

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.

- 0 This class has a restricted rider entry age of between 13 and 25 years old as of January 1st for that competition year.
- 0.1 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.
- 0.1.1 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.
- 0.2 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 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) 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) Racing 'rain' wet weather tyres are permitted.
 - 6. Machine Specifications (General): All machines must comply with the relevant general competition rules in the Technical Appendix
 - 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) 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.
 - f) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
 - g) Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug.
 - h) Gearbox may be undercut.
 - i) Steering stop restrictors may be fitted.
 - j) Wheel spacers, these can be captive type.

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 (including Superbike style race seats) for that homologated model may be fitted.
- d) The original combination instrument/fairing brackets may be changed.
- e) 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.

The following MAY be removed:

- a) 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.

Items not allowed:

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