

SUPERSPORT REGULATIONS

This class allows for New Zealand distributors of Supersport 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 Supersport implies, the machines used are allowed limited modifications.

Discipline Specifications –

Supersport (Identified by Numbers, background colours)

Supersport motorcycles require an MNZ homologation.

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

1 Supersport engine capacity

501cc – 600cc 4-stroke 4 cylinders maximum

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

Machine weights

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

a) 158Kg 4 cylinder 600cc

b) 162Kg 3 cylinder 675cc

c) 176Kg 2 cylinder 750cc

A tolerance of +/- 1% at post race inspection will be allowed

a) Number Plate Colours

The background colours and figures for Supersport

501 – 600 601-675 (incl 750 twins) yellow background and black 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.

c) Number Placement

Fairing, front of fairing one number board facing forward

Seat Tailpiece or side fairing, minimum of one number.

2 Supersport

2.1 Subject to the required and permitted alterations set out below, Supersport 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,

2.2 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.

3.1 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,

3.2 Only when a race or practice has been declared "wet", the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

4 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) 158kg for 4 cylinder 600cc,
- b) 162kg for 3 cylinder 675cc, and
- c) 166kg for 3 cylinder 750cc.

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

5 The following must be removed:

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

5.1 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of minimum 3mm diameter.

- 6 Engine and gearbox breathing hoses and tubes must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.
- 7 The following may be removed:
- a) Passenger handholds and footrest assemblies,
 - b) Instruments and associated cables,
 - c) Chain guard and registration plate brackets,
 - d) Air injection pollution control system,
 - e) Carburettor anti-icing device,
 - f) Rear fender,
 - g) Steering damper.
- 7.1 The following may be added:
- a) Steering damper,
 - b) Ride height adjuster,
 - c) MNZ approved lap timing devices.
 - d) MNZ approved fuel / ignition metering devices.
- 7.2 The following may be replaced with parts not manufactured by the manufacturer of the machine.

- a) Brake pads, linings and brake hoses,
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be the same in shape and appearance as the original,
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points,
- d) Handlebars, handlebar mounted levers, master cylinders and controls,
- e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,
- f) External gearing,
- g) Exhaust system,
- h) Wiring Loom and Fuel /Ignition Control Unit / ECU, Where facility for a quick shifter type device exists, it is permitted to be used
- i) Spark plugs and high tension leads,
- j) Rear suspension damping units and springs,
- k) Clutch plates and springs,
- l) Radiator expansion tank,
- m) Battery, but the replacement must be capable of starting the machine prior to, and post race,
- n) Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm,
- o) Engine cam wheels, provided they are manufactured in the same material as the original,
- p) Head Gasket,
- q) Camshaft may be replaced, but the lift must remain standard,
- r) Valve springs, collets and retainers,
- s) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed,
- t) Air filters and Air funnels (Velocity Stacks),
- u) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

7.3 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted to alter valve timing,
- b) Gearbox drive dogs may be undercut,
- c) Cylinder head valve seats may be recut,
- d) Cylinder head and cylinder block mating surfaces may be machined,
- e) Carburettor slides.