



2019 New Zealand Superbike Championship

Support Class Supplementary Regulations

Covering:

- Superstock 600 (all rounds)
- Supersport 150 (Rounds 1, 4 & 5)

Superstock 600:

This class of motorcycle requires a MNZ Homologation, with a minimum of 10 units sold of that mass produced motorcycle.

This homologated motorcycle must be a street type, road registerable, available and originally sold new in New Zealand.

This class is to be called "SUPERSTOCK 600"

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. The Superstock 600 class is open to:
 - 2 cylinder engines between 656cc and 750cc inclusive.
 - 3 cylinder engines between 451cc and 675cc inclusive.
 - 4 cylinder engines between 451cc and 600cc inclusive.
2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
3. Number Plate Colours and placement: Yellow numbers on black background, for placement refer to rule 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. Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
 - b. Be manufactured for road use in all weather conditions, must be E or DOT marked.

- c. Be not less than the machine manufacturer's recommended speed and load rating
- d. Be worn no more than to the minimum tread depth indicators
- e. Not be manufactured for only competition use
- f. Not have an augmented or modified tread pattern
- g. The use of tyre warmers is permitted

5.1 When a race or practice has been declared "Wet", the use of a wet tyre is allowed.

6. Machine Specifications (General):

All machines must comply with the relevant general competition Rules such as Chapter 10.

7. Modifications Allowed:

- a. FRONT FORK: 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. REAR SHOCK: May be replaced with aftermarket alternatives but linkages ("dogbones") must be OEM.
- c. The height and position of the front fork in relation to the top yoke (fork crown) is free.
- d. Full aftermarket exhaust is allowed.
- e. Drive sprockets and chain width may be changed.
- f. Handlebars, levers and controls, with the exception of the brake master-cylinder, height and angle are free, but must not foul the bodywork.
- g. Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
- h. Footrests, brackets and controls may be replaced. They must mount to the frame at the same point as the originals.
- i. Substitution of rubber topped foot pegs for other material is allowed.
- j. Small protective cones/knobs may be fitted to minimize accident damage.
- k. Brake disc pads can be replaced with alternative specification and/or non OEM items.
- l. Brake lines front and rear can be replaced with alternative specification and/or non OEM items.
- m. Spark plugs can be replaced with alternative specification and/or non OEM items.
- n. Carburettor jetting and slides. Fuel injected models may run model specific 'plug and play' engine controllers.
- o. Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Ignition maps are free to change.
- p. Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- q. Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug.
- r. Gearbox may be undercut.
- s. Frame and swing arm protectors may be fitted including the addition of a rear hugger, material is open unless these are a replacement OEM part in which case the material must be as supplied by the manufacturer, rear huggers may NOT be chemically bonded to the swing arm.
- t. Lap timers and data recording devices maybe fitted.
- u. Steering stop restrictors may be fitted.
- v. Wheel spacers, these can be a captive type.

8. Fairing/Body Work:

- a. Must be the same shape and appearance as the original.
- 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. Screen may be replaced, profile is open.
- d. Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
- e. The original combination instrument/fairing brackets may be changed.

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, 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.
 - i.
10. 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 foot peg 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.
11. Items not allowed:
- a. The fitment of aftermarket Traction Control units is not permitted
12. A chain guard or shark fin made of suitable material must be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where the swing arm shape or positioning prevents fitment are exempted (for example Yamaha R1).
13. All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
14. For machines homologated with lower fairing, must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.
15. ABS Braking systems can be disconnected or disabled and all ABS components (wheel sensors, pumps, lines and wiring) may be removed from the Machine.

Supersport 150:

The Supersport 150 class is open to:

- F4 Miniature Road Race bikes (as per MoMS Chapter 16)
- 250cc 2 cylinder 4 stroke including Hyosung Cup machines (as per MoMS Appendix I, with the exception of the tyre rule and homologation and Hyosung Cup supplementary regulations. No homologation is necessary).
- Up to 150cc 2 and 4 stroke street-type, road registerable, mass production machines of any make sold (or on sale) in New Zealand, in standard specification.

The minimum age limit for Supersport 150 class racing shall be 13 years for 150cc 2 and 4 stroke, or 15 years for 250cc 2 cylinder 4 stroke.

Preparation of Motorcycle

All items not mentioned in the following must remain as originally produced by the manufacturer. All motorcycles are to be prepared in accordance with MoMS Chapter 10. In instances of wear and tear, damage or failure, parts may be replaced but must not derive a performance advantage.

Fuel refer to Chapter 10 and Appendix D.

At all Road Race meetings, one fire extinguisher must be visibly present in each rider's pit area.

All motorcycles must display the manufacturer's vehicle identification number on the frame.

Additional seat brackets may be added but none may be removed. Bolt on accessories to the sub frame may be removed.

Modifications or Removals allowed (150 2 stroke machines only)

16. Footrests/foot controls must bolt on the frame in the original position and be the same height and position as standard
17. Solid footrests are allowed
18. Handlebars height and angle of bars must remain standard
19. Hand controls: clutch and brake levers
20. Brake lines and brake pads
21. Spark plugs
22. The speedo drive may be removed and replaced with a spacer
23. Fairing, front guard, windscreen and body work must retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy
24. Carbon fibre is restricted to the reinforcing parts only; carbon fibre cannot be used elsewhere. Small plastic cones/knobs may be added to the machine to minimise accident damage.
25. All exposed edges must be rounded
26. Seat and seat base and associated body work 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.
27. Fuel lines may be replaced. Quick connectors or dry break quick connectors may be used.
28. Base and head gasket with standard parts, must retain original thickness.
29. Carburettor jetting/fuel injection tuning
30. External gearing and chains
31. Suspension springing and oil may be changed
32. Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick connect type.
33. Titanium/aluminium fasteners may not be used.
34. All 4 strokes standard headers aftermarket mufflers allowed.
35. Rims may be changed but must be production bike rims. No aftermarket or GP rims allowed.
36. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the handlebars that is capable of stopping a running engine.
37. Where breather or overflow pipes are fitted, they must discharge via existing outlets into a catch tank. The original closed system must be retained – no direct atmospheric emission is permitted.
38. Throttle controls must be self-closing when not held by the hand
39. Instruments, horn, brackets and associated cables
40. Toolbox
41. Radiator fan and wiring
42. Rear guard/chain guard

The following items must be removed

1. Passenger footrests. Grab rails unbolted only.
2. Number plate and number plate bracket
3. Safety bars, centre and side stands (fixed or welded brackets must remain)
4. Headlamp, rear lamp, blinkers

Items not allowed

1. Data logging
2. The fitment of aftermarket traction control units
3. Rear shock and all linkages must remain standard

Tyres

The choice of tyres is optional however;

1. Must be commercially available in New Zealand

2. Must be worn no more than the tread depth indicators
3. It is at the rider's discretion as to whether they run with a tube or tubeless tyre. If the rider chooses to run with tubes, it is recommended these be inspected and changed regularly. Tubeless tyres must only be used on rims designed for tubeless tyres.
4. In the event of the meeting being declared wet, a treaded tyre must be used, full wet or otherwise.