

FNQRRC Formula 3 Rules 2007

ELIGIBILITY AND MACHINE COMPLIANCE FOR THIS CLASS SHALL BE DETERMINED BY USE OF THE MOTORCYCLING AUSTRALIA 2007 MANUAL OF MOTORCYCLE SPORT, SPECIFICALLY CLAUSE 6.3.4, AND CLASS / MACHINE SPECIFIC ELIGIBILITY CRITERIA CONTAINED WITHIN THE RULES DETAILED BELOW.

THE FNQRRC ROAD RACE COMMITTEE WILL CONSIDER ANY & ALL APPLICATIONS FOR ALTERATIONS TO THE RULES IN THE SPIRIT OF FNQRRC FORMULA 3 RACING. ANY PROCESS THAT INVOLVES DETERMINATION OF MACHINE ELIGIBILITY FOR THE CLASS SHALL INCORPORATE CONSULTATION WITH FNQRRC CLUB MEMBERS ACTIVELY COMPETING IN THE CLASS.

ISSUES NOT ADEQUATELY ADDRESSED BY THESE METHODS SHALL BE DETERMINED BY THE FNQRRC ROAD RACING COMMITTEE.

CLASS SPECIFIC ELIGIBILITY CRITERIA

1. MACHINES: FNQRRC FORMULA 3 SHALL BE COMPRISED OF A COMBINATION OF THE FOLLOWING MACHINES

- 400cc FOUR STROKES (As per **Formula 400 Interstate Rules 2007**),
- 250cc TWO STROKES
- SUPERMONO RACERS (UP TO 1000cc singles)
- 650cc TWIN CYLINDER FOUR STROKES

AS PER THE FORMULA 400 INTERSTATE RULES, MOTARDS ARE NOT ELIGIBLE FOR THIS CLASS.

2. ENGINE CAPACITIES

- a) Four Stroke - 400cc 4 cylinder (+ 0 %)
 - 650cc 2 cylinder (+ 0 %)
 - 1000cc 1 cylinder (+ 0 %)
- b) Two Stroke 250 cc (+ 2 %)

3. TYRES: TYRE TYPE IS OPTIONAL, HOWEVER EXTENT OF WEAR SHALL BE IN ACCORDANCE WITH THE MOTORCYCLING AUSTRALIA 2007 MANUAL OF MOTORCYCLE SPORT.

4. TYRE WARMERS ARE NOT PERMITTED

5. FORMULA 400 INTERSTATE RULES 2007

All bikes competing in the Formula 400 series must be clearly identifiable as either faired or naked road race machines with a capacity of no less than 380cc and no more than 400cc. Motard's, "Chook Chasers" and bikes outside the cc limits do not fit into the Formula 400 classification.

1. Body Shape

- a. As long as it is securely fastened and deemed to be safe to the satisfaction of the scrutineer, any road race fairings may be fitted.

2. Carburetion

- a. "If it comes with it, it goes with it". If you have an SP engine that is fitted as standard with flat slides, then you may run flat slides. If you have an engine that comes as standard with CV carburetors, you must run CV carburetors.

3. Air Boxes

- a. There are no rules on air boxes. This leaves riders free to run without an air box, with the standard air box or with a modified or kit air box.

4. Suspension

- a. Front fork externals must be of the same make or model before January 2000. Fork caps are optional. No swapping from upside down and conventional forks either way.
- b. Rear shock must be of the same make or model before January 2000. It may be re-valved re-gassed, re-sprung and have a remote reservoir fitted.

5. Brakes

- a. After market rotors are allowed as long as they are the same diameter and thickness as the standard rotor for the make AND model.
- b. Callipers must be standard for the make AND model.

6. Wheels

- a. Front and rear wheels must be the same width as standard and off a road going model (No lightweight race rims) and must be off the same make OR model bike before January 2000. Naked bikes can use the same rims as the other 400's in the class.
- 7. CDI's and Coils**
 - a. Must be from the same make OR model before January 2000.
- 8. Starter and Alternator**
 - a. There must be a starter and alternator system in place, in working order and securely fastened to the satisfaction of the scrutineer.
- 9. Frame and Swing arm**
 - a. Frame (main structure) and Swing arm must be standard for the model. Modifications are allowed for ride height adjustment only.
- 10. Triple Clamp**
 - a. Triple clamps must be standard for the model.
- 11. Cam Shafts**
 - a. Camshafts must retain the same lift and duration as is standard for the make AND model.
- 12. Engine Crankcase appearance**
 - a. Crank Case external appearance must be standard for the model.
- 13. Bike Weight**
 - a. Minimum weight of all 400's will be 150kg with the fuel tank off.
- 14. Compression**
 - a. Compression must be standard for the model.
- 15. Bore Size**
 - a. Bore size must be standard for the model.

6. FNQRRR FORMULA 3 – 250 TWO STROKE MACHINE SPECIFICATIONS

6.1. ITEMS TO BE STANDARD FOR THE MODEL

- a) Front & rear disc brake rotors and calipers
- b) Triple clamps
- c) Frame (main structure)
- d) Swing arm
- e) Crank cases external appearance
- f) Carburetors (needles jets and diaphragm springs may be changed)

6.2. ITEMS THAT MAY BE CHANGED BUT MUST BE OFF THE SAME MAKE OR MODEL BIKE MANUFACTURED BEFORE OR UP TO THE DATE OF MANUFACTURE OF THE MACHINE.

- a) Front & rear wheels - must be same width as standard and be in compliance with Australian Design Rules for normal road use. **(No lightweight race rims)**
- b) Front fork (externals must be standard) fork caps optional.
- c) Swapping from upside down forks to conventional forks either way IS NOT PERMITTED.
- d) Rear shock (may be re-valved, re-gassed, re-sprung and a remote reservoir may be fitted To suit rider).
- e) Fairing & rear seat unit (can be changed to a single seat unit)

7. EXHAUST SYSTEMS

- a) 400cc four stroke machines and 250cc two stroke machines – exhaust systems may be modified or replaced.
- b) Noise emission shall not exceed parameters as defined in The Motorcycling Australia 2007 Manual Of Motorcycle Sport Clause 5.7.

The implementation and enforcement of the FNQRRR FORMULA 3 rules is governed by the FNQRRR ROAD RACING Committee. Penalties for non-compliance will be determined by the committee.