

SUPPLEMENTARY REGULATIONS

PERMIT 21134

FORMULA I

SUPERBIKE A

- As per MNZ class regulations and **APPENDIX C SUPERBIKE REGULATIONS (ROAD)**

SUPERBIKE B

- 750cc - open 4 stroke, 4-cylinder machines
- 680cc - open 4 stroke, 3-cylinder machines
- 751cc - open 4 stroke, 2-cylinder machines
- 351cc - 500cc 2 stroke, 4-cylinder machines
- 401cc – 760cc 2 stroke, 2-3-cylinder machines
- Number plate colours per MNZ rules – Superbike
- Fuel, as per MNZ rules – superbike – no methanol
- No nitrous or other performance add-on of this type
- All machines must comply with the relevant MNZ rules such as Chapter 10
- Modifications: As long as all the above requirements are met and the machine complies with the relevant General Competition Rules all other items are unrestricted.
- No cross entering into other classes
- Other machines admitted at the discretion of the Organisers

BEARS

- Purpose built race bikes and technically advanced production sport bikes.
- 661cc - Open capacity, fuel, and tyres. 675cc machines are excluded from F1.

FORMULA II

SUPERSPORT 600cc A

- As per MNZ class regulations and **APPENDIX F SUPERSPORT REGULATIONS (ROAD)**

SUPERSPORT 600cc B - F 2

- 501cc - 600cc 4 stroke, 4-cylinder machines
- 601cc - 675cc 4 stroke, 3-cylinder machines
- 750cc 4 stroke, 2-cylinder machines
- 401cc – 490cc production based 2 stroke machines
- 250cc – 351cc competition based 2 stroke machines

- Number plate colours per MNZ rules – Supersport 600
- Fuel, as per MNZ rules – Supersport 600 – no methanol
- No nitrous or other performance add-on of this type
- All machines must comply with the relevant MNZ rules such as Chapter 10
- Modifications: As long as all the above requirements are met and the machine complies with the relevant General Competition Rules all other items are unrestricted.
- No cross entering into other classes
- Other machines admitted at the discretion of the Organisers

BEARS

- Purpose built race bikes and production sport bikes: Four stroke,
- 350 - 805cc multi. Max. 2 valves per cylinder - Pump fuel, Open tyres. 3
- 50 - Open single - Open fuel, Open tyres. Two stroke,
- 0-350cc multi. 0 - 600cc single - Pump fuel, Open tyres.

FORMULA III

- Up to 450cc 4 stroke, multi cylinder machines (working displacement)
- Up to 400cc 2 stroke, multi cylinder machines – production-based machines
- Up to 750cc 4 stroke, 2-cylinder, air cooled machines
- Up to 690cc 4 stroke, 2-cylinder, 2+ valves, water cooled machines
- 251cc-open 4 stroke, single cylinder machines
- 200cc-500cc 2 stroke, single cylinder machines
- 125 GP competition machines
- Number plate colours per MNZ rules – superlite
- Fuel, as per MNZ rules – superlite – no methanol
- No nitrous or other performance add-on of this type
- All machines must comply with the relevant MNZ rules such as Chapter 10
- Modifications: As long as all the above requirements are met and the machine complies with the relevant General Competition Rules all other items are unrestricted.
- No cross entering into other classes
- Other machines admitted at the discretion of the Organisers

#Note, please check class balancing rules in relation to up to 690cc 4 stroke, 2 cylinder, 2+ valves, water cooled machines as these were not available from MMZ at the time this document was published.

BEARS SuperStock

- Production based bikes. Original engine chassis & suspension layout. Modifications are permitted providing original concept and design are retained. E.g. a twin shock suspension may be altered to a box section swing arm but not changed to mono shock etc. Pump fuel only. Open Tyres Two classes run concurrently:

- 0 - 750cc fuel injection allowed if fitted as std equipment. Four stroke multi Max. 2 valves per cylinder. Single cylinder machines may have 4 valves per cylinder.
- 751 - Open cc fuel injection allowed if fitted as std equipment. Four stroke multi Max 2 valves per cylinder. Single and shaft drive machines may have 4 valves per cylinder but multi limited to 1000cc.

BEARS LIGHTWEIGHT

- Lightweight: Two classes run concurrently. Open fuel, open tyres. No GP bikes.
- Lightweight Ltd - Four Stroke, 0 – 400cc singles and air-cooled multi's -Two Stroke,
- 0 – 350cc air cooled singles,
- 0 – 250cc air cooled, Multi's and water cooled singles, 0 - 125cc water cooled multi's.
- Lightweight: Four Stroke, 401 – 600cc singles & air cooled multi's, -
- Lightweight Two Stroke,
- 351 – 400cc air cooled singles,
- 251 – 300cc Water cooled singles,
- 251 – 400cc air cooled multi's,
- 126 -200cc water cooled multi's.

650 PRO TWINS

- As per MNZ class regulations and **APPENDIX E 650 PRO TWIN REGULATIONS (ROAD)**

SUPER MOTARD

- As per MNZ class regulations Chapter 20

SUPERSPORT 300cc

- As per MNZ class regulations and **APPENDIX I SUPERSPORT 300 REGULATIONS (ROAD)**

250 PRODUCTION REGULATIONS

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

GIXXER 150

- As per MNZ class regulations and **APPENDIX K GIXXER 150 REGULATIONS (ROAD)**

KAYO 150

- As per MNZ class regulations and **APPENDIX L MINI SUPERSPORT TRAINING REGULATIONS (ROAD)**

ROAD RACING POST CLASSIC

- As per MNZ class regulation Period 89 and Period 95 Chapter 17 MoM's

Supersport Lightweight Class Supplementary Regulations

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, Gixxer150 (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 Lightweight class racing shall be 13 Years, (subject to dispensation and any 2022 Rule Changes).

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 SSLW 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 SSLW. Approval is at the discretion of the MCI committee or the Junior Training Co-Ordinators.

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

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 Lightweight 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 SSLW 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 minimum 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).

PROPOSED PLAN FOR THE DAY

Using full track Euromarque Motorsport Park at Ruapuna

- Rider briefing: 8.40am
- First practice commences: 9.00am
- Lunch break: to be a total of 30 minutes
- Race 2 for each class is to be the longer race
- Agreed race order to be:
 - Formula III
 - 300 Supersport/BEARS Lightweight
 - Formula I / BEARS Formula I
 - 250 Production / 150 Supersport / 150 Gixxer / Kayo
 - Formula II / BEARS 675
 - Post Classic
 - Training
- NZGP Title Race 2 for the following classes
 - Formula I
 - Formula II
 - Formula III
 - 300 Supersport
 - 250 Production
 - 150 Kayo

To compete in the NZGP race, riders must have a championship licence or buy an event upgrade