

- 0 This class of motorcycle requires an MNZ Homologation, with a minimum of 50 units sold of that mass produced motorcycle.
- 0.1 This homologated motorcycle must be a street type, road registerable and Wof mass production machine, available and sold new in New Zealand.
- 0.2 This class to be called "250 PRODUCTION"
- 0.3 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 in this production class. The basis for 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 riders are to wear a high visibility vest over their leathers for the first five events at which they compete. Proof of these events will be from their log book.
- 0.4 **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.
- 0.4.1 The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
- 1. Twin and single cylinder four stroke engines from 200cc up to 250cc standard engines.
- 2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
- 3. **Number Plate Colours and placement:**
Refer to the Technical Appendix
- 4. **Fuel:**
Refer to the Technical Appendix
- 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) Be manufactured for road use in all weather conditions. Must be E or DOT marked.
 - 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 be manufactured for only competition use.
 - f) Not have an augmented or modified tread pattern.
- 5.1 When a race or practice has been declared "Wet", the use of a wet tyre is allowed.
- 6. **Machine Specifications (General):**
All machines must comply with the relevant general competition rules in the Technical Appendix.
- 7. **Modifications Allowed:**
 - a) Front suspension, springs and internal components. Propriety internal modifications are allowed to base and mid valve shim stacks. OEM cartridges, cartridge rods, pistons and adjuster needles must be used without modification. Emulator type valves maybe fitted. External appearance must remain unchanged, full cartridge kits may not be used.
 - b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
 - c) Muffler: Slip on or bolt on at the factory join, original headers and mid pipe must remain and be as supplied by the manufacturer.
 - d) Drive sprockets and chain width may be changed
 - e) Handlebars, levers and controls, with the exception of the brake master cylinder, height and angle are free, but must not foul the bodywork.
 - f) Instrument panel aftermarket items may be substituted Tacho/Speedo and temperature gauges

- g) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment.
- h) Carburettor jetting and slides. Fuel injected models may run model specific "plug and play, Power Commander type" mixture controllers. NO other modifications/alterations/additions to fuel mixture control, ignition curves or wiring loom are allowable
- i) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- j) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- k) Gearbox may be undercut.
- l) REAR SUSPENSION, the shock SPRING may be changed to suit rider weight and preference. Any sizing adaptor collars to fit oversize springs must be of sound construction and MUST centralise the spring. Fitting integrity and safety of retainer collars must match standard spring fitment overlap. Dual springs in series prohibited. The rear damper must be OEM for the bikes and the correct part number. Modification to length prohibited, the damper may not be opened or drilled to allow internal modification in any way.

8. Fairing/Body Work:

- a) Must be the same shape and appearance as the original.
- b) Screen may be replaced, profile is open.
- c) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted
- d) The original combination instrument/fairing brackets may be changed.

9. The following items must be removed:

- a) Side stand bracket. 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.

10. Additional Equipment not fitted on the original homologated model must not be added (i.e. Data Acquisition, computers, recording equipment etc.) Lap timers may be used.

11. Items not allowed:

- a) The fitment of aftermarket Traction Control units is not permitted.