



NEW FOR BMCRC 2027

DYMAG NAKED SERIES

2027 TECHNICAL REGULATIONS

Naked Cup & Super Naked Trophy

Final regulations | MDSN05/06/26-V6

NAKED CUP.
SUPER NAKED TROPHY.



BMCRC DYMAG NAKED SERIES

2027 Final Technical Regulations

These regulations are additional to the ACU Standing Regulations as laid out in the ACU Handbook.

Naked Cup	Up to 750cc four-cylinder; 900cc three-cylinder; 1000cc twin-cylinder; unlimited singles.
Super Naked Trophy	Unlimited capacity.
Machine format	Unfaired, normally aspirated motorcycles.
Power and preparation	No bhp restriction; standard-tune requirements and permitted modifications are set out in the regulations.
Version	Final regulations MDSN05/06/26-V6

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ELIGIBLE MACHINES

1. ELIGIBLE MACHINES

Unfaired 'Normally Aspirated' machines in two classes.

Super Naked Trophy

Unlimited capacity machines. No restriction on bhp, but the machine must remain in completely standard tune as produced by the manufacturer of the original unfaired model.

Examples of currently eligible Super Naked Trophy motorcycles include:

Ducati Streetfighter V4 / V2 | Aprilia Tuono V4 | KTM 1290 Super Duke R | BMW S1000R | Yamaha MT-10 | Kawasaki Z1000 / Z900 | Honda CB1000 Hornet | Suzuki GSX-S1000 | Triumph Speed Triple 1200 RS

Naked Cup

Limited capacity machines.

- Up to 750cc 4-cylinder machines
- Up to 900cc 3-cylinder machines
- Up to 1000cc 2-cylinder machines
- Unlimited single-cylinder machines

No restriction on bhp, but the machine must remain in completely standard tune as produced by the manufacturer of the original unfaired model.

Examples of currently eligible Naked Cup motorcycles include:

Honda CB650R	Kawasaki Z650RS
Suzuki GSX-8R Naked conversions where compliant	Triumph Daytona 660 Naked conversions where compliant
Yamaha MT-09	Triumph Street Triple 765
Triumph Trident 660	MV Agusta Brutale 800
KTM 990 Duke	Suzuki GSX-8S
Yamaha MT-07	Honda CB750 Hornet
Ducati Monster / Monster 937	BMW F900R
Triumph Speed Twin 900	Aprilia Tuono 660
Kawasaki Z650	Suzuki SV650
KTM 690 Duke	Husqvarna 701 Supermoto
Yamaha MT-03 based singles where compliant	Any eligible unrestricted single-cylinder naked machine



TYRES AND MACHINE PREPARATION

2. TYRES (WET & DRY)

Any tyre slick or treaded may be used. This includes intermediate tyres, but not cut slicks.

3. FUEL

All machines must function on normal unleaded fuel available from public service stations with a maximum 102 octane in adherence with ACU standards. E85 & E90 Bio Fuel from public outlets is permitted.

4. HANDLEBARS

Handlebars must be mounted above the top yoke and mounted so that the bar ends are level or higher than the bar mounting point

Clip on bars mounted above the top yoke are not permitted.

Pattern handlebars or aftermarket straight handlebars may be used.

5. AERODYNAMICS & BODYWORK

Series number boards will be available from a nominated approved supplier. When fitted these must not protrude back past the headstock.

No additional aerodynamics are permitted. The original plastics may be removed or replaced with pattern parts and single seat conversion plastics of any design provided they do not contain any downforce aerodynamics. Side pods are only permitted in their original configuration. A belly pan in accordance with current ACU regulations must be fitted.

Machines must remain unfaired with no additional aerodynamics.

6. CHAIN & SPROCKETS

Chains and sprockets may be altered or replaced and the original sprocket cover may be modified or removed. The upper chain guard may be altered or removed and the swing arm may be modified solely to accept a lower chain guard (sharks fin) as per ACU requirements.

7. EXHAUST SYSTEMS

Exhausts may be altered or replaced with any number of outlets permitted. Wrapping of exhaust headers and in the area in contact with the riders foot or belly pan is permitted.

CONTROLS AND SUSPENSION

8. HAND & FOOT CONTROLS-BRAKES

Brake levers and clutch levers (including reservoirs) may be replaced with pattern or aftermarket parts, master cylinders may be replaced by aftermarket alternatives.

Front/Rear Calipers may be replaced by aftermarket alternatives.

Brake disk diameter must remain as per the homologated machine.

Foot rest hangers and associated controls may be altered or replaced and foot rests must be changed for items that comply with ACU Standing Regulations (16mm ball ended). A handlebar mounted rear brake lever is permitted.

Throttle twist grips may be replaced with quick action versions, but the connection to the throttle bodies must remain standard.

9. FUEL AND AIR SUPPLY

Fuel and brake lines may be altered or replaced and must conform to ACU Standing Regulations. Fuel and Air filters may be altered, replaced or added. The Air Box must remain standard with no modifications except to comply with ACU Standings Regulations in regard to enclosed systems.

10. FRONT FORK & SUSPENSION

Forks must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks may be modified or changed. No aftermarket or prototype electronically controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard, and all parts must remain as homologated.

Fork springs may be replaced, and after market damper kits or valves may be installed.

Fork caps may be modified or replaced to allow external adjustments.

Dust seal can be modified, changed or removed if the fork is totally oil-sealed.

A steering damper may be added/replaced or modified, but must not act as a lock stop.

Non-standard (captive) spacers may be used to allow for simpler and safer wheel changes.

Non-standard fork bracing is not permitted.

11. REAR FORK & SUSPENSION

The rear fork may only be modified to accept an ACU regulated chain guard.

The rear shock absorber and spring may be changed for an aftermarket unit, but the original connection points must remain standard.

Non-standard (captive) spacers may be used to allow for simpler and safer wheel changes.

Non-standard fork bracing is not permitted.



ELECTRONICS AND POWERTRAIN

12. INSTRUMENT CLUSTER & ELECTRONIC AIDS

If the instrument cluster is replaced with a non-standard unit, it may only have the same functions as the original unit. No additional data collection may be added, except for a lap timer that has no other function.

All original connections to the ECU must be used for their standard purpose. Wires for road only use may be removed, but no additional functions may be added except a plug in fuel/ignition mapping unit, which must utilise the standard connections. Reflashing of the motorcycle's original equipment (OEM) ECU is permitted. Any functions or parameters accessible through ECU tuning or remapping software may be modified.

An aftermarket quickshifter may be added.

13. ROAD USE ONLY ITEMS

Any item deemed to be designed for road use only, may be removed. Items prescribed by the ACU (Side stands, lights etc) as being required to be removed, must be taken off and made safe without any unnecessary modification of any other part of the machine.

14. ENGINE, GEARBOX, STARTER & CHARGING SYSTEM

The Engine must remain standard with no modifications.

The Gearbox must remain standard with no modifications.

The starter system may only be modified to override the side stand/clutch safety override. It must otherwise remain standard and fully functional.

The charging system must remain standard with no modifications.

15. COOLING SYSTEM

The cooling system may be modified with aftermarket hoses only.

The thermostat may be removed (the sensor in the engine block must remain in place).

Electric fans may be removed or replaced.

A stone guard may be added or removed from the radiator, but the radiator must remain standard (or a direct aftermarket copy of the standard unit).

An additional oil cooler is permitted on the KTM 790/890



CHASSIS AND ELIGIBILITY

16. FRAME, SUB-FRAME & SEAT UNIT SUPPORTS

The main frame must remain standard with only external frame protectors permitted.

The rear sub-frame may be altered or replaced with an aftermarket unit. Any new unit must use the original seat unit support lugs.

Unused frame lugs may be removed.

17. WHEELS

Other than the change of bearings to accommodate captive spacers, wheels must remain standard.

18. WIRING LOOM AND BATTERY

The wiring loom may be cut down to remove unused connectors.

A new loom may be used provided it houses no additional functionality and has no connections that were not present on the original model.

The battery (and battery case) may be replaced or modified, but must remain in its original position on the motorcycle.

19. OLDER MODEL ELIGIBILITY

Fully faired machines made prior to 2014 may be adapted to run as Super Naked bikes only, but such machines will need to be verified by the V5 or "Log Book" as being compliant.

Anything not specifically mentioned must remain standard with no modifications.

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FINAL VERSION

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BRITISH MOTORCYCLE RACING CLUB