



# 2021 New Zealand Superbike Championship

## Support Class Supplementary Regulations

Covering:

- 250 production (Round 1)
- Superlites (Round 4)

### **Superlite:**

[As per Appendix B – MNZ MOMs](#)

### **250 Production:**

The Supersport Lightweight 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 H](#), 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)**

1. Footrests/foot controls must bolt on the frame in the original position and be the same height and position as standard
2. Solid footrests are allowed

3. Handlebars height and angle of bars must remain standard
4. Hand controls: clutch and brake levers
5. Brake lines and brake pads
6. Spark plugs
7. The speedo drive may be removed and replaced with a spacer
8. 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
9. 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.
10. All exposed edges must be rounded
11. 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.
12. Fuel lines may be replaced. Quick connectors or dry break quick connectors may be used.
13. Base and head gasket with standard parts, must retain original thickness.
14. Carburettor jetting/fuel injection tuning
15. External gearing and chains
16. Suspension springing and oil may be changed
17. Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick connect type.
18. Titanium/aluminium fasteners may not be used.
19. All 4 strokes standard headers aftermarket mufflers allowed.
20. Rims may be changed but must be production bike rims. No aftermarket or GP rims allowed.
21. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the handlebars that is capable of stopping a running engine.
22. 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.
23. Throttle controls must be self-closing when not held by the hand
24. Instruments, horn, brackets and associated cables
25. Toolbox
26. Radiator fan and wiring
27. 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.