APPENDIX K – GIXXER 150 Regulations (Road)

This class allows a single make competition supported by Suzuki NZ Ltd for standard GSXR150 machines with minimum levels of modification required for safety purposes. **These machines are required to be homologated with MNZ. Only homologated models are eligible to compete.**

This class has restricted to riders entry aged from **13** years old as of January 1st for that competition year. **The Application for Dispensation form on the MNZ Website (see Licences tab) must be completed in full to be considered.**

Riders must not have been placed in the top 5 finishing positions in any national championship road race (other than the **Supersport 150 or** GIXXER 150 class) prior to the start of the current National Championship.

The appearance from both front, rear and the profile of GIXXER150 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

All parts and functions must remain as per Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 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 from overseas or from special sources).

b) Be manufactured for road use in all weather conditions, must be E or DOT marked supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz.

c) Be not less than the machine manufacturers recommended speed and load rating. Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).

d) Be worn no more than to the minimum tread depth indicators.

e) Not be manufactured for only competition use.

f) Not have an augmented or modified tread pattern.

g) The use of tyre warmers is NOT permitted.

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

2.0 Specifications

a) Valve clearance must be within the OEM specification.

b) Fuel specification as per rule 10.13

c) Carburettor re-jetting is allowed

d) Steel or aluminium spacers may be used to increase spring pre-load in the front or rear suspension. These must have no other functionality other than to space the spring

e) Number placement and size to be as per 10.2

f) Full exhaust system replacement with aftermarket or other components is allowed

g) Rider controls: Handle bars, control levers (clutch and brake levers - not brake master cylinder), footpegs, and rearsets may be replaced with non genuine components. Riser plates can also be fitted to the rearsets to raise the footpeg height.

h) A fluid catch bottle must be fitted to collect any fluid overflow. Radiator, fuel and crankcase overflow pipes must discharge into the fluid catch bottle

i) The side stand bracket must be removed. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.

3.0 The following must be removed

- Indicators.
- Rear indicator/number plate bracket.
- Mirrors and reflectors.
- Standard tyres.
- Kick start lever only, not internal parts.
- Rear pillion pegs and L/H pillion foot peg bracket.
- Headlight.
- Side Stand.
- Centre Stand.

4.0 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 3 mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where swingarm shape or positioning prevents fitment are exempted (for example Yamaha R1).

5.0 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 of a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics or with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.