

SPORTS PRODUCTION REGULATIONS

This class allows for New Zealand distributors of sports production machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions.

As the name sports production implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for safety reasons.

Discipline Specifications - Sports Production (Identified by Numbers)

Stock Production Cup rules are as per Sports Production with the exception of rules noted

(a) which applies to the Stock Production Cup.

Sports Production motorcycles require an MNZ homologation.

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

1. Sports Production Classes

501cc – 600cc 4-stroke 4 cylinders maximum

601cc – 675cc 4-stroke 3 cylinders maximum (including 750V twins)

a Number Plate Colours

The background colours and figures for Sports Production

501 - 600 601-675 (incl 750 twins) yellow background and black numbers

STOCK PRODUCTION CUP yellow background and red numbers

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

b Size

Width 285mm minimum, height 235mm, oval or rectangular in shape.

Figures must be clearly legible to the following minimum dimensions.

Height of figures – 160mm

Width of figures – 100mm

Space between figures – 20mm

Width of strokes – 30mm

Figure Font to be Arial Black

Number placement,

Fairing, front of fairing one number board facing forward

Seat tailpiece, minimum of one number on rear seat tailpiece.

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- 2** Fuel
All Sports Production engines must use/function on normal unleaded fuel with a maximum lead content of 0.013 g/l (unleaded) and a maximum RON of 98.
- 3** Machine Specifications
All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.
- 3-1** Frame Body and Rear sub frame
All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number).
Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.
The paint scheme is not restricted but polishing the frame body or sub frame is "prohibited".
- 3-2** Front Forks
The front fork inner (slide pipe stanchion) and tube outer (outer stanchion) must remain as per the original manufactures OEM parts for the homologated model.
The replacement external compression adjuster assemblies and internal parts including the fork cap may be replaced or modified.
Any quality and quantity of oil can be used in the front forks.
The height and position of the front fork in relation to the fork crowns is free.
Steering damper may be added or replaced with an after-market damper.
- 3-2a** Stock Production Cup. Front Forks
The following are the only changes allowed in this class, the front fork inner (slide pipe stanchion) and the outer (Outer stanchion) must remain as per the original manufacturers OEM parts for the Homologated model.
Damper rods, fitment of emulators, springs/valuing may be changed for suspension tuning.
Complete cartridge replacement with non OEM parts is not permitted.
Quality and quantity of oil in forks, the height and position of the front fork in relation to the top yoke (fork crown) is free.
- 3-3** Rear Fork (Swing arm).
Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
- 3-4** Rear Suspension Unit.
Rear suspension unit (shock absorber) is free.
No electronic controlled suspension may be used.
The original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

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- 3-5 Wheels
The speedometer drive may be removed and replaced with a spacer.
- 3-6 Brakes
Brake master cylinder must be the manufacturer brand provided part and it must have the same piston diameter as the standard part.
Front and rear hydraulic brake lines may be changed. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick-change type. Additional air scoops or ducts are not allowed.
- 3-7 Tyres
Tyres W, V or Z rating must be used. Only tyres on general sale to the public in New Zealand as road legal fitments will be permitted. Refer to Supplementary Regulations as to the number of tyres permitted for qualifying and races counting towards the MNZ Sports Production championships, Supplementary Regulations also applies to endurance races.
If race meeting is wet then normal wet tyre rule applies.

The tyre must have an 'E' mark or DOT (American Department of Transportation) approval and the DOT number must appear on the tyre wall. The use of tyre warmers is allowed.
b. Wet tyres – In the event that the track is damp/wet the choice of tyre is at the discretion of the rider. The DOT rule requirement for sports production wet tyres is suspended. A full race wet tyre marked NOT FOR HIGHWAY USE may be used providing that the tyre has a molded tread pattern. Hand cut DOT approved sports production tyres and hand cut slicks may not be used. Any number of wet tyres may be used.
- 3-8 Foot Rest/Foot Controls
Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
- 3-9 Handle Bars and Hand Controls
Handle bars may be replaced (does not include brake master cylinder).
Handle bars and hand controls may be relocated.
Clutch and brake lever may be exchanged by an after-market copy.
Electric starter switch and engine stop switch must be located on the handle bars.

3-10 Fairing/Body Work

- a. Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- b. Fairing and body work may be replaced with exact cosmetic duplicates of the original parts. The material may be changed. Use of carbon fibre is restricted to the re-enforcing of mounting parts only. Unless a machine is using standard fairings, it must not have carbon fibre fairings, front fender, front section, belly pan, rear seat cowling.
- c. Size and dimensions must be the same as the original parts without any addition or subtractions of design elements (except weight). Small plastic protective cones may be added to the body work to minimize accident damage.
- d. Wind screen may be replaced with a cosmetic duplicate of the same size, dimensions, location and must be of transparent material.
- e. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form.
- f. The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- g. The original air ducts running between the fairing and the air box must be as originally produced by the manufacturer on the homologated machine. The air intake mesh may be removed.
- h. Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- i. Front mudguard may be replaced with exact cosmetic duplicates of the original parts.
- j. Front mudguard may be spaced upward for increased tyre clearance.
- k. Rear mudguards fixed on the swing arm that incorporate the chain guard can be modified/removed to accommodate larger diameter rear sprockets.
- l. All exposed edges must be rounded.

3-11 Fuel Tank

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

3-12 Seat

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform to the homologated shape. The seat/rear cowl replacement must allow for proper number display. All exposed edges must be rounded.

- 3-14 Air Box / Air cleaner assembly.
The air filter element may be removed.
Can run accessory / after market air filter. Must use original standard fittings inside airbox. Only part which may be removed is that part listed as the element. The secondary air recirculation circuit ,may be plugged or removed.
All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- 3-14a Stock Production Cup. Air box / Air cleaner assembly, as described in the parts book.
No Changes or modifications are allowed ALL items must remain standard.
- 3-15 Modifications to the year model homologated starting and charging systems including battery are not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event. Charging systems must meet manufactures Minimum output specifications, as listed in the service manual.
- 3-16 Wiring Harness.
The standard main wiring harness(s) must remain intact. The only wiring that may be removed from the motorcycle is the wiring between a component that may be legally removed and its closest connector. Any electrical component removed must be able to be reconnected to its original connector and function normally.
A wiring jack/harness may be fitted to accommodate an aftermarket fuel tuning device.
- Fuel Injection System
An after market fuel tuning device may be fitted,
A heat shield may be installed between the engine and throttle bodies, provided the air box is not altered.
- 3-16a Stock Production Cup
Fuel Injection System
An after market fuel tuning device may be fitted, a wiring jack/harness may be fitted to accommodate an aftermarket fuel tuning device.
- 3-17 Fuel Supply
Fuel lines may be replaced.
Quick connectors or dry break quick connectors may be used.
Fuel vent lines may be replaced.
Fuel filters may be added.
- 3-18 Cylinder Head
The cylinder head gasket may be changed.

- 3-18a Stock Production Cup.
Cylinder head gasket, Standard OEM gasket must be used.
- 3-19 Camshaft, must be standard OEM for that Homologated year model.
- 3-20 Cam Sprockets
Cam sprockets may be slotted or pressed off and pressed back into place to allow for standard OEM camshaft timing to be altered only by the movement of the sprockets. Cam sprockets may be replaced by proprietary items, including use of a separate carrier, providing that they are manufactured in the same material as the original.
- 3-21 Oil Lines
Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
- 3-22 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)
The crankcase/gearbox casing, ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of stainless steel or carbon Kevlar composites.
Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.
- 3-23 Transmission/Gearbox
Additions to gearbox or selector mechanism, such as quick shift systems by any method mechanical or electronic are not allowed. The fitting of additional handlebar mounted kill switches for the purposes of gear shifting are not allowed.
The undercutting of the gearbox drive dogs is acceptable and is therefore not considered an illegal modification
Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- 3-23a Stock Production Cup
The undercutting of the gearbox drive dogs or machining of gears is optional.
- 3-24 Clutch
Only friction and drive discs may be changed, but their number must remain as original. Clutch springs may be changed.
- 3-25 Ignition/Engine Control System
Spark plugs may be replaced.
Igniter control modules may be replaced unit (Blackbox)

- 3-25a Stock Production Cup
Ignition/Engine Control System
Spark plugs may be replaced. Igniter unit (Blackbox) must be standard OEM for that Homologated year model
- 3-26 Exhaust System
An Aftermarket exhaust system may be fitted.
- 3-26a Stock Production Cup
Standard headers must remain standard for that year homologated model; pollution mechanism may be removed with replacement piece of mid pipe. Slip on muffler is permitted.
- 3-27 Fasteners
Standard fasteners may be replaced with fasteners of any material and design.
Fasteners may be drilled for safety wire, but intentional weight saving modifications is not allowed.
Fairing/body work fasteners may be changed to the quick disconnect type.
Aluminium fasteners may only be used in non-structural locations.
Titanium fasteners may not be used.
Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 3-29 The following items may be altered or replaced from those fitted to the homologated motorcycle.
Any type of lubrication, brake or suspension fluid may be used.
Any type of spark plug.
Any inner tube (if fitted) or inflation valves may be used.
Wheel balance weights may be discarded, changed or added to.
Gaskets and gasket materials.
Painted external surface finishes and decals.
- 3-30 The Following Items May Be Removed
Instrument and instrument bracket and associated cables.
Ignition switch. Horn.
License plate bracket.
Tool box.
Tachometer, Speedometer.
Radiator fan and wiring.
Passenger foot rests.
Passenger grab rails.
Chain guard
Bolt on accessories on a rear sub frame.

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3-30-1 The Following Items Must Be Altered or Removed

Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by the hand.

Safety bars, center and side stands must be removed (fixed brackets must remain).

Where breather or overflow pipes are fitted they must discharge via existing outlets.

The original closed system must be retained; no direct atmospheric emission is permitted.

Head lamp, rear lamp and turn indicators must be removed, but profile and frontal appearance, including turn indicator shape, must be retained. The openings must be covered by a suitable material.

Clarification: It is not necessary to mould the shape of the indicators and brake lights into the replacement fairings, these areas should only be blanked off by a continuation of the contour of the surrounding fairing.

3-30-2 Additional Equipment

Additional equipment not on the original homologated motorcycle may not be added. (i.e. data acquisition, computers, recording equipment etc.).

3-31 The fitment of a Traction Control unit is not permitted unless fitted as standard OEM manufacture for that model homologated by MNZ.

3-31a Stock Production Cup.

The fitment of a Traction Control unit is not permitted unless fitted as standard OEM manufacture for that year model homologated by MNZ.

3-30-3 Homologation

All machines in this class must be homologated as sports production motorcycles prior to competition. MNZ will use FIM Super stock homologation as a guide in the homologation of motorcycles.

The parts book and service manuals will be used to confirm Standard homologation of brands.