



The Circuit Club (Inc)
Circuit Club Motorcycle Register
TAUPO

Carl Cox Motorsport Cup - Saturday 18th December 2021
Round 1

Friday 17th:

Track time 2:00pm - 5:00pm

Carl Cox Motorsport Cup 2021/22 Official Opening get together - Hospo suite from 6:00pm - Tony Walker, Guest of Honour

Saturday 18th

Sign on from 7:30 - 8:15

Machine Examination - CCMS Pit garage (end garage) 8:15 - 8:45

Riders briefing 8:50

Track live 9:30

Practice/Qualifying

Cup practice	1	15 mins
Cup <i>Co rider</i> practice		15 mins
Cup Practice	2	15 mins
Cup Qualifying		15 mins
Cup Sprint Race	1	6 Laps Grid start
Cup <i>Co Riders</i> race	2	6 laps Grid start
Cup Sprint Race	3	6 laps Grid start
Cup 1 Hours race	4	Le Mans start

Prize giving at the end of racing

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:	<u>\$ 25.00</u>	
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



The Circuit Club (Inc)

Circuit Club Motorcycle Register, PO Box 1022, TAUPO, 3351,

Proudly Presents

2021/22 Carl Cox Motorsport Hyosung/Ninja Cup, Round 1

ORGANISER

The Circuit Club Motorcycle Register Inc. will conduct a Motorcycle Race meeting at Bruce McLaren Motorsport Park on Saturday 18th December 2021

The meeting will be run under M.N.Z Permit # **TBA**

RULES

The meeting will be conducted under Motorcycling New Zealand Inc. Manual of Motorcycle Sport and the following Supplementary Regulations.

1. The engines of competitors' machines must not be started until clearance is given by the Clerk of the Course on race day.
2. Computer based lap timing will be in use & is proudly provided by Nicole Bol MX Track Timing.
3. **Classes includes: Hyosung 250 Cup and Ninja 400 Cup.**
4. Starting grids will be determined by the practice times. The starting grids will be posted at the "Sign-On" building at the conclusion of the practice sessions. It is important you take careful note of your grid position and grid up accordingly. All competing riders are to be well versed with & completely understand General Competition Rule 14.3 (& clauses "a" through "b") – please refer to the Motorcycling New Zealand Inc. Manual of Motorcycle Sport for further information.
5. The format for the starting grids is staggered 4 x 4 x 4.
6. All competitors are to be on the dummy grid prior to the completion of the previous race. Once a track clearance has been given the dummy grid will be open for 30 seconds and then closed. If a competitor misses the start of the warm-up lap(s) that / those competitor(s) will start the race from the pit lane / dummy grid after the rest of the field has passed the track entry point.
7. **Flags-Start Signals: Green:** All races will be started with a "Count Up" style sequence of red lights followed by all of them going out or a stationary held then dropped green flag

Chequered: All races will be completed by a waved chequered flag shown at the "Start / Finish" line & repeated on the inside of turn 1

Flags-Stop Signals: Red: In the event of a race stoppage, flashing red lights will be displayed at the start / finish line; red flags will be displayed at all marshalling points around the circuit. Competitors are then required to reduce speed and return to pit lane and re-form on the dummy grid in an orderly manner & await further instruction from the C.C.M.R officials. Failure to do so will see that / those rider/s excluded from the race restart.

8. Machine Examination: This will be conducted by the C.C.M.R appointed Machine Examiners who will examine **all** machines prior to Riders' Briefing. All machines that crash during practice and/or subsequent races will be delivered to the Machine Examiner(s) for re-examination prior to re-entering the circuit. If circumstances do not permit full machine examination then machine examination will occur randomly during the race event.

- a) Machines found to be in breach of any MNZ rules or are deemed to be unsafe will be instantly excluded from the meeting.
- b) All competing machines must have a clearly visible Race Number(s) in accordance with the requirements of your specific class as outlined in the Motorcycling New Zealand Inc. Manual of Motorcycle Sport – please refer to **10a)** above
- c) Hyosung GT250 Cup and Ninja 400 machines must comply with MNZ Rule **8c** Screens be original or after market and Rule **9b** Side stands to be removed and side stand brackets optional
- d) Any machine fitted with an internal "Cartridge" type oil filter is to have its oil filter cover / housing secured with nylock type locking nuts, where bolts are employed to secure this cover they are to be mechanically retained with a suitably approved locking wire
- e) Any machines "Oil Filler" cap &/or plug is to be mechanically retained with a suitably approved locking wire to an immoveable chassis or engine component.
- f) All lower cowling's / fairings are to be removed prior to presenting machines for inspection if the oil filter, sump &/or gearbox drain plug(s), catch tanks &/or bottles cannot be clearly & easily seen from beside or beneath the machine. **NO EXCEPTIONS...**

11. Riding Gear: Examination will be conducted by the Motorcycling New Zealand steward(s). Helmets will be checked prior to Riders' Briefing and riding gear will be checked while waiting on the Dummy Grid. Note: Helmet cameras are not permitted, cameras may be securely attached to your machine at the discretion of the MNZ Steward on the day

- a) Please note that back protectors are compulsory safety equipment for this venue – no back protector, no racing, no exceptions...

12. Noise Emission: Refer to Rule 10.6d of the MNZ Manual of Motorcycle Sport.

13. Entry To And From The Pits: Entry: Move to the right hand side of the circuit. Clearly indicate your intention to leave the circuit by raising either your left arm or foot. As riders proceed through the first section of the pit lane run off area, they will reduce speed **to a maximum of 40kph** and proceed to their pit area in an orderly fashion.

Exiting: Exiting the pits will be via the **DUMMY GRID** only. All riders exiting from the pits are under the control of C.C.M.R officials & must at all times follow their direction(s).

An official will indicate to the rider when it is safe to proceed down the track entry "Slip Road", when safe to do so accelerate hard, staying to the inside of the circuits "blend line" (please also see & note clause "16"). **DO NOT HEAD ON TO THE RACING LINE** until up to racing speed - this allows you, the rider to exit safely at high speed.

14. Pit Lane & Parc Ferme: There is to be **NO** open toed footwear in "Pit Lane" for any competitor &/or their associates at any time during the course of this meeting. As competitors you are responsible for making sure that any of your crew &/or your/there associates are aware of this simple safety requirement.

- a) There is to be no riding of **any** bicycle &/or motorcycle in the "Pit Lane" or "Parc Ferme" area(s) during the course of this meeting by any person without an approved safety helmet as per rule 8.2.
- b) There are to be no animals brought into the "Pit Lane" or "Parc Ferme" areas by any competitors &/or their associates at any time during the course of this meeting.

Any competitors &/or their associates found to be in breach of the above will be immediately asked to leave the venue.

- c) **Rubbish:** Please ensure that you leave your pit area tidy by collecting all rubbish and disposing of it in the bins provided.

15. Licence / Logbooks: All competitors must produce their licence/log book at sign on or be excluded from the race meeting.

***** Please do not forget to collect them again at the conclusion of the meeting... *****

16. Pit Lane Entry / Exit Yellow "Blend" Lines: The pit entry lane is denoted by a painted island marked by two yellow lines. Any rider touching or crossing the left-hand line will be subject to a 10 second penalty for each and every infringement. Any rider touching or riding to the right of the right-hand line for any reason (other than to enter the pits) will be excluded from the results. Such penalties to be advised at the completion of the race or practice in which the offence occurred

17. In the event of you suffering machine trouble whilst on the circuit **DO NOT** continue to circulate. Exit the circuit at the earliest safe opportunity, park your machine safely and remove yourself to the safe side of the barriers. **DO NOT attempt to limp back to the pits at a reduced speed.**

18. Parking Restrictions: The tar sealed area immediately behind the pit garages, is to be kept free of all vehicles (including trailers) apart from the purposes of loading/unloading machines and equipment. Under no circumstances are electrical leads to be run out of the rear of the garages.

19. One Hour race. This race will be a Le Mans start and is open to two rider teams riding the same bike (this is optional, one rider can compete on their own). One of the riders must not be a regular, registered CCMS Cup competitor. The CCMS registered Cup competitor running a two man Team will earn a bonus 20 points towards their CCMS Cup points total.

20. Rider change: All machines must pit once during the 1-hour endurance race.

- a) The pit window for rider change will be open 20 mins into the race and close 40 minutes into the race.
- b) Rider change is optional but all bikes must proceed to the designated rider change area within this pit open window.
- c) The bike must be stationary for a minimum of 10 seconds.
- d) Rider change may take place during this time.
- e) No refueling must take place during the pit stop.

Sign on, machine inspection and gear check * (In this order) *** will commence at 7.15 am.**



CARL COX MOTORSPORT HYOSUNG and NINJA CUP RULES

1 July 2020

This class of motorcycle requires a minimum of 50 units sold of that mass produced motorcycle.

This 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 "CARL COX MOTORSPORT HYOSUNG and NINJA CUP" and is restricted to Hyosung GT250's, GT250R's, GD250N (X4), GD250R (X4R) manufactured from 2003 and Kawasaki EX400 Ninja's and ER400's manufactured from 2018.

In special cases approval may be granted by the Board on an individual basis for a 13 year old to ride in this production class. The basis for this approval will be are commendation 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 license. 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. Hyosung V Twin or single cylinder four stroke 250cc engines. Kawasaki 400cc parallel twins.

2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only oversizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only the manufacturers gaskets may be used.

3. Number Plate Colours and placement: Hyosung black numbers on orange background. EX and ER 400 white numbers on green background. Size and location to conform with MNZ regulation 10.2 and 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) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.
- b) No specialist rain / wet tyres allowed, even if E or DOT marked. No modification or treatment of the tread or carcass is permitted
- c) Tyre warmers are not allowed.

6. Machine Specifications (General)

All machines must comply with the relevant general competition Rules such as Chapter 10. Effective 1st January 2012

7. Modifications Allowed

- a) All front fork internals must remain as originally supplied by the machines manufacturer with the exception of spring pre load spacers or adjusters allowed on the EX and ER 400. Quality and quantity of the oil in forks is free to change.
- b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
- c) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed, original headers must be retained.
- d) Ninja 400's may use a heat wrap material around catalytic converter to avoid damage to fairing paint through excessive heat transfer.
- e) Drive sprockets and chain width may be changed
- f) Handlebars and levers may be changed, but the height and angle of the bars must remain as standard on the GT250R and GD250R. GT250 may fit GT250R handlebars, GD250N may fit clip on type bars. The EX and ER 400's may fit different height clip ons.
- g) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- h) Foot rest/Foot controls, must be mounted to the frame at the original mounting point. GD250 and GT250R models may use existing optional mounting holes to raise the footpegs. EX and ER400's may fit aftermarket foot control assembly's with various height and position adjustment.
- i) Substitution of rubber topped foot pegs for other material is allowed.
- j) 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.
- k) Small protective cones/knobs may be fitted to minimize accident damage.

- l) Brake disc pads free.
 - m) Brake lines front and rear may be changed for braided type.
 - n) Ninja 400's may use aftermarket front brake disc, providing it is same diameter as original fitment.
 - o Spark plugs free.
 - p) Carburettor jetting and slides. Fuel injected models may run "model specific" plug and play, Power Commander type mixture controllers. Factory ECU may be re mapped.
- NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
- q) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
 - r) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
 - s) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
 - t) Ninja 400's may use aftermarket clutch springs to eliminate possible clutch slip under racing conditions.

8. Fairing/Body Work

- a) Fibreglass replicas of originals are allowed but the fairing shape and size must remain as homologated.
- 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) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted Effective 1st January 2012
- d) The original combination instrument/fairing brackets may be changed.
- e) Material may be removed from the side stand bracket to the extent where it does not contact the race track whilst competing
- f) Fairing screens maybe changed for non original and material..

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

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 footpeg 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.

12. Items not allowed

- a) No Data logging
- b) The fitment of aftermarket Traction Control units is not permitted

13. Le Mans Start Race:

- a) All bikes must be lined up in the correct starting position with dead engines.
- b) Person holding the bike MUST not move off the grass to push the bike.
- c) Person holding the bike for the rider must wear suitable clothing and covered footwear. No loose articles of clothing.

Clubman's & Newcomers to Racing Please make sure you have "Signed On" to the event before bringing your bike(s) through for Machine Examination (see clauses 10 (A & B) & 11 (A) above please). You are required by MNZ to present your Log Book at Machine Inspection – failure to do so will see you joining the back of the queue... From Machine Inspection proceed to Gear Check & collect your "High Visibility" jacket & sticker for the front number board of your machine... This is one of the most time costly parts of everyone's day, so please; help us to help you, that way we can get the day's racing under way as soon as possible



If you have any questions, please ask a Circuit Club Motorcycle Register official during the meeting at the Documentation Room, Ground floor next to the Pits Café.

