

The machines in this class are required to be homologated, must be a street type motorcycle (no "underbones"), road registerable, available from a NZ based distributor and a minimum of 10 unit of the model originally sold new in New Zealand.

This class has a restricted rider entry age of between 13 and 25 years old as of January 1st for that competition year. In special cases, approval may be granted by the Road Race Commissioner on an individual basis for riders from 12 years of age to ride in this production class. The basis of this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a Senior licence. All new riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. 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 road race championship (other than Supersport 150 or Gixxer 150) prior to the start of the current Road Race Championship.

NOTE: All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.

1. Single cylinder four stroke engines from 129cc to 159cc.
2. Only OEM engine parts for the homologated model may be fitted – in case of over boring, only over sizes listed as genuine options in the manufacturers parts book for homologated model may be used. Only gaskets of the standard thickness may be used.
3. Number Plate Colours and placement: Refer to Rule 10.2a.
4. Fuel: Unleaded pump gas as per Appendix D.
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 manufacturers 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.
 - g. Racing 'rain' wet weather tyres are permitted.
6. Machine Specifications (General): All machines must comply with the relevant general competition Rules Chapter 10.
7. Modifications Allowed:
 - a. The height and position of the fork in relation to the top yoke (fork crown) is free. Oil weights & levels are free but ALL other suspension parts must remain standard.
 - b. A full aftermarket exhaust is allowed.
 - c. Drive sprockets and chain width may be changed.
 - d. Handlebars, levers and controls, with the exception of the brake master-cylinder. Height and angle of handlebars are free, but they must not foul the bodywork before reaching the steering stops.
 - e. Footrests, brackets and controls may be replaced. Rearsets or riser plates may be used but must mount to the frame at the same point as the originals.
 - f. Substitution of rubber topped foot pegs for other material is allowed.
 - g. Small protective cones/knobs may be fitted to minimize accident damage.
 - h. Brake disc pads can be replaced with alternative specification and/or non OEM items.
 - i. Non OEM brake lines must be of NZ WOF standard, or better.
 - j. Spark plugs can be replaced with alternative specification and/or non OEM items.

- k. OEM electronic control unit (ECU, ICM, ECM) must be retained. The OEM ECU may be re-flashed to modify existing ignition and fuelling maps. In addition, a Plug and Play 'piggyback' ECU unit may be fitted and used. No modification of the wiring loom is permitted and maps contained therein are free.
 - l. Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
 - m. Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug.
 - n. Gearbox may be undercut.
 - o. Addition of a rear hugger, material is open unless these are a replacement OEM part in which case the material must be as supplied by the manufacturer, rear huggers may NOT be chemically bonded to the swing arm.
 - p. Lap timers and data recording devices may be fitted.
 - q. Steering stop restrictors may be fitted.
 - r. Wheel spacers, these can be captive type.
8. Fairing/Body Work:
- a. Must be the same shape and appearance as the original.
 - b. Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.
 - c. Screen may be replaced, profile is open.
 - d. Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
 - e. The original combination instrument/fairing brackets may be changed.
9. The following items MUST be removed:
- a. Passenger footrests/grab rails.
 - b. Side stand.
 - c. Safety bars, centre stands (all fixed or welded brackets must remain in place).
 - d. Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
 - f. Headlight, rear lights, indicators and mirrors must be removed.
 - g. Horn.
 - h. Licence plate bracket and licence plate.
 - i. Where the sidestand switch is external & exposed to the track surface it MUST be removed.
10. The following MAY be removed:
- a. Instruments, brackets and associated cables.
 - b. Toolbox.
 - c. Speedometer.
 - d. Radiator fan and wiring.
 - e. Rear guard.
 - f. Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.
 - g. The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
 - h. Upper chain guard may be removed.
 - i. All unused electrical switches may be removed.
 - j. Side stand brackets may be shortened or 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.
11. Items not allowed:
- a. The fitment of aftermarket Traction Control units is not permitted.
12. 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 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 exempt (for example Yamaha R1).

13. 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 plastics 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.
14. For machines homologated with lower fairing, 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 with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.
15. ABS Braking systems can be disconnected or disabled and all ABS components (wheel sensors, pumps, lines and wiring) may be removed from the machine.