



Chief Technical Officer

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Chief Technical Officer Bulletin

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M Class for 2020

The new year will see three separate divisions within M Class. These are to be: M, ST and MT. They will run under Rules Pertaining to Junior Classes and Vehicle Safety Rules & Requirements.

M is the existing class as per the present rulebook.

ST is Shineray Trial.

MT is Modified M Class Trial.

M Class: as per the rule book 200cc stock air-cooled farm bike engine and the only division eligible for National points.

ST: to be a trial for 2020 is the Shineray 250cc water-cooled engine. (Specifications attached)

MT: also, a trial for 2020 and is a modified version of the 200cc air-cooled M Class engine. (Specification attached)

ST and MT will have their own points and sponsorship for trophies separate from M Class.

For the competition numbers, MT and ST competitors must pick between 0 and 9 so as to fit onto the standard sized number background.

At the end of 2020 competition year there will be a review as to which is the best division for M class and votes will be counted as to which one will become M Class in 2021.

Regards,
Neville Smith
ORANZ CTO

ST:

Shineray

Engine: 17M0MM 250cc DOHC 4-valve with balance shaft\

Displacement: 249cc Bore and stroke: 70mm x 65mm

Compression ratio: 11 : 1

Max Power (Kw/rpm): 20.3 Kw @ 8000 rpm +/- 500 rpm Max Torque: 20 N/M @ 7500 rpm +/- 500 rpm

Cooling: Liquid-cooled

Carburettor: TK pd34 CV Intake:

Fuel type: Unleaded 95-100 Octane

Start: Electric

Ignition: Electronic CDI

Battery: 12V/ 6.5Ah (12N6.5L-BS Gel)

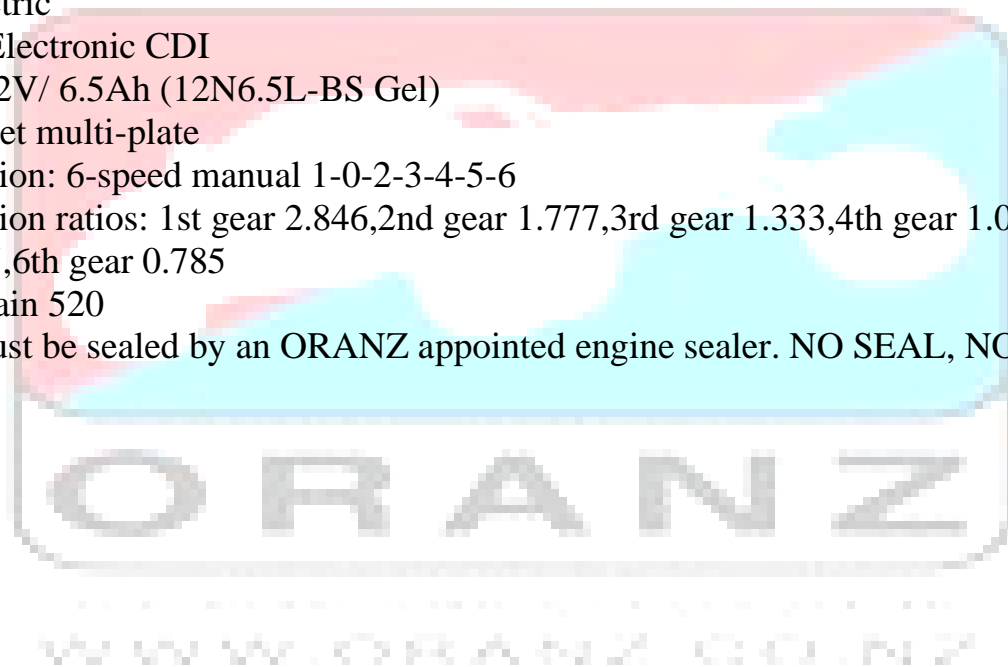
Clutch: Wet multi-plate

Transmission: 6-speed manual 1-0-2-3-4-5-6

Transmission ratios: 1st gear 2.846,2nd gear 1.777,3rd gear 1.333,4th gear 1.041,5th gear 0.885,6th gear 0.785

Drive: Chain 520

Engine must be sealed by an ORANZ appointed engine sealer. NO SEAL, NO RACE.



MT:

Engine Specifications

(a) Up to 200cc naturally aspirated, air cooled, 4 stroke, 2 valve farm bike motor.

Maximum bore oversize from standard is .020 inch,

(b) Approved engines are Kawasaki, Honda, Suzuki, Yamaha and Lifan.

(c) Modifications

(i) All OEM components must be used with the exception of pistons, camshaft, valves, valve springs, retainers and keepers.

(ii) Cylinder head modifications are free.

(iii) Balancing, blue printing, shot peening and lightening of OEM rotating components are allowable.

(iv) Rocker cover breathers accepted.

(v) Additional timing chain adjusters accepted.

(d) Carburetors. Must be standard OEM as fitted to that model engine. Identical style copies accepted. Other modifications are free.

(e) Ignition Switch: Must be on/off type fitted within the driver's reach. OFF position to be clearly marked.

(f) Engine bore and stroke must be measured and sealed by an ORANZ appointed engine sealer. NO SEAL, NO RACE.

