

SUPERSTOCK 1000, SUPERSTOCK 600 REGULATIONS

This class allows for New Zealand distributors of 1000cc and 600cc production machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions.

As the name "Superstock" implies, the machines used are allowed very limited modifications. Most modifications that are allowed are only allowed for safety reasons.

Discipline Specifications –

Superstock1000, Superstock 600 (Identified by Numbers, colour backgrounds)

Superstock motorcycles require an MNZ homologation.

The appearance from both front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

1 Superstock Classes

Superstock 600

501cc – 600cc	4-stroke	4 cylinders maximum
601cc – 675cc	4-stroke	3 cylinders maximum (including 750V twins)

Superstock 1000

800-1200cc	4 Stroke	2-3 cylinders maximum
750-1000cc	4 Stroke	4 cylinders maximum

a Number Plate Colours

The background colours and figures for Superstock 600
Black background and Yellow numbers

The background colours and figures for Superstock 1000
Red background and Yellow numbers

In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward will be final.

b Size

Width 285mm minimum height 235mm,(where possible) .
Figures must be clearly legible.

Number Placement

Fairing, front of fairing one number board facing forward
Seat Tailpiece or side fairing, minimum of one number.

2 SUPERSTOCK 1000

2.1 Subject to the required and permitted alterations set out below, Superstock 1000 machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine,
- b) Be of a make and model lawfully sold in New Zealand,
- c) Be as constructed by the manufacturer
- d) At least 10 production machines of that make and model must have been imported into New Zealand by the manufacturer or the New Zealand distributor representing the manufacturer,
- e) To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:
 - ij) 165kg for all 4 cylinder machines
 - ii) 170kg for all 2 and 3 cylinder machines

A 1% tolerance at post race control will be allowed

2.2 Tyres:

- a) Be commercially available in New Zealand,
- b) Be manufactured for road use in all weather conditions,
- 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) When, a race or practice has been declared 'wet', the use of a special tyre commonly known as a wet tyre is allowed.

2.3 The following must be removed:

- a) Head lamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horn,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

2.4 Any sharp edges left by the removal of components mentioned in rule 2.6 must be protected by a rolled edge or beading of a minimum 3mm diameter

2.5 Engine and gearbox breathing hoses and tubes, exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off.

2.6 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Chain guard,
- c) Pollution air injection control systems,
- d) Rear fender,
- e) Steering damper.

2.7 The following may be added:

- a) Steering damper,
- b) Rider height adjuster, providing there is no modification or alteration to the frame or rear suspension control unit,
- c) MNZ approved lap timing devices,
- d) Fuel /Ignition Control Unit, (power commander piggy-back type unit) the stock ECU must be used (but not a quick shifter type device); it is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness.
- e) Frame protective sliders, and,
- f) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.

2.8 The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Brake pads and brake hoses,
- b) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original,
- c) Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,
- d) Spark plug brand and type, leads and cap,
- e) External gearing and chain, but not chain pitch,
- f) Standard headers must remain standard for that year homologated model; anti-pollution mechanism may be removed with replacement piece of mid pipe. (Exhaust valves may be removed) Slip on muffler only is permitted,
- g) Rear suspension damping units and springs,
- h) Front suspension, springs and damping parts, including fork top caps may be modified or replaced, but the external appearance of the forks must not be changed,
- i) Clutch springs,
- j) Air filters,
- k) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
- l) Handlebars, but replacements must be mounted at the original mounting points, and,
- m) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- n) Gearbox drive dogs may be undercut,

2.9 Where a shifting device "quick shifter" is fitted as OEM fitment it may be used. You may not change the design or function of the OEM part.

3 Superstock 600

3.1 Subject to the required and permitted alterations set out below, Superstock 600 machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine,
- b) Be of a make and model lawfully sold in New Zealand
- c) Be as constructed by the manufacturer,
- d) At least 10 production machines of that make and model must have been imported into New Zealand by the manufacturer or the Australian distributor representing the manufacturer.

3.2 Tyres

- a) Be commercially available in New Zealand,
- b) Be manufactured for road use in all weather conditions,
- 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) When, a race or practice has been declared 'wet', the use of a special tyre commonly known as a wet tyre is allowed.

3.3 To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- a) 162kg for 4 cylinder,
- b) 162kg for 3 cylinder,
- c) 170kg for 2 cylinder.

3.4 A 1% tolerance at post race control will be allowed.

3.5 The following must be removed.

- a) Head lamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horn,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

3.6 The following may be replaced or modified:

- a) Fairing,
- b) Screen,
- c) Rear body work,
- d) Seat,
- e) Mudguards,
- f) Tank covers, and
- g) Frame side covers, but replacements must be the same in shape and appearance as the original.
- h) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame,
- i) Passenger footrests,
- j) Spark plug type, leads and cap,
- k) External gearing and chain, but not chain pitch,
- l) Brake pads, linings and brake hoses,
- m) Standard headers must remain standard for that year homologated model; anti-pollution mechanisms may be removed with replacement piece of mid pipe. (Exhaust valves may be removed) Slip on muffler only is permitted,
- n) Front and rear suspension springs and internal components, but external appearance must remain unchanged, Full cartridge kits may not be used
- o) Handlebars, but replacements must be mounted in the original position on the fork assembly and have the same profile and shape as the original assembly,
- p) Footrests and foot controls, but the replacements must be mounted at the original mounting points,
- q) Air filter element,
- r) Engine and gearbox breather tubes must exhaust into the airbox to the rear of the intakes. The lower airbox breather tubes must be blocked.
- s) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
- t) Gearbox drive dogs may be undercut,

3.7 The following may be added:

- a) Steering damper,
- b) Ride height adjuster, providing there is no modification or alteration to frame or rear suspension unit.
- c) Fuel /Ignition Control Unit, (power commander piggy-back type unit) the stock ECU must be used (but not a quick shifter type device); it is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness.

3.8 Where a shifting device “quick shifter” is fitted as OEM fitment it may be used. You may not change the design or function of the OEM part.