

Supplementary Regulations

Supersport 150

Supersport Lightweight Class is open to any Miniature Road Race bikes (as per MNZ MOMS Chapter 16), 250 Production (as per MNZ MOMS Appendix H), Kayo 150 Mini GP bikes, Gixer150 (as per MNZ MOMS Appendix K) and up to 150cc 2 stroke single cylinder, or up to 250cc 4 stroke single or twin cylinder street type road registerable mass production machines of any make sold or on sale in New Zealand, no GP frames or major components will be eligible. It is intended as a low cost entry level class to promote fun and competitive racing for all ages and abilities.

The minimum age limit for Supersport 150 class racing shall be 13 Years, (subject to dispensation and any 2023 Rule Changes).

In special cases approval may be granted by the Road Race Commissioner on an individual basis for a Junior Competitor aged 13 years plus to ride a 250 Production machine. See Appendix H of the MoM's.

All new riders are to participate in a minimum of three junior training sessions (1 race day), or one Friday Twilight Junior training session, to assess the rider's skill level before they can participate in the 150 Supersport race class. An MCI approved trainer can then recommend to the MCI committee or Junior Training Co-Ordinators that the rider is ready to graduate to 150 Supersport. Approval is at the discretion of the MCI committee or the Junior Training Co-Ordinators.

Kayo Riders Race Class

Junior riders riding on their Kayo machine and who have been signed off as competent by the mentor can start off the back of the grid of the 150 Supersport class (racing as a separate class) provided they are supervised by a one-on-one mentor.

All new riders must wear a high visibility vest over their leathers for the first 10 Supersport 150 events at which they compete. Proof of these events will be from their log book.

Training for 7 year – 13 year old riders shall be under the following conditions:

For all 7 – 13 year old riders Kayo 150, Gixxer 150 and F4 & F5 eligible bikes are allowed, the bike should be matched to the riders size and experience, over 14yrs SSLW & 250 Production bikes can be used.

Supersport 150 class shall be a restricted class of road racing, under the following conditions:

1. The maximum 2 stroke engine capacity size is 150cc; cylinder boring to maximum over size of 0.50mm is allowed. The maximum 4 stroke engine capacity size is 250cc up to 2 cylinders maximum over size of 0.50mm is allowed.
2. The motorcycles are not to be 125GP bikes or use engines or frames from 125 or other GP bikes.
4. When a 250 Production eligible bike/rider is consistently recording lap times under 2 minutes at Ruapuna (or 1.25 at Levels) they will begin progressing up to the 250 Production Class whilst still riding in SSLW for a maximum of three events to gain race craft and confidence. They will then move to the 250 Production class exclusively with guidance from the junior committee.

In the event that the Supersport 150 class becomes oversubscribed on any club day, for safety reasons, the faster 250 production eligible bikes/riders may be required to only enter the 250 production class for that day.

Preparation of Motorcycle

All items not mentioned in the following must remain as originally produced by the manufacturer.

All motorcycles are to be prepared in accordance with Chapter 10 of the MNZ Rules.

In instances of wear and tear, damage, or failure, parts may be replaced with aftermarket equivalents if the genuine parts are no longer available.

Fuel refer to rule 10.21

At all Road Race meetings one fire extinguisher (1 kg Minimum, as per MOMS Rule 6.17) must be visibly present in each rider's pit area. All motorcycles must display the manufacturer's vehicle identification number on the frame. Additional seat brackets may be added but none may be removed. Bolt on accessories to the sub frame may be removed.

Modifications Allowed

1. Footrests/foot controls or aftermarket rear sets must bolt on the frame in the original position.
2. Solid footrests are allowed
3. Handle bars (height and angle of bars must remain standard)
4. Hand controls, clutch and brake levers
5. Brake lines and brake pads
6. Spark plugs
7. The speedo drive may be removed and replaced with a spacer
8. Fairing, front guard, windscreen and bodywork must retain the original shape as produced by the manufacturer, but these parts can be replaced with a cosmetic copy.
9. Carbon fibre is restricted to the reinforcing parts only; carbon fibre cannot be used elsewhere. Small plastic cones/knobs may be added to the machine to minimize accident damage
10. Seat and seat base and associate bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat
11. Fuel lines may be replaced quick connectors or dry break quick connectors may be used. Fuel line vents may be replaced fuel filter may be fitted
12. Base and head gasket with standard parts, must retain original thickness
13. Carburettor jetting/fuel injection tuning
14. External gearing and chains.

15. Suspension springs and oil may be changed. Rear shock may be replaced with any other brand OEM shock of the same eye to eye length, no aftermarket race shocks to be used (YSS, Nitron, Ohlins etc)
Rear shock mounts must not be modified.
16. Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type
17. Titanium/aluminium fasteners may not be used
18. All 250cc 4 strokes must retain standard headers, aftermarket mufflers are allowed. 2 strokes can have commercially manufactured aftermarket expansion chambers and mufflers fitted.
19. Rims may be changed but must be production bike rims. No aftermarket or GP rims allowed
20. Motorcycle must be equipped with a functional kill switch or button mounted on the handlebars that can stop a running engine
21. Where breather or overflow pipes are fitted they must discharge via existing outlets into a catch tank. The original closed system must be retained, no direct atmospheric emission is permitted
22. Throttle controls must be self-closing when not held by the hand
23. The MCI Committee reserves the right to make the final decision on the legality of any modifications made and apply any penalties considered fair under the circumstances

The following items may be removed

1. Instruments, horn, brackets and associated cables
2. Toolbox
3. Radiator fan and wiring
4. Rear guard/chain guard

The following items must be removed

1. Passenger footrests
2. Number plate/number plate bracket
3. Safety bars, centre and side stands (fixed/welded brackets must remain)
4. Headlamp, rear lamp, blinkers, mirrors.

Items not allowed

1. Data logging not allowed (except for machine mounted video recorders).
2. The fitment of aftermarket traction control unit is not allowed
3. Rear shock linkages must remain standard, modifications not allowed
4. Tyre warmers are not allowed

5. Frame body and rear sub frame modifications not allowed
6. Emulator valves or modifications to damping mechanisms are not allowed
7. The inner and outer front fork stanchion must remain standard

Tyres: the choice is optional

- a) Must be commercially available in New Zealand
- b) Be worn no more than the tread depth indicators
- c) In the event of the meeting being declared wet, a commercially moulded treaded tyre MUST be used, full wet or otherwise (cut slicks are not allowed).
- d) It is at the rider's discretion as to whether they run with a tube type or tubeless type tyre. Tubes must be fitted to any wheel that is not designed to be used without tubes (tubeless).

All riders running tubeless type tyres with a tube fitted must inspect the tube regularly and replace as required (in cases of chafing).

250 PRODUCTION REGULATIONS

- As per MNZ class regulations and **APPENDIX H 250 PRODUCTION REGULATIONS (ROAD)**

Proposed amendment

5 Tyres:

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
- b) Can be manufactured for road use (IE Be DOT approved) or for competition use.
- c) Be not less than the machine manufacturer's recommended speed and load rating.
- d) Be worn no more than to the minimum tread depth indicators.
- e) Not have an augmented or modified tread pattern.
- f) The use of tyre warmers is permitted.

5.1 When a race or practice has been declared "Wet", the use of a wet tyre is allowed.

HAVE A GO RIDERS

- Riders will ride on an MNZ free one event licence
 - Riding gear is as required for the Have a Go Day event, as follows:
 - A full face motorcycle helmet that is in good condition and has a clean visor. The helmet must preferably be less than 3 years old
- Refer to [https://www.mnz.co.nz/docs/default-source/manual-of-motorcycle-sport/chapter-8---safety-gear-\(road\)](https://www.mnz.co.nz/docs/default-source/manual-of-motorcycle-sport/chapter-8---safety-gear-(road))

- Leather boots, motocross or touring type will do.
 - Leather gloves.
 - Full racing or touring leathers or, leather jacket of motorcycle riding type (not dress type), leather motorcycle pants which zip to the jacket.
 - Back Protector – A Chest Protector is also recommended
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- Machine Preparation is as follows:
 - You will need some duct tape, tie wire or electrical zip ties.
 - Tyres must be up to W.O.F. standard.
 - Mirrors need to be removed or taped.
 - Handlebar ends need to be plugged.
 - Lights and indicators to be taped (duct tape) or better still, removed.
 - Side stands, passenger footrests and centre stands need to be wired up (tie wire or electrical zip ties) or taken off.
 - No oil or radiator leaks - check your sump plug.
 - If your sump plug has a lock wire hole drilled in it, wire it up.
 - Bring some tools to prepare your bike.
 - Allow enough time to do this at the track or do it the night before and trailer your motorbike to the track.
 - Remember to check tyre pressures, chain tension, oil and water levels, brake fluid levels, brake pads and bring fuel.