/off switch.

In addition, an engine kill switch must be fitted to the handlebars in a position that can be reached while correctly holding the bar grips.

Rev counters must be fitted and working correctly at all times.

Aftermarket rev counters are permitted.

Alternators and starter motors as originally manufactured must be fitted and must be fully functional at all times.

Redundant connectors in the loom may be removed however when doing this, to avoid any short circuits, care must be taken to insulate all wire ends.

The standard speedometer may be removed' but if it is not, the face must be covered so it is not possible for the rider to see.

ECU's must be standard and not "flashed" or "re mapped".

***NG Road Racing shall carry standard ECU's for both CB500 and Suzuki Bandits and reserve the right to swap ECU's from machine to machine or with the item provided by the club at any time.***

***Performance enhancing dyno kits/power commanders are not permitted.***

## **RIDING NUMBERS:**

The 600cc machines must be blue numbers on white background

The 500cc machines must be black on yellow background

## **TYRES:**

All machines will use the following Dunlop tyres supplied through Dan Cooper Motorsport and A&R Racing Services:

*Dry* Dunlop SPORTSMART TT

*Wet* Dunlop KR Range

Tyres are offered at a significantly reduced price through this agreement. Evidence of current NG Road Racing Club membership may be required. Tyre warmers may be used.

## **ROAD USE ITEMS:**

Items considered "for road use" such as side and centre stands, lights, indicators, horn, rear pillion footrests and brackets etc. must be removed.

## **GENERAL:**

These regulations are specific to this Championship and are prepared in addition to the current Auto Cycle Union Standing Regulations.

In particular:

- Any exhaust pipes/systems are permitted but must not exceed 105db(A)
- Unleaded pump fuel with no additives only
- Bar ends must be fitted
- Brake lever protection guards must be fitted.
- Sprocket guard must be fitted
- Rear facing rain lights must be fitted and working at all times and must be switched on in the event of a race being declared wet, or when the track surface is damp/wet during practice and testing.

## **ELIGIBILITY CHECKS**

Power and Torque limits defined above will be randomly checked via Dyno runs at each race meeting.

NG may randomly select machines for this check at any time.

Separate from the mandatory ACU safety scrutineering checks, championship eligibility checks will be carried out at any time during the race weekends by the NG appointed technical representatives.

When these checks are carried out the riders must be available to discuss the bike and be willing to remove bodywork etc from the bikes to allow suitable inspection, and not inhibit or mislead the inspection in any way.

*Any issues found will need to be rectified and the machine presented for reinspection before the machine races again in the championship.*

## **CHAMPIONSHIP SPONSORS:**

Graphics displaying Championship sponsors must be displayed when instructed. Graphics will be available from Race Administration.

Dunlop graphics must be displayed on the front and both sides of the machine and be clearly visible from the track side.

## **AWARDS:**

Trophies will be awarded to the top 3 finishers of each race for the **Lightweight Naked Street Bike Championship**, and to the top 3 finishers of the **Senior** category.

At the end of the season, the winner of each category shall receive the Championship Perpetual Trophy (for 1 year) plus the Championship replica trophy. 2<sup>nd</sup> and 3<sup>rd</sup> place finishers shall receive Championship trophies. Further end of season Championship awards shall be presented as follows:

### **Lightweight Naked Street Bike Championship:**

Champion: £350.00 plus a Dunlop SPORTSMART TT Rear Tyre.  
2<sup>nd</sup>: £250.00  
3<sup>rd</sup>: £150.00

### **Lightweight Naked Street Bike Senior:**

Champion: £300.00 plus a Dunlop SPORTSMART TT Front Tyre.  
2<sup>nd</sup>: £200.00  
3<sup>rd</sup>: £100.00

### **NOTES:**

For the avoidance of doubt, the spirit of this championship is low cost entry level racing. This championship is intended to be for race machines prepared as close to “as originally manufactured” as possible in an attempt to keep costs as low as practicably possible.

We have considered opening certain elements of these regulations up such as allowing aftermarket brake master cylinders, however the primary focus is to control the cost at every opportunity and therefore, such items remain excluded for 2025.

It is our intention to keep these regulations “dynamic” therefore, NG Road Racing reserve the right to alter these regulations in consultation with the active competitors at all levels of the series, with the sole aim of keeping the competition as close as possible, at the lowest possible cost while considering the wishes of the “majority”. With this in mind, your feedback is welcome.

*The championship coordinators and Clerk of the Courses’ decisions shall be final. Technical infringements may result in time penalties or exclusion from results or for repeat offences, from the meeting. Penalties and the reasoning behind any decisions resulting in penalties shall be communicated in full.*

**Further Sponsors** to be announced.

**Championship Coordination –**  
[Stevejbostock@gmail.com](mailto:Stevejbostock@gmail.com) 07967 681639

**Race and Entries Administration**  
[Raceadmin@ngroadracing.co.uk](mailto:Raceadmin@ngroadracing.co.uk) 07580 094577

For more information and our new race entry, membership system, go to [www.ngroadracing.co.uk](http://www.ngroadracing.co.uk)

Huge discounts offered for  and  performance products. Find your parts on line, send the part number to [Raceadmin@ngroadracing.co.uk](mailto:Raceadmin@ngroadracing.co.uk) and we will do the rest.

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