

ASRA Rulebook Amendment – Introduction of New Class: Heavyweight ASRA (HW ASRA)

Effective Date: January 1, 2026 (applicable to all 2026 ASRA-sanctioned events)

The American Sportbike Racing Association (ASRA) is excited to introduce a new championship class: **Heavyweight ASRA (HW ASRA)**. This class provides a dedicated, cost-controlled racing platform for modern high-performance middleweight and twin-cylinder superbikes, as well as select previous-generation ("non-next-gen") modified superbikes. The goal is to promote close, affordable competition by strictly limiting engine modifications while allowing common performance enhancements in other areas.

10.X Heavyweight ASRA (HW ASRA) – Class Definition and Eligibility

10.X.1 Purpose

HW ASRA is a heavyweight production-based class emphasizing stock engine internals for parity, reliability, and reduced preparation costs. It welcomes current-generation middleweight/twin superbikes and approved previous-generation modified superbikes that conform to the limited engine modification rules.

10.X.2 Eligible Motorcycles

Eligible machines include, but are not limited to:

- Yamaha YZF-R9 (all variants)
- Triumph Street Triple 765 RS / Daytona Moto2 765 (all variants)
- Ducati Panigale V2 (all variants)
- Suzuki 750
- Other similar production-based motorcycles as approved by ASRA Technical Director (generally MW twins, triples, or previous-generation inline-four superbikes)
- Previous-generation ("non-next-gen") superbikes
- Motorcycles must be production models originally sold for street use. Custom frames, purpose-built race bikes, or machines classified as "next-gen" superbikes under current ASRA Superbike rules are excluded unless specifically approved.

10.X.3 Minimum Weight

- 355 lbs

10.X.4 Allowed Modifications

Engine:

- **No internal engine modifications permitted.** Engines must remain completely stock (OEM pistons, rods, crankshaft, valves, camshafts, bore/stroke, etc.).

- Cylinder head porting, valve work, or blueprinting is prohibited.
- OEM compression ratio must be maintained.

ECU and Fueling:

- ECU flashing/reprogramming allowed (aftermarket or OEM tunes).
- Quick-shifters and auto-blippers allowed.

Exhaust:

- Full aftermarket exhaust systems allowed (headers, mid-pipe, muffler).
- No restrictions on material or design.

Other Areas (standard ASRA amateur-level allowances unless noted):

- Suspension: Aftermarket internals, springs, and cartridges allowed.
- Brakes: Aftermarket pads, lines, master cylinders, and rotors allowed.
- Wheels: OEM wheels only
- Bodywork: Aftermarket fairings, tank covers, and tail sections allowed.
- Tires: Any tire allowed.
- Airbox/air filter: Modifications allowed.

10.X.5 Prohibited Modifications

- Any internal engine work (as detailed above).
- Forced induction, nitrous, or alternative fuels.

10.X.6 Scoring and Championship

HW ASRA will be scored as a full national championship class.

ASRA welcomes feedback on this new class and reserves the right to adjust eligibility or rules for safety and competition balance. Questions should be directed to the ASRA Technical Director.

This amendment will be incorporated into the 2026 ASRA Rulebook. Full updated rulebook available at asraracing.com in January 2026.