



NEW FOR BMCRC 2027

CLASSIC POWERBIKE

2027 TECHNICAL REGULATIONS

Final regulations - September 2026

BIG BIKES. BIG POWER.

RIDER CONTROLLED.

750cc+ | NO AGE LIMIT | NO HORSEPOWER LIMIT

BRING BACK THE BRUTES



BMCRC CLASSIC POWERBIKE

2027 Final Technical Regulations

These regulations define a large-capacity, production-based class built around the character of motorcycle racing before modern electronic rider aids became commonplace.

CLASS AT A GLANCE	
Minimum capacity	750cc
Maximum capacity	None
Machine age	No minimum or maximum age
Power limit	None
Throttle	Direct mechanical operation
Quickshifters	Permitted
Rider aids	Modern electronic rider aids prohibited
Core principle	The rider controls acceleration, braking and machine behaviour

STATUS NOTE

These are the final technical regulations for the 2027 season. They must be read alongside the current ACU Road Race Standing Regulations and any event Supplementary Regulations.

BIG BIKES. BIG POWER. RIDER CONTROLLED.



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1. CLASS PHILOSOPHY

The BMCRC Classic Powerbike Championship is intended for large-capacity, production-based motorcycles representing the era before electronic rider aids became commonplace.

The principle of the class is simple: Big bikes. Big power. Rider controlled.

There is no maximum machine age and no fixed model-year cut-off. Eligibility is determined by the original design and specification of the motorcycle rather than its year of manufacture.

Unless specifically varied within these regulations, all machines must comply with the current ACU Road Race Standing Regulations and any BMCRC Supplementary Regulations.

2. ELIGIBLE MACHINES

2.1 Motorcycles must be production-based solo machines originally manufactured for road use.

2.2 Minimum engine capacity shall be 750cc.

2.3 There shall be no maximum engine capacity.

2.4 There shall be no maximum or minimum age of motorcycle.

2.5 Prototype, Grand Prix or purpose-built racing motorcycles which were not derived from a production road motorcycle are not eligible.

2.6 The original motorcycle must comply with the electronic rider-aid principles defined within these regulations.

2.7 BMCRC reserves the right to maintain an Approved Machine Eligibility List.

2.8 Where the eligibility of a particular make, model or variant is uncertain, competitors must obtain confirmation from BMCRC before competing.

3. BASIC MACHINE DEFINITION

For the purposes of Classic Powerbike, an eligible motorcycle shall fundamentally be a conventionally controlled motorcycle in which the rider has direct mechanical control of the throttle, brakes and chassis.

Electronic ignition and electronic fuel injection do not make a motorcycle ineligible.

The intention of these regulations is to exclude electronic systems which actively assist or intervene with the rider's control of the motorcycle.

4. ELECTRONIC RIDER AIDS

4.1 Prohibited systems

The following systems are prohibited:

- Traction control
- Wheelie control
- Launch control
- Slide control
- Electronic stability control
- Cornering ABS
- Active ABS
- IMU-controlled rider aids
- Electronically controlled engine-braking strategies
- Electronic throttle intervention
- Ride-by-wire throttle
- Electronic suspension

- Semi-active suspension
- Automatic throttle-blipping systems
- Any system capable of automatically reducing engine torque following detection of wheelspin, wheel lift or machine attitude

Quickshifters are specifically permitted and shall not be considered an electronic rider aid for the purposes of these regulations.

4.2 Permitted electronics

The following are permitted:

- Electronic ignition
- CDI ignition
- Electronic fuel injection
- Programmable ignition systems
- Programmable fuelling systems
- Rev limiters
- Power Commanders or similar fuelling modules
- Aftermarket ECUs
- Lambda sensors
- Data logging
- GPS lap timers
- Gear-position indicators
- Shift lights
- Conventional electronic dashboards
- Electronic quickshifters

These systems must not provide any other prohibited rider-aid function.

4.3 Data logging

Data acquisition and logging are permitted.

Sensors may be used for the collection and display of information provided that they do not automatically alter engine power, throttle position, braking or suspension behaviour, except where required solely for the operation of a permitted quickshifter.

Wheel-speed information may be recorded for data purposes but must not be used by the engine-management system to provide traction, wheelie or launch control.

5. THROTTLE CONTROL

5.1 Throttle operation shall be by a direct mechanical connection between the rider's throttle control and the carburettors or throttle bodies.

5.2 Ride-by-wire systems are prohibited.

5.3 The throttle must return automatically to the closed position when released.

6. QUICKSHIFTERS

6.1 Quickshifters are permitted.

6.2 Standard or aftermarket quickshifter systems may be used.

6.3 A quickshifter may interrupt ignition and/or fuel delivery for the purpose of facilitating a gear change.

6.4 Quickshifter sensors, control modules and associated wiring are permitted.

6.5 There is no requirement for a quickshifter to have been fitted to the motorcycle as original equipment.

6.6 The quickshifter must not provide traction control, wheelie control, launch control or any other prohibited electronic rider-aid function.

6.7 Automatic throttle-blipping systems remain prohibited.

6.8 Conventional mechanical slipper clutches are permitted.

7. ENGINE

7.1 Engines must remain based upon the production engine originally associated with the eligible motorcycle or approved model family.

7.2 The original type of crankcase must be retained.

7.3 Engine tuning is permitted. Permitted modifications include:

- Pistons
- Connecting rods
- Camshafts
- Valve springs
- Cylinder-head modification
- Porting
- Compression-ratio changes
- Crankshaft balancing and modification
- Air filters
- Airboxes
- Carburettor modifications
- Fuel-injection modifications
- Ignition modifications
- Exhaust systems

7.4 Engine capacity may be increased provided the finished engine remains otherwise eligible for the class.

7.5 Engine swaps between unrelated models are not permitted unless specifically approved by BMCRC.

8. INDUCTION AND FORCED INDUCTION

8.1 Naturally aspirated engines only.

8.2 Turbocharging is prohibited.

8.3 Supercharging is prohibited.

8.4 Nitrous oxide or any other supplementary oxidising system is prohibited.

8.5 Ram-air systems originally fitted to the motorcycle, or conventional race equivalents, are permitted.

9. ECU AND ENGINE MANAGEMENT

9.1 Standard or aftermarket engine-management systems are permitted.

9.2 Their functions shall be restricted to conventional engine operation including:

- Ignition timing
- Fuel delivery
- Rev limiting
- Quickshifter operation

9.3 Engine-management systems must not provide any function prohibited under Regulation 4.

9.4 The ECU must not receive machine-attitude information from an IMU or equivalent device for the purpose of controlling engine output.

9.5 BMCRC Technical Officials may require reasonable access to the ECU, wiring, sensors or electronic configuration for the purpose of determining eligibility.

10. TRANSMISSION

10.1 A maximum of six forward gears is permitted unless the standard production motorcycle was originally equipped otherwise.

10.2 Gearbox components may be replaced or modified.

10.3 Gear ratios may be altered.

10.4 Final-drive gearing is free.

10.5 Conventional mechanical slipper clutches are permitted.

10.6 Quickshifters are permitted.

11. FRAME

11.1 The main frame must be derived from the eligible production motorcycle.

11.2 Prototype replacement frames are prohibited.

11.3 Frames may be modified for normal racing purposes including strengthening, bracing, steering stops, mounting brackets, engine protection and bodywork mounting.

11.4 Major alterations fundamentally changing the identity or construction of the original chassis require prior BMCRC approval.

12. SUBFRAME AND BODYWORK

12.1 Rear subframes may be modified or replaced.

12.2 Race bodywork is permitted.

12.3 Seat units, fairings, screens, mudguards and mounting arrangements are free.

12.4 The finished motorcycle must remain recognisable as being derived from its stated production model.

12.5 Bodywork and fluid containment must comply with the current ACU Road Race Standing Regulations.

13. SWINGARM

13.1 The production swingarm may be modified, strengthened or replaced.

13.2 Replacement swingarms must be of conventional mechanical construction.

13.3 Electronic or actively controlled chassis components are prohibited.

13.4 All modifications remain subject to approval by BMCRC Technical Officials on safety grounds.

14. SUSPENSION

14.1 Front suspension may be modified or replaced.

14.2 Fork internal components are free.

14.3 Springs, cartridges, damping systems and adjusters are free.

- 14.4 Rear suspension units are free.
- 14.5 Ride-height adjustment is permitted.
- 14.6 Steering dampers are permitted.
- 14.7 Electronic, electronically adjustable or semi-active suspension is prohibited.

15. BRAKES

- 15.1 Brake discs, calipers, master cylinders, pads and brake lines may be replaced.
- 15.2 Conventional aftermarket racing brake components are permitted.
- 15.3 Carbon brake discs are prohibited.
- 15.4 ABS must not be operational.
- 15.5 Any ABS system fitted to the motorcycle must be removed, bypassed or rendered completely inoperative for competition.
- 15.6 No electronic system may alter braking pressure in response to wheel speed, machine attitude or any other sensor input.

16. WHEELS

- 16.1 Wheel sizes are free subject to compliance with applicable ACU regulations and tyre availability.
- 16.2 Aftermarket wheels are permitted.
- 16.3 Aluminium and magnesium-alloy wheels are permitted.
- 16.4 Carbon-fibre or other composite wheels are prohibited.
- 16.5 Wheel bearings, spacers and captive-spacer arrangements may be modified.

17. TYRES

- 17.1 Slick, treaded racing and road-legal competition tyres are permitted subject to the current ACU Road Race Standing Regulations.
- 17.2 Tyre manufacturer is free.
- 17.3 Tyre compounds are free.
- 17.4 Tyre warmers are permitted.

18. EXHAUST SYSTEM

- 18.1 Exhaust systems are free.
- 18.2 The motorcycle must comply with the applicable noise limits for the circuit, event and current ACU/BMCRC regulations.
- 18.3 Exhaust systems must be securely mounted and safe for competition.

19. FUEL SYSTEM

- 19.1 Fuel tanks may be standard or suitable racing replacements.
- 19.2 Fuel pumps and pressure regulators may be modified or replaced.
- 19.3 Quick-release fuel caps are permitted.

19.4 Fuel used must comply with the current applicable ACU regulations.

20. COOLING SYSTEM

20.1 Radiators may be modified or replaced.

20.2 Additional water radiators are permitted.

20.3 Oil coolers are permitted.

20.4 Cooling fans may be removed.

20.5 Cooling-system construction and fluids must comply with the current ACU Road Race Standing Regulations.

21. CONTROLS AND FOOTRESTS

21.1 Handlebars, clip-ons, levers, rearsets and foot controls may be replaced.

21.2 Gear-change pattern is free.

21.3 Reverse or race-pattern gear selection is permitted.

21.4 Controls must comply with the applicable ACU safety requirements.

22. GENERAL PREPARATION

All machines must comply with the current ACU Road Race Standing Regulations and BMCRC technical requirements covering competition preparation and safety.

23. MINIMUM WEIGHT

There shall initially be no class-specific minimum motorcycle weight.

BMCRC reserves the right to introduce minimum weights or other balancing measures if experience demonstrates that they are necessary.

24. HORSEPOWER

There shall be no maximum horsepower limit.

The championship is intended to remain a genuine Powerbike category.

25. TECHNICAL CONTROL

BMCRC Technical Officials may inspect any component relevant to eligibility including:

- ECU
- Wiring harness
- Sensors
- Throttle operation
- Quickshifter
- ABS system
- Suspension
- Engine
- Chassis
- Data-acquisition system

Competitors are responsible for demonstrating that their motorcycle complies with these regulations.

26. APPROVED MACHINE LIST

BMCRC may publish and maintain an Approved Machine List.

Machines not appearing on the list may be submitted to BMCRC for eligibility approval.

Applications should include:

- Manufacturer
- Model
- Model year
- Engine capacity
- Throttle type
- Original electronic systems
- Relevant modifications

27. SPIRIT OF THE REGULATIONS

Classic Powerbike is intended to recreate the character of large-capacity motorcycle racing before modern electronic rider aids became commonplace.

Quickshifter are permitted and are considered a normal racing modification within this class.

The regulations are not intended to allow traction control, wheelie control, launch control, electronically controlled braking or similar modern rider-aid systems.

28. OVERRIDING ELECTRONIC PRINCIPLE

The rider must control acceleration, braking and machine behaviour without electronic intervention intended to correct wheelspin, wheel lift, loss of grip or machine attitude.

Electronic systems required for ignition, fuelling, instrumentation, data acquisition and quickshifting are permitted.

29. FINAL ELIGIBILITY

In the event of uncertainty or dispute regarding technical eligibility, the matter shall be referred to the BMCRC Technical Team.

BMCRC reserves the right to amend these regulations where necessary in the interests of safety, fair competition, cost control or maintaining the intended character of Classic Powerbike.



BMCRC CLASSIC POWERBIKE

PROPER POWERBIKES. RIDER CONTROLLED.

750cc AND ABOVE

NO AGE LIMIT

NO HORSEPOWER LIMIT

QUICKSHIFTERS PERMITTED

NO MODERN ELECTRONIC RIDER AIDS

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