

# CLASS - NakedBike

## 2015 Technical & Eligibility Rules

These are the technical and eligibility rules for the NakedBike class at the 2015 Australasian Superbike Championship (ASC) and AFX-SBK series. All machines, makes and models must appear on the homologation list as held by AUSCO. Please check with AUSCO 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 2015 season at the discretion of the Promoter. Contact ARTRP to check if your bike is eligible.

Definition of a NakedBike; A motorcycle that originally came from the factory without a full faring and isn't considered by the manufacturer and or the promoter as a Sports bike model.

### 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 - standard 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.

### 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 optional.

## **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 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:**

F1 Front and rear Race Number Boards must be a flat red in colour and numbers must be flat white in colour.

A minimum 6 millimetre pin stripe of a contrasting colour must be fitted around the number plate to differentiate it from the rest of the motorcycles colour scheme.

Front Numbers must be of at least 150mm in height. Rear Numbers at least 150 mm in height

Rear Number boards can be either on each side of the rear seat cowl or one number board on the top centre of the seat cowl.

If a single rear centered number board is used then the numbers must face the rear of rider when seated.

The Number Board colours must be the same as the front number board.

Number font can be either, Arial Rounded Bold or Princeton, Varsity or Super Normal. The actual font is available as an example from the Promoter. Please contact us and it will be emailed or faxed to you.

If you would like to use a different number font please contact the promoter for a written ruling. If your preferred choice of font is accepted you will be given written exemption by the Promoter.

F2, F3 and F4 machines can run any colour on their number boards as long as all number boards are the same colour and they have contrasting colour numbers.

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 2015 ASC & AFX-SBK Sup Regs relating to NakedBike will take preference over this fuel rule.

**E85 Methanol based petrol can be used in the Nakedbike class.**

## **TYRES.**

For the F1 formula: The 2015 series / year Series Supplementary Regulations (Sup Regs) will be the primary tyre rules for the 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**

Throttle housing and cables.

Foot pegs & Gear & Brake levers.

Foot peg brackets.

Titanium valve spring retainers.

Instruments.

Handlebars.

Triple clamps.

ECUs.

Steering dampers.

Air boxes.

Carburetors and or Injection system.

Fuel Metering Devices.

**Aftermarket keyless Fuel Caps**

### **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 and or AFX-SBK 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 website [www.fxsuperbikes.com.au](http://www.fxsuperbikes.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 2015 please contact Terry O'Neill, on ph (02) 48 235 711 or email: [admin@aus-superbikes.com.au](mailto:admin@aus-superbikes.com.au)

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