

## APPENDIX H – 250 Production Regulations (Road)

This class of motorcycle requires an MNZ Homologation, with a minimum of 50 units sold of that mass produced motorcycle.

This homologated motorcycle must be a street type, road registerable and Wof mass production machine, available and sold new in New Zealand.

This class to be called “250 PRODUCTION”

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 events at which they compete. Proof of these events will be from their log book.

### 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. 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:**  
Prefer to rule 10.2a
4. **Fuel :**  
This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.
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

- g) The use of tyre warmers is not permitted
- 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 such as Chapter 10.
7. **Modifications Allowed:**
- a) Front suspension, springs and internal components. Proprietary 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 may be 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 for Tacho/Speedo and temperature gauges
  - g) Footrests, brackets and controls may be replaced. Must mount to the frame at the same point as the originals.
  - h) Substitution of rubber topped foot pegs for other material is allowed.
  - i) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the 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.
  - j) Small protective cones/knobs may be fitted to minimize accident damage.
  - k) Brake disc pads.
  - l) Brake lines front and rear.
  - m) Spark plugs
  - n) 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
  - o) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.

- p) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- q) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- r) Gearbox may be undercut.
- s) Frame and swing arm protectors may be fitted including the 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 swingarm.
- t) Lap timers and data logging devices may be fitted
- u) **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) 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 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.
- e) Headlight, rear light and blinkers must be removed
- f) Horn
- g) License plate bracket
- h) Where the side stand switch is external & exposed to the track surface it MUST be removed.

- i) 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 (ie Data Acquisition, computers, recording equipment etc) Lap timers may be used.

11. **The following may be removed:**

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) Number plate/ rear guard
- f) Passenger foot peg 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 or heavier
- 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.

12. **Items not allowed:**

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

13. 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).

14. 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.

For those machines that do not have commercially available cover.  
(for example Kawasaki Ninja 250cc)

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.

15. 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.