

## APPENDIX G – 125 Grand Prix/250 Mono Regulations (Road)

The rules for this class will apply to all National Championship and Endurance championship races. At other meetings these rules will apply unless varied in the supplementary regulations, but not contradicting the class rules.

This class of motorcycle requires no MNZ Homologation. Junior competitors aged 13 year plus may participate in the 125cc GP class or the 250 GP Mono class provided they have the necessary MNZ clearances and approvals to do so.

In special cases approval may be granted by the Road Race Commissioner on an individual basis for a 125GP class. The basis for this approval will be a recommendation from a current top level rider who shall commit to act as mentor to the junior rider until the rider is eligible for a senior licence. All riders are to wear a high visibility vest over their leathers for the first events at which they compete. Proof of these events will be from entries in their log book.

### 1 **Machine Specifications:**

- a) 125cc GP Machines must be up to 125cc single cylinder 2 stroke with a maximum of a 6 speed gearbox. Or:
- b) 250cc GP Mono machines be fitted with a single cylinder four stroke engine with a maximum of a 6 speed gearbox, with a capacity no less than 200cc and no greater than 250cc

1a All machines must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than , four strokes=3.5 litres or two strokes=2.5 litres.

1b All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash.  
The guard may be a second cover made from suitable materials such as carbon/Kevlar or suitable plastic or with heavy duty end cases or crash bars made from aluminium, steel or nylon.

A frame mounted crash knob can be fitted as an alternative.

All of these devices must be designed to be resistant against sudden shocks abrasions and crash damage.

1c A chain guard or shark fin made of suitable material must be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where the swing arm shape or positioning prevents fitment are exempted (for example Yamaha R1).

### 2 **Number Plate Colours and placement:**

Refer to rule 10.2a.

- 3        **Fuel:**  
Refer to rule 10.13.
- 4        **Wheels and Tyres:**
- 4.1      **Wheels:**  
125cc GP rim sizes of 2.5" x 17" front (Maximum), 3.5" x 17" rear. (Maximum)
- 4.2      **Tyres:**  
The choice of tyre is optional.  
a)    Must be commercially available in New Zealand  
b)    Be worn no more than the minimum tread depth indicators
- 5        **The following may be added:**  
a)    Steering damper.  
b)    Ride height adjuster.  
c)    Lap timing devices.  
d)    Fuel / ignition metering devices.  
e)    Data logging devices.  
f)    Quick shifter.
- 6        **250 GP Mono:**  
SUBJECT TO THE REQUIRED AND PERMITTED ALTERATIONS SET OUT BELOW, SOLO 250 GP MONO MACHINES MUST:  
a)    Be fitted with a complete upper and lower fairing or stream lining  
b)    Not be of a "Moto" or MX style machine  
c)    Be fitted with rim sizes of 2.5" x 17" front (Maximum), 3.5" x 17" rear (Maximum)  
d)    Be fitted with clip-on style bars (no MX, Motard, and Enduro or trail/dual purpose style of handle bars).