

SUPERLITE REGULATIONS

This class allows for New Zealand distributors of up to 150cc 2 stroke and up to 250cc 4 stroke production machinery an opportunity to showcase their machines in a competitive environment, This class is designed to encourage Junior Road Racing.

The machines used are allowed very limited modifications. Most modifications that are allowed are only allowed for safety reasons.

All Superlite motorcycles require an MNZ homologation.

The appearance from both front, rear and the profile of Superlite motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

1) Discipline requirements –

Subject to the required and permitted alterations set out below, Superlite machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine,
- b) Be of a make and model lawfully sold in New Zealand
- d) Be as constructed by the original manufacturer,
- e) At least 10 production machines of that make and model must have been imported into New Zealand by the manufacturer or the New Zealand distributor representing the manufacturer.

2) Competitor requirements –

Superlite is a restricted class of Road Racing, under the following conditions:

- a) The minimum age limit for Superlite racing shall be 13 years
- b) All Junior Competitors are to wear a Hi Visibility vest over their leathers for the first 10 events they compete in - proof of this is to be from entries in the Competitors Logbook
- c) Where the rider does not have a current driving license, that rider shall receive motorcycle riding lessons and a minimum of one full days Road Race coaching, with an MNZ approved Coach, prior to competing

3) Engine capacity:

- a) 124cc-150cc 2 strokes (May be rebored to a maximum oversize of 0.50mm, using standard OEM parts only). In standard specification except for carburettor jetting and external gearing.
- b) 151cc-250cc 4 stroke. (May be rebored to a maximum oversize of 0.50mm, using standard OEM parts only). In standard specification except for carburettor jetting and external gearing and a slip on muffler (Stainless steel or Aluminium only)..
- c) 150cc 4 stroke only - original OEM camshaft may be reground, proprietary carburettor kit may be fitted and exhaust pipe upgraded.
- d) Machines must be a mass produced model,
No competition derived or Grand Prix type machines are allowed

4) Numbers

Number Plate Colours

The background colours and figures Superlite machines
Black background and White 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.

5) Fuel:

- a) All motorcycles in this class must function on normal or unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98
- b) Fuel lines may be replaced. Quick connectors or dry-break type connectors may be used. . Fuel filters may be fitted

6) Suspension

- a) The inner and outer fork stanchion must remain standard,
- b) Only spring preload and oil may be changed
- c) No modification to damper rods is permitted
- d) Fitment of emulator valves is not permitted.
- e) Rear shock absorber and linkages must remain standard

7) Wheels

The Speedo drive may be removed and replaced with a spacer

8) Tyres:

- a) Be commercially available in New Zealand,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed 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) Front and rear tyres fitted must conform to the relevant Tyre Importers specifications regarding OE rim width on that model
- h) Tyre warmers are not allowed
- i) No form of tyre 'doping' or chemical 'conditioning' is permitted

9) The following must be removed:

- a) Head lamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horn,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

9.1) All sharp edges left by the removal of components mentioned in rule (9) must be protected by a rolled edge or beading of a minimum 3mm diameter

9.2) Breather and overflow pipes must discharge into a suitable catch bottle. Any OE closed type breather system must be retained - no direct atmospheric emission is permitted

10) The following may be removed:

- a) Passenger handholds and footrest assemblies,(bolt on items only may be removed)
- b) Chain guard,
- c) Pollution air injection control systems,
- d) Rear fender
- e) Accessories bolted to the subframe only, no welded brackets or accessories may be removed,

- 11) The following may be replaced with parts not manufactured by the manufacturer of the machine:
- a) Brake pads and brake hoses,
 - b) Fairings and stream lining including screen, rear body work and seat section, mudguards, , providing the replacements are of the same shape and appearance as the original,
 - c) Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,
 - d) Spark plug brand and type, leads and cap,
 - e) External gearing and chain, but not chain pitch,
 - f) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
 - g) Handlebars, but replacements must be mounted at the original mounting points, and,
 - h) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
 - i) Hand controls and cables, clutch and brake levers
 - k) The base and head gaskets may be replaced with aftermarket parts, but must retain OEM thickness
- 12) The following may be added:
- a) MNZ approved lap timing devices,
 - b) Frame protective sliders,
 - c) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.
 - d) Supplementary engine temperature gauge
- 13) The Motorcycle must be fitted with a functional ignition kill switch or button, capable of stopping a running engine, and mounted on the handlebar within reach of the hand while on the grip.. Throttle controls must be self-closing when not held by the hand.
- 14) Additional equipment not on the original motorcycle, other than those stated in rule (12) may not be added