



## CARL COX MOTORSPORT HYOSUNG and NINJA CUP RULES

23 June 2023

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 – Hyosung Cup

- 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.

**5A. Tyres - Ninja Cup**

- 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) Specialist wet/rain tyres are permitted.
- c) Tyre warmers are allowed.

6. Machine Specifications (General)

All machines must comply with the relevant general competition Rules such as Chapter 10. Effective 1st January 2012 taking into consideration that CCMS Cup bikes entering Cup races do not require a belly pan as per 10.6.d.

## 7. Modifications Allowed – Hyosung Cup

- a) All front fork internals must remain as originally supplied by the machines manufacturer with the. 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.
- 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.
- g) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- h) Footrest/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. **Aftermarket foot control assemblies with various height and position adjustment are allowed.**
- 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.  
**The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- k) Small protective cones/knobs may be fitted to minimize accident damage.
- l) Brake disc pads free.
- m) Brake lines front and rear maybe changed for braided type.
- 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 maybe 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.
- u) Hyosung GT250R’s and X4R’s may use aftermarket air filters due to availability issues with original parts. The air box MUST remain as originally fitted without any additional or enlarged openings.

## 8. Modifications Allowed – Ninja Cup Spec A

- a) All front fork internals must remain as originally supplied by the machines manufacturer with the. Quality and quantity of the oil in forks is free to change. Pre load spacers or adjusters maybe fitted.
- 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) 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) Footrest/Foot controls, must be mounted to the frame at the original mounting point. EX and ER400’s may fit aftermarket foot control assemblies 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.  
**The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- k) Small protective cones/knobs may be fitted to minimize accident damage.
- l) Brake disc pads free.
- m) Brake lines front and rear maybe changed for braided type.
- n) EX and ER 400’s may use aftermarket front brake disc, providing it is same diameter as original fitment.
- o) Spark plugs free.
- p) “Model specific” plug and play, Power Commander type mixture controllers are allowed. Factory ECU maybe 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) **The “Pair valve” maybe disconnected and capped off to reduce extreme exhaust temperatures.**
- s) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- t) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- u) Aftermarket clutch springs to eliminate possible clutch slip under racing conditions are allowed.
- v) **Aftermarket gear change detent springs are allowed.**

## 9. Modifications Allowed – Ninja Cup SuperSport Spec.

- a) Front fork internals maybe modified as per MNZ SS300 specification. Inner and outer fork legs must remain as per Original Equipment Manufacture (OEM). Top caps and internals may be modified but cartridges must be of the “open” type, pressurised cartridges (gas or spring) are not allowed.
- b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
- c) Rear shock absorber maybe changed for an aftermarket type. Original fitment linkage and mounts must be retained.
- d) CUP Supplied airbox intake snorkel restrictors must be fitted to both intake snorkels and cannot be modified.
- e) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed; original headers must be retained.
- f) Ninja 400’s may use a heat wrap material around catalytic converter to avoid damage to fairing paint through excessive heat transfer.
- g) Drive sprockets and chain width may be changed
- h) The EX and ER 400’s may fit different height clip ons.
- i) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- j) Footrest/Foot controls, must be mounted to the frame at the original mounting point. EX and ER400’s may fit aftermarket foot control assemblies with various height and position adjustment.
- k) Substitution of rubber topped foot pegs for other material is allowed.
- l) 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.  
**The fitment of an aftermarket front fairing/instrument bracket is allowed.**
- m) Small protective cones/knobs may be fitted to minimize accident damage.
- n) Brake disc pads free.
- o) Brake lines front and rear maybe changed for braided type.
- p) EX and ER 400’s may use aftermarket front brake disc, providing it is same diameter as original fitment.
- q) Spark plugs free.
- r) “Model specific” plug and play, Power Commander type mixture controllers are allowed. Factory ECU maybe re mapped. NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
- s) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- t) **The “Pair valve” maybe disconnected and capped off to reduce extreme exhaust temperatures.**
- u) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- v) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- w) Aftermarket clutch springs to eliminate possible clutch slip under racing conditions are allowed.
- x) **Aftermarket gear change detent springs are allowed.**

## 10. 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 1<sup>st</sup> 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.

## 11. 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

12. 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.

## 13. 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.

**14. Items not allowed**

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

**15. 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.