

LAMS Production

A class for the biggest selling market sector in NZ that brings back proper production racing. Attractive to both new riders coming into racing and bring past racers back that have been put off by the cost and time involved in racing modified bikes. With the large range of LAMS bikes currently available fields should be varied with bikes from multiple manufacturers. Accident damaged bikes are easily obtainable with late model low mileage examples suitable for racing available at moderate prices. The emphasis is on minimal modifications and tyre controls avoiding the need for warmers, spare wheels, wets etc.

Regulations

Eligible Bikes

Any LAMS approved bikes available for sale currently, or previously sold new on the NZ market, this gives a large pool of current model bikes from multiple manufacturers for riders to choose from and incentive for importers to support riders racing their product.

Modifications

Aftermarket handlebars, brake and clutch levers may be used. Handlebars must match those originally fitted ie. Clip on style bars may only be used if originally fitted to the homologated machine. Foot peg brackets, levers and pegs may be replaced by after market items. Replacement items must not foul the body work. After market foot peg brackets must mount to the frame at the same point as the original items.

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, indicators and mirrors must be removed.
- f) Horn
- g) License plate bracket and license plate.
- h) Where the sidestand switch is external & exposed to the track surface it MUST be removed.

The following may be removed:

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) 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.
- g) The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
- h) Upper chain guard may be removed.
- i) All unused electrical switches may be removed.

Brakes

The only allowable modification is the changing of brake pads/shoes and brake lines to after market components. If fitted ABS may be removed.

Tyres

Avon 3D Ultra Sport and Avon 3D Ultra Super Sport

Bridgestone Battlax S21 and RS10

Continental Sport Attack 3

Dunlop Alpha 14 and Sportmax Q3+

Metzler Sportec M5 and Sportech M7RR

Michelin Pilot Power 3 and Power RS

Pirelli Diablo Rosso II, Diablo Rosso III and Diablo Rosso Corsa

Tyre warmers are expressly prohibited in this class, tyre sizes must match the original machine homologation sizes in width and profile. No more than 1 set of tyres may be used during the race meeting.

Suspension

The only modification being type/weight and volume of fork oil. All other components must remain standard.

ECU

Standard ECU no piggy back retuners or remapping of fuel or ignition timing, all throttle components to remain standard LAMS specification. No quickshifter unless standard fitment. Immobilisers can be disabled.

Drivetrain

Sprockets and chain may be replaced with aftermarket components, minimum chain pitch 520.

Fuel

Pump gas/max 98 octane.

Bodywork

If the bike has fairing originally fitted these may be replaced with aftermarket fiberglass fairings with headlights filled in. No carbon fibre allowed unless used as reinforcing at stress points.

Numbers

Bikes must carry race numbers on the front and side, sizes to comply with MNZ specifications. Numbers are to be white on a red background.

General Safety

All overflow hoses venting into the atmosphere must be routed into a catch bottle.

Sump plugs, oil filter nuts, spin on oil filters and front brake calliper bolts must be lock wired.

Handle bar ends must be plugged.

Glycol coolants must be drained and replaced with water or non glycol product.

Machines must pass safety inspection.

No further modifications are permitted.