



CLASS – NakedBike™

2017 Technical & Eligibility Rules

Updated 6th Feb 2017

These are the technical and eligibility rules for the NakedBike class at the 2017 Australasian Superbike Championship (ASC) series. All machines, makes and models must appear on the homologation list as held by the promoter. Please check with the promoter to make sure your bike is eligible to compete in the NakedBike class.

NOTE: The NakedBike homologation list may be altered or added too at any time without prior notice during the 2017 season at the discretion of the Promoter. Contact ARTRP to check if your bike is eligible.

***Please note:** For 2017 1000cc Sports bike models that are at least a six year old model year may be able to compete in NakedBike F1 class providing they only have a bikini faring and a sealed belly pan for bodywork and their handle bars are fitted to the top of the top triple clamp and the hand grips and controls etc are located above the top triple clamp (no clip on's etc) Machine eligibility and what is considered an acceptable bikini faring, belly pan and handle bar location is at the discretion of the promoter and must be sought in writing prior to entering.

CLASS NAME: NakedBike

For eligible and homologated 4-stroke machines 2-cylinder, Three Cylinder and four cylinders.

F1= All 4 cylinder bikes over 990cc. All three cylinder engines over 1051 cc, all 2 cylinder 4 valve water cooled engines over 1100 cc. All air cooled V-Twins over 1580 cc.

F2= All 4 valve twins over 700cc and under 1100cc, all air cooled V-twin engines over 1251 cc & under 1580 cc, all three cylinder engines under 1050 cc, all 4-cylinders over 590cc and under 950cc

F3= All 4 cylinder engines over 390cc and under 590cc, All 3 cylinder engines under 700 cc. All 2-cylinder 2 valve engines over 380 cc and under 1250cc. All 4 valve Twins under 700cc. All eligible single cylinder machines over 440 cc

F4= Any eligible homologated machines with a capacity under 510 cc. Check with the promoter to see if your machine is eligible for F4.

CAPACITY: Lower Limit 380cc for V-Twins, over 390 cc for 4-cylinder with No upper limit.

ENGINE:

Stroke - Free.

Bore - Free.

Piston - Free.

Camshaft - Free. Cam wheels may be slotted to alter timing.

Valves – OEM per model, polishing allowed.

Retainers - Manufacturer and material optional.

Valve Springs -Manufacturer and material optional.

Connecting Rods - Free. (No titanium unless OEM per model and year)

Crankshaft – Free, balancing and lightening allowed.

Oil Pumps - Standard OEM.

Sump Pan/Pickup - OEM optional capacity, alterations allowed.

Crankcases - standard OEM.

Cylinder Head - standard OEM per model. Ports and machineable surfaces are free.

Engine End Cases - Recommend heavy duty metal.

Engine Barrel – OEM, alterations are free.

Compression Ratio - Optional. Alterations allowed.

GEARBOX

Standard OEM per model and year, undercutting and shimming allowed.

CARBURATION

Is free.

FUEL INJECTION

Is free.

AIRBOXES

Are free

ELECTRICAL

Igniter box - free.

Ignition trigger – free.

ECU - Free

Spark plug leads, caps and coils are - Free

Alternator optional. (no aftermarket or race kit parts)

Starter motor optional.

CLUTCH

Basket, Plates and springs are free.

Slipper clutches can be fitted if not a standard fitting.

EXHAUST

Manufacturer and material free.

RADIATORS

Free.

OIL COOLERS

Free.

FRAME

Standard OEM per model & year.

Repairs and bracing is allowed providing the structural integrity of the frame is not compromised or weakened.

SUB FRAME - Original profile must be maintained if repaired or replaced.

SWINGARM - OEM model & year. Alterations allowed.

SUSPENSION

Rear - Ride height adjuster optional. Shock absorber manufacturer & length optional. Link arm rods are free.

Rear link free.

Front - standard OEM per model tubes. Standard OEM per model sliders. All other internals optional. External adjusters optional. External adjusters can be fitted. Cartridges can be fitted.

BRAKES

OEM per model calipers.

Aftermarket discs can be fitted but must be same size and material as per OEM model and year.

Master cylinders - Free

Pads and Brake Lines manufacturer optional.

WHEELS

Standard OEM. Diameter may be changed to 17 inch.

Width of wheels:

Front wheel maximum 3.5"

Rear wheel maximum 6.00"

Colour optional.

No Carbon Fibre or composite wheels.

BODYWORK

OEM shape per model. Aftermarket bodywork allowed.

No carbon fibre unless standard original OEM per model and year part.

Seat unit may be modified. Bikini fairings may be removed or fitted providing they are OEM per model replicas.

FRONT & REAR NUMBER BOARD OPTIONS:

- Number board back ground- Any single colour providing it is not glossy or shiny and the race numbers are of a highly contrasting colour to the number board and can be easily read at 20 metres by series officials. There must be a minimum gap around the numbers of at least 50 mm to the sides of the numbers and 30 mm top and bottom of the numbers.
- Size of Number must be at least 150 mm in height for front and 150 mm for rear.
- If a single rear centred number board is used then the numbers must face the rear of rider when seated.

- The Number Board colours must be the same on both the front and rear number boards.
- Rear number boards can also be placed on each side of the faring providing they meet minimum size requirements of 100 mm and are easily visible from 20 metres when the motorcycle is upright.

Please be aware that while the colours are open in this class any bike that is cross entering into another class must have number boards and race number painted with the correct colours for that class. If a rider intends to use any colour combination that is not already accepted in one of the other class's rules then they will have to submit an example of the combination at least one week prior to competition for approval by the Promoter.

- Number Fonts can be Princeton, Super Normal, Ariel Rounded Bold, Varsity or other fonts providing the promoter has given written permission. For examples of the fonts please contact the promoter.

The competitor's motorcycle must be presented to scrutineering with the correct numbers fixed to the bike.

PETROL TANK

Standard OEM per model. No modifications

Aftermarket fuel caps can be fitted without key lock.

FUEL RESTRICTIONS AND SPECIFICATIONS

Unleaded fuel only as per current Federal Government Laws, Acts of Parliament, requirements and allowances for 2 & 4 stroke modern racing machines and must be commercially available from at least four commercial outlets (Petrol Stations) in any State or Territory and be no more than 100 octane. Any fuel used must have a Recommended Retail Price of no more than \$3.00 per litre unless otherwise stipulated by the Promoter. No additives or octane boosters allowed. Any other fuel rule in the 2017 ASC Series Sup Regs relating to NakedBike will take preference over this fuel rule. Please check.

E85 petrol can be used in the NakedBike class.

TYRES.

For the F1 formula: The 2017 series / year Series Supplementary Regulations (Sup Regs) will be the primary tyre rules for the Nakedbike F1 formula. The Series Sup Reg's will take preference over these tyre rules.

For the F2, F3 and F4 class: If not stated in Sup Regs then either slick or if a treaded tyres then it must be DOT approved and with a speed rating not less than the OEM tyre supplied when the motorcycle was new can be used of no fixed brand.

If a F1 motorcycle has a odd rim size that is not compatible with the control tyres then special clearance must be sought in writing from the Series Chief Scrutineer after consulting with the Series Clerk of Course.

Re WET Weather: Wet weather tyres of any brand are allowed if the Clerk of Course calls the event 'wet'.

OTHER OPTIONAL NON-GENUINE EQUIPMENT ALLOWED

Throttle housing and cables.

Foot pegs & Gear & Brake levers.

Foot peg brackets.

Titanium valve spring retainers.

Instruments.

Handlebars.

ECUs.

Steering dampers.

Air boxes.

Carburetors and or Injection system.

Fuel Metering Devices.

Aftermarket keyless Fuel Caps.

Top Triple clamp for high mounted handle bars

Handle Bars

RECOMMENDED FITMENT

Lanyard cut out switch. Lanyard = Kill switch that is operated and connected to the rider by a cord or cable.

MANDATORY FITMENT

If a motorcycle when laid on its side touches or sits on any part of the engine that could leak oil if damaged then Heavy Duty crash damage resistant Crank case end casings & or crash damage resistant covers for that area must be fitted. If as in the case of a number of V-Twins the engine parts won't touch the ground in a crash then crash damage resistant cases are not required. Check with the Series Head Scrutineer regarding your motorcycle.

Engine Sump Plug must be drilled and lock wired.

Oil filter and radiator cap must be lock wired to frame.

Front Brake calliper securing bolts must be drilled and lock wired.

THE FOLLOWING MAY BE REMOVED

Rear mudguards.

Inner guards.

Starter motor, alternator.

Thermo fans.

Any pollution gear and or anti-icing gear.
Anything that will not affect the safety or structural integrity of the motorcycle.

THE FOLLOWING MUST BE REMOVED

Headlamp/Tail lamp/Reflectors
Pillion pegs
Horns/Traffic indicators/Rear vision mirrors
Centre and side stands
Registration plate/label holder.

DEFINITIONS & UPDATES:

Please Note:

OEM = Original Equipment of Manufacturer (not year or model specific)

OEM + per Model = OEM for that model (not year specific.)

OEM + per Model and Year = OEM for that model and particular year

If something is not mentioned in these rules then it is not allowed without express written permission from ARTRP.

These rules may be updated prior to and or after the ASC series has commenced at the discretion of the Promoter if there is a safety or major concern with the rules that needs addressing.

Notification of any updates will be listed on the official websites www.fxsuperbikes.com.au and www.formula-xtreme.com.au and the series facebook page as soon as possible after any changes are made.

Be aware of how you can mix and match parts from different models and years to your advantage as this can help you in both the cost of building and or rebuilding your bike, as well as maximizing potential in developing your race bike to beyond its original specification. If in doubt about any rules or the eligibility of entering a machine in NakedBike for 2017 please contact Terry O'Neill, on ph (02) 4981 2315 or email: admin@aus-superbikes.com.au

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