



The Circuit Club (Inc)
Circuit Club Motorcycle Register
TAUPO

The Great Lakes “COVID BUSTER” Moto Challenge 5th December 2021

“Prizes to be won for all Class Winners – points based”

**Practice Qualifying
Combined – 15 min**

Supersport 300
F3
Post Classic Snr & Jnr
F2/BEARS Jnr
F1/BEARS Snr
Super Motard

Races

Race 1 Supersport 300 – 6 laps
Race 2 F3 – 6 laps
Race 3 Post Classic Snr & Jnr – 6 laps
Race 4 F2/BEARS Jnr – 8 laps
Race 5 F1/BEARS Snr – 8 laps
Race 6 Super Motard - 6 laps (Track 2)

Lunch

Race 7 Supersport 300 – 6 laps
Race 8 F3 – 6 laps
Race 9 Post Classic Snr & Jnr – 6 laps
Race 10 F2/BEARS Jnr – 8 laps
Race 11 F1/BEARS Snr – 8 laps
Race 12 Super Motard - 6 laps (Track 2)

Race 13 Supersport 300 – 8 laps
Race 14 F3 – 8 laps
Race 15 Post Classic Snr & Jnr – 8 laps
Race 16 F2/BEARS Jnr – 10 laps
Race 17 F1/BEARS Snr – 10 laps
Race 18 Super Motard - 8 laps (Track 2)

MNZ Class Supplementary Regulations Apply

Note: Classes may be combined on the day depending on number of entries.

Entry: \$150.00
Ambo: \$ 25.00
Transponder: \$ 25.00
TOTAL \$200.00 (FREE entry for South Island Competitors)

Entry: MX Timing – all riders must hold a current MNZ licence, day licences will be available for purchase on the day.

Late Bookings: Entries will be taken on the day however will incur a \$25.00 surcharge

Pit Garage Bookings on: www.bmmp.nz or ph 07 376 5033

GREAT LAKE MOTO CHALLENGE – SUNDAY 5TH DECEMBER

SUPPLEMENTARY REGULATION

F1 / BEARS SENIOR REGULATIONS

F1 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines. No cross entering into another classes.

- Capacity Groups: (Refer to rule 5 below for specifications and restrictions within a capacity group)
 - 676 - 1310cc maximum displacement 4 cylinders, 4-stroke.
 - 680 - 1310 maximum displacement 3 cylinders 4-stroke
 - 751cc to open twin cylinder four stroke
 - 351 - 500cc maximum displacement, 4 cylinders, 2-stroke.
 - 401 - 760cc maximum displacement 2 - 3 cylinders 2-stroke
- Number Plate Colours and placement: Refer to MNZ Rulebook (will be as per Superbike)
- Fuel: No Methanol
- After market wheels may be used/fitted
- Machine Specifications (General):
 - All machines must comply with the relevant MNZ Rulebook Rules such as Chapter 10.
 - Machines with re-bored cylinders must remain within the appropriate capacity limit.
- Engine Specifications:
 - Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
 - The original carburettor may be replaced by any brand or type
 - No nitrous or other performance enhancing add ons of this type.
 - No oval piston engines.
- Modifications permitted: Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted
- Other machines admitted at the discretion of the Organisers

F2 / BEARS JUNIOR REGULATIONS

F2 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines. No cross entering into another classes.

- Capacity Groups: (Refer to rule 5 below for specifications and restrictions within a capacity group)
 - 451 - 675cc 4 stroke 3 cylinders, (including 750V twins)
 - 401 - 600cc 4 stroke 4 cylinders
 - 401 - 490cc production based 2 stroke
 - 250 - 351cc competition based 2 stroke
 - 675cc 4 stroke 3 cylinders, (including 750V twins)
 - 600cc 4 stroke 4 cylinders
- Number Plate Colours and placement: Refer to MNZ Rulebook (will be as per Supersport)
- Fuel: No Methanol
- Any after market wheels may be used/fitted
- Machine Specifications (General): All machines must comply with the relevant MNZ Rulebook Rules such as Chapter 10. Machines with re-bored cylinders must remain within the appropriate capacity limit.
- Engine Specifications:
 - Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
 - The original carburettor may be replaced by any brand or type
 - No nitrous or other performance enhancing add ons of this type.
 - No oval piston engines.
- Modifications permitted: Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted
- Other machines admitted at the discretion of the Organisers Note: F2 may also be eligible for F1.

F3 REGULATIONS:

F3 Class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

- Capacity Groups:
 - Multi-cylinder four stroke up to 450cc
 - The working displacement of a 3 or 4 cylinder 4 Stroke (cylinders producing power) shall be no more than 450cc
 - Multi-cylinder production based two strokes up to 400cc
 - Twin cylinder, air cooled, four stroke up to 750cc
 - Single cylinder four stroke from 200cc – Open Capacity
 - Single cylinder two stroke from 00cc – 500cc
 - Twin cylinder, 2 or more valves, water cooled 4 stroke up to 655cc
 - Number plate colours and placement: Refer to MNZ rulebook
 - Fuel: No Methanol
 - Any after market wheels maybe used/fitted
 - No nitrous or other performance enhancing add ons of this type, No oval piston engines
 - Modifications permitted: Provided all previous requirements are met and the machine complies with the relevant General Competition rules.
 - Other machines admitted at the discretion of the Organisers NOTE: 125GP/250Mono are eligible for F3. Supermoto bikes are NOT eligible for F3

SUPERSPORT 300

Supersport 300 class machines must comply with MNZ MoNs Appendix 1. The capacity groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

Capacity groups

- Twin cylinder 4 stroke engines from 248cc up to 325cc
- Single cylinder 4 stroke engines from 248cc up to 380cc

Engine Specifications

- Engines shall be derived from a production road registrable motorcycle.
- Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit. ● The original carburettor/fuel injection may be replaced by any brand or type.
- No turbocharging.
- No supercharging.
- No nitrous or other performance enhancing add-ons of this type.
- No oval piston engines.

Preparation of Motorcycle

- All motorcycles are to be prepared in accordance with Motorcycling New Zealand Inc. Manual of Motorcycle Sport Chapter 10.
- Machines with re-bored cylinders shall remain within the appropriate capacity limit. Machines shall be fitted with clip-on or road style handlebars. No MX, Motard, Enduro or trail/dual purpose style of handle bars will be allowed
- Fuel: Refer 10.21 and Appendix D of Motorcycling New Zealand Inc.
- Manual of Motorcycle Sport Number boards will follow MNZ rules 10.2 and 10.3, figures shall be white on blue background.

Modifications or Removal Allowed

- Sump plug and oil filters shall be lock wired.
- Footrests/foot controls shall bolt on the frame in the original position. Solid footrest shall be allowed.
- Handlebar height and angle of bars can be modified.
- Handbars shall be plugged.
- Hand controls: clutch and brake levers can be modified.
- Brake lines and brake pads and rotors can be modified.
- Brake calipers shall be lock-wired.
- The speedo drive may be removed and replaced with a spacer.
- Fairing, front guard, windscreen and bodywork shall retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy.
- Plastic cones/knobs may be added to the machine to minimise accident damage.
- All exposed edges shall be rounded.
- Seat and seat base and associated bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat.
- Fuel lines may be replaced. Quick connectors or dry break quick connectors may be used. Fuel line vents may be replaced. Fuel filter may be fitted.
- Carburettor jetting / fuel injection tuning is allowed.
- External gearing and chains may be changed.
- Rear guard / chain guard can be removed.
- Lower chain guard or sharkfin shall be installed.
- All Suspension components and oil may be changed.
- Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type.
- Exhaust – Full or partial systems may be modified or replaced.
- Tyres: Must be of a treaded type and conform to the tyre manufacturers fitment guidelines.
- The use of tyrewarmers is permitted.
- When a race or practice is declared WET – the use of wet tyre is allowed.
- Motorcycle shall be equipped with a functional ignition kill switch or button mounted on the handlebars that is capable of stopping a running engine. Additional Tether kill switch shall be installed.
- Where breather or overflow pipes are fitted they shall discharge via existing outlets into a catch tank. The original closed system can be retained; no direct atmospheric emission is permitted.
- Radiator fan and wiring can be removed.

The following items shall be removed

- Passenger footrests / grab rails unbolted only. Number plate / number plate bracket.
- Safety bars, centre and side stands (fixed/welded brackets shall remain).
- Headlamp, rear lamp, blinkers/indicators. Toolbox, Instruments, horn, brackets and associated cables can be removed.

SUPERMOTO REGULATIONS:

Machines eligible for Super Moto: up to 450cc 4 stroke and up to 500cc 2 stroke.

Super Moto machines may not cross enter and are only eligible for the Super Moto class.

Supermotard bikes will run on short track (Track 2).

POST CLASSIC SENIOR AND JUNIOR REGULATIONS – as per Chapter Seventeen – Motorcycling New Zealand MoMs