



## **CLASS: ...Formula OZ**

### **2017 Eligibility & Technical Rules**

#### **MACHINE ELIGIBILITY:**

Open to all categories of road racing motorcycles as covered in these rules including Superbikes, FX-Superbikes F1, Pro-Twins F1 & 2, Supersport, AM-Sport 600, Nakedbike F1, Clubsport 1000, Period 6 and New Era. If your bike does not fit into one of the above categories please contact the Promoter for clarification and a written ruling on eligibility.

These rules and or any machines eligibility can be changed or altered during the 2017 season at the discretion of Formula Xtreme Pty Ltd. All eligible machines must pass machine scrutineering before being allowed to compete.

**CLASS DESCRIPTION:** - Formula Oz is a 'race what you bring' class for privateer solo motorcycles and is open to most modern race machines already raced in the various classes of racing around Australia today. This class also allows competitors to build higher spec machines and 'Specials' that would not be allowed or eligible to be raced in classes such as Superbikes etc. Most classes of racing in Australia have very restrictive technical rules, Formula Oz has very few restrictions and is aimed more at competitors who want to build 'specials' or race Limited Edition models and don't want to be restricted by other existing class rules. The promoter can run separately point scored sub-classes within Formula Oz at his discretion if numbers of any sub-class of race bikes meets the Promoters minimum entry number requirements.

#### **FORMULA OZ ONLY OPEN TO ELIGIBLE PRIVATEER COMPETITORS**

The Formula Oz class once again in 2017 only open to privateer competitors and is aimed primarily at B, C and D grade competitors. The Promoter reserves the right to define what is considered as an eligible privateer. For instance, factory team riders are not considered as eligible Privateers. All A grade competitors need to check with the promoter to find out if they are eligible or not to enter the Formula Oz class prior to entering.

#### **INFORMATION FOR 'A' GRADERS COMPETING ON 1000cc plus SUPERBIKE BASED MACHINES**

For 2017 all 'A' grade riders competing on 1000cc plus Superbike based race bikes will compete in their own point scored race combined in with the Superbike grid and will also for sake of a levelling playing field, when it comes to tyres, compete on the same control tyres and number of sets as the Superbike class is required to for 2017 in the series sup regs.

#### **CAPACITY & ENGINE:**

4-stroke Lower Limit **590** cc - Upper Limit - Unlimited (No 2-strokes)

**ENGINE** - All Modifications and alterations are permitted.

**FUEL DELIVERY & INDUCTION** - No forced induction (Turbo or Supercharging) permitted. Carburettors and or Fuel injection can be changed or modified. Nitrous Oxide Injection is not allowed. Carburettors and or fuel injection can be changed or modified.

#### **CHASSIS**

Includes: Frame & sub-frame, Triple clamps, swing arm, handle bars.

The safety and structural integrity of the chassis must not be compromised if modifications are undertaken. Changes, modifications and alterations are permitted to the above stated parts of the Chassis, again providing they don't compromise the structural integrity of the motorcycle.

**WHEELS & BRAKES:** - No Carbon fibre or composite wheels or brake rotors allowed.

What is allowed- Wheel sizes and brake rotors, callipers and make and construction can be altered or changed, but no carbon fibre.

**SUSPENSION:** Front & Rear units - May be changed or altered. Includes Linkages etc.

**EXHAUST:** - Noise from the exhaust must not exceed 95 decibels or any individual tracks own required noise level. If a track has a lower noise limit then that will be stated in the event Sup Regs for the competitors convenience.

**WEIGHT** - There is no lower weight restriction.

**BODYWORK** - Can be modified or changed but must allow for both front and rear number boards as per these rules.

**CHAIN GUARD** - A functional chain guard must be fitted to the swing arm.

### **NUMBER BOARD & NUMBER COLOURS**

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 for Formula Oz, 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.

### **OTHER PARTS THAT CAN BE CHANGED, MODIFIED OR FITTED**

ECU's

Wiring Harness

Dash / Instruments

Speed shifters

Lap timers

Radiators

Oil Coolers

Chains & Sprockets

Lanyard (Engine Cut Out Switch)

Front Brake Crash Guards are mandatory.

### **WHAT MUST BE FITTED**

A swing arm mounted lower chain guard mounted under the swing arm by the rear sprocket.

Any bike that has a belly pan fitted for competition must have it sealed so as catch any leaked oil of a capacity at least twice the amount of the oil in the engine and any oil coolers. The sealed belly pan must have removable bungs that must be removed in a wet declared race.

Lock wiring of sump plugs and oil filters and radiator caps is mandatory.

Lock wiring of front brake callipers is mandatory.

### **FUEL RESTRICTIONS**

Unleaded fuel only as per current Federal Government Laws, Acts of Parliament, requirements and allowances 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. **E85 is allowed.**

### **OTHER RESTRCTIONS**

Ethylene Glycol based coolants and corrosion inhibitors are not allowed to be used in the cooling system.

### **TYRES**

Slicks, Wets or treaded are permissible, there is no tyre usage limit. If treaded tyres then the tyre must be DOT rated and be of an equal or higher speed rating then the original fitment items and must be commercially available to all competitors. If a motorcycle is a project bike and has not been ADR approved then please contact the promoter for the minimum speed rating for tyres used in Formula Oz.

Specifications of tyres must be supplied for homologation on request by Formula Xtreme Pty Ltd if requested.

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.fxs superbikes.com.au](http://www.fxs superbikes.com.au) and [www.formula-xtreme.com.au](http://www.formula-xtreme.com.au) the series facebook page as soon as possible after any changes are made.

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