

125 Grand Prix

This class rules will apply to all National Championship and Endurance championship races. At other meetings these rules will apply unless varied in the supplementary regulations, but not contradicting the class rules.

This class of motorcycle requires no MNZ Homologation

13 year old competitors may participate in the 125cc GP class or the 250 GP Mono class provided they have the necessary MNZ clearances and approvals to do so.

1. Machine Specifications

- a) 125cc GP Machines must be up to 125cc single cylinder 2 stroke with a maximum of 6 speeds in the gearbox. Or:
- b) 250cc GP Mono machines be fitted with a single cylinder four stroke engine with integral 6 speed gearbox with a capacity no less than 200cc and no greater than 250cc

2 Numbers

Number Plate Colours

The background colours and figures for GP125 and 250GP Mono machines
White background and Black numbers

In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward will be final.

Size

Width 285mm minimum height 235mm,(where possible) .
Figures must be clearly legible.

Number Placement

Fairing, front of fairing one number board facing forward
Seat Tailpiece or side fairing, minimum of one number.

3 Fuel

This class must function on petrol having maximum characteristics not exceeding "Avgas or Unleaded FIM"

4 Tyres:

- a) The choice of tyre is optional but any restrictions on the number of tyres that may be used must be included in the Supp Regs.
- b) Must be commercially available in New Zealand
- c) Be worn no more than the minimum tread depth indicators

5 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Lap timing devices.
- d) Fuel / ignition metering devices.
- e) Data logging devices
- f) Quick shifter.

6 250 GP Mono

Subject to the required and permitted alterations set out below, solo 250 GP Mono machines must:

- a) Be fitted with a single cylinder four stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc
- b) Be fitted with a complete upper and lower fairing or stream lining
- c) Chassis must be as manufactured by the OE manufacturer with no modifications.
- d) Engine must be as manufactured by the OE manufacturer apart from the listed modifications set out below.
- e) Carry all relevant Chassis and Engine numbers

7 The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Fuel metering jets, (carburettors and throttle bodies must remain as supplied by the engine manufacturer for that model)
- b) Piston, Pin, Clips and Piston Rings
- c) Wiring harness
- d) Spark plug type and range
- e) Internal suspension parts only
- f) External suspension springs
- g) Brake pads, linings and brake hoses
- h) Rear drive chain and sprockets
- i) Camshafts and cam wheels
- j) Valve springs, collets and retainers
- k) Footrests and foot controls, but replacements must be mounted on the frame at the original mounting points
- l) Clutch plates and springs
- m) Cylinder head gaskets
- n) Exhaust and muffler system
- o) Handle bars and handle bar mounted levers
- p) Carburettor or throttle body intake air funnels

8 *The following OEM parts may be replaced with parts of the same manufacturer from another OEM model:*

- a) Gearbox Shafts, gears and selector mechanism

9 *The following OEM parts may be modified:*

- a) Cylinder head may be ported by removal of material only
- b) Piston valve pockets may be machined
- c) Compression ratio's may be altered by machining of the cylinder and cylinder head surfaces
- d) Crankshaft balancing by normal OEM methods of drilling holes and not by excessive lightening, (Crankshaft flywheel diameter and width dimensions must remain standard)

9 *The following may be added:*

- a) OEM engine oil cooler of the same or other homologated engine manufacturer provided that connecting oil lines are of an accepted high pressure type with either screw on or swaged fittings