

## 2010 NEW ZEALAND SUPERBIKE REGULATIONS

This class allows for New Zealand distributors of sports 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 Production Superbike implies, the machines used are allowed limited modifications. Factory SP models are not eligible for Homologation. But the base model must be eligible for registration for New Zealand roads.**

**Production Superbike motorcycles and the Open Stock Production Cup (a) require an MNZ homologation no older than five years.**

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

- 1 Capacity
  - 700cc ñ Open 4-stroke 3 & 4 Cylinder
  - 800cc ñ Open 4-stroke Twin Cylinder
- 2 Number-Plate Colours
  - White background with Black numbers
  - 2a Open Stock Production White background with Red numbers
- 2-1 Size. Back board
  - Width 285mm
  - Minimum height 235mm,
  - Oval or rectangular in shape.
  - Figures must be clearly legible to the following minimum dimensions.
  - Height of figures 160mm
  - Width of figures 100mm
  - Space between figures 20mm
  - Width of strokes 30mm
  - Figure Font to be in Arial Black
  - Number Placement
  - Fairing, Front of fairing one number board facing forward
  - Seat tailpiece, Minimum of one number on rear seat tailpiece. In the case of a dispute concerning the legibility of numbers, the decision of the technical steward will be final.

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- 3 Fuel  
As per rule 10-17-2  
The following classes shall be restricted to Petrol having maximum characteristics not exceeding “unleaded Super” as defined in Appendix E.  
No additives may be added to the fuel  
NZSB and NZOPC
- 4 Tyres NZ Super Bike  
The choice of tyres is optional. Tyre warmers are allowed.  
Refer to Supplementary Regulations as to the number of tyres permitted for qualifying and races counting towards the MNZ sports production championships, regulations also applies to endurance races. If the race meeting is wet, then the normal wet tyre rule applies.  
b. Wet tyres – In the event that the track is damp/wet the choice of tyre is at the discretion of the rider. A full race wet tyre marked NOT FOR HIGHWAY USE may be used providing that the tyre has a moulded tread pattern. Hand cut DOT approved sports production tyres and hand cut slicks may not be used. Any number of wet tyres may be used.
- 4a Tyres Open Stock Production  
Tyres W rating must be used. Only tyres on general sale to the public in New Zealand as road legal fitments will be permitted. Refer to Supplementary Regulations as to the number of tyres permitted for qualifying and races counting towards the MNZ sports production championship, regulations also applies to endurance races. If the race meeting is wet, then normal wet tyre rule applies.  
The tyre must have an ‘E’ mark or DOT (American Department of Transportation) approval and the DOT number must appear on the tyre wall. The use of tyre warmers is allowed.  
b. Wet tyres – In the event that the track is damp/wet the choice of tyre is at the discretion of the rider. A full race wet tyre marked NOT FOR HIGHWAY USE may be used providing that the tyre has a moulded tread pattern. Hand cut DOT approved sports production tyres and hand cut slicks may not be used. Any number of wet tyres may be used.
- 5 Identification  
Motorcycle must display the manufacturer vehicle identification number. (Chassis number)
- 6 MACHINE SPECIFICATIONS - IMPORTANT NOTE.  
All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.
- 7 The following may be modified.  
7-1 Cylinder head valves seats may be re cut only.

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- 7-2 Porting to the cylinder head is permitted with in the immediate area within the port being determined by a line drawn at right angles from the top of the internal port circumference. The guide cannot be machined or shortened in any way.)
  
- 7-2a Open Stock Production  
No porting allowed at all.
  
- 7-3 Cylinder head and block mating surfaces may be machined. Cylinder head gasket may be replaced
  
- 7-3a Open Stock Production  
Cylinder head and block cannot be machined; head gasket must be standard OEM thickness not a thinner version.
  
- 7-4 The cylinder bore and stroke sizes must remain as homologated. OEM pistons must be retained, machining to piston is allowed.
  
- 7-4a Open Stock Production  
The cylinder bore and stroke must remain as homologated OEM pistons must be retained, machining to piston is not allowed.
  
- 7-5 Crankshaft. Balancing allowed only  
Clarification: It is the intention of this rule to permit balancing to be carried out using normal trade practices ie by the addition or removal of minimal amounts of material to or from the crankshaft. "Lightening" is not permitted under these rules.
  
- 7-6 Gearbox drive dogs may be under cut and shims fitted.
  
- 7-7 Con Rods may be balanced.
  
- 8 The following may be replaced or modified.
- 8-1 Rear sub frame.
  
- 8-2 Paint scheme.
  
- 8-3 **SUSPENSION:**  
The front fork inner (slide pipe stanchion) and tube outer (outer stanchion) must remain as per the original manufactures OEM parts for the homologated model.  
Only the internal parts including the fork cap may be replaced or modified, includes adjusting mechanisms.  
Quality and quantity of oil in forks.  
The height and position of the fork in relation to the fork yokes.

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Rear suspension unit (shock absorber).

No electronic controlled suspension unit may be used

The link arm rod may be changed or modified but the suspension linkage must remain standard; original attachments to the frame must be used. Suspension fluids

- 8-3.1 A steering damper may be added or replaced, it may be attached to the frame by "rivnut" or welded mount.
- 8-5 Rear wheel stand brackets may be added to swinging arm.
- 8-6 BRAKES.  
Front and rear hydraulic brake lines may be changed. Front master cylinder may be replaced by another OEM part provided it has the same piston diameter as the homologated machine.  
Brake pads, brake pad locking pins.
- 8-7 Wheels must be standard OEM for the model. Axles must remain as originally homologated without any modifications (e.g. plastic cones etc.) This includes but is not limited to drilling, tapping, adding an add-on altering the original profile of the axle or thread protection devices.
- 8-8 Foot rest/foot controls may be relocated; brackets must be mounted to the frame at the original mounting points. Non-folding footrests must have end plugs fitted having a minimum radius of 8mm.
- 8-9 Handle bars and hand controls, clutch and brake levers.
- 8-10 Fairing, front mudguards and bodywork, seat may be modified to solo seat must incorporate the rear number plates. Must retain Homologated shape and dimensions. Carbon fibre is restricted to re-inforcing of mounting parts only.  
Windshields, dimensions same as standard, rounded edges.  
Small plastic protective cones may be added to body work to minimize accident damage.
- 8-11 Instruments/fairing brackets.
- 8-12 Air inlet in fairing, ducting and ducting inlet to air box. Air filter element (may also be removed).  
Clarification: It is the intention of this rule to permit the addition of "Ram Air" type intake to machines that do not currently have it fitted, provided that rule 8-10 is not contravened i.e. that the original homologated fairing shape is retained. It is accepted that, as part of this permitted modification, the air box may be replaced.
- 8-13 Front mudguard may be raised.  
Rear mudguard/ hugger.

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- 8-13 Battery.
- 8-13a Open Stock Production Standard Specification Battery to be retained.
- 8-14 The fuel injection management (ECU, ECM) wiring loom and fuel-running device may be used. The controller for the secondary butterflies may be removed.  
A heat shield may be installed between the engine and throttle bodies.  
Air funnels (velocity stacks, bell mouths).  
Quick connectors or dry break connectors.  
Fuel vent lines. Fuel filters.  
Fuel lines, Quick connectors or dry break connectors, fuel vent lines , fuel filter.
- 8-14a Open Stock Production  
The fuel injection management device. Wiring jack loom may be added to accommodate this device.  
A heat shield may be installed between the engine and throttle bodies.  
Air funnels (velocity stacks, bell mouths).must remain standard for year model.  
Fuel lines. Fuel vent lines. Fuel filters  
Quick connectors or dry break connectors.
- 8-16 Oil lines. Oil lines containing positive pressure, must be of metal reinforced construction with swaged or threaded connectors.
- 8-17 Valve retainers and collets.
- 8-18. Camshafts, cam sprockets and cam timing.
- 8-18a Open Stock Production camshafts must remain standard OEM homologated year part.
- 8-19 Cam Sprockets.  
Cam sprockets may be slotted or pressed off and pressed back into place to allow for standard OEM camshaft timing to be altered only by the movement of the sprockets. Cam sprockets may be replaced by proprietary items, including use of a separate carrier, providing that they are manufactured in the same material as the original.
- 8-20 Starter and generator cover;
- 8-21 Countershaft and rear sprockets, chain pitch and size.
- 8-22 Clutch friction and drive plates, number to remain as original. Clutch springs.
- 8-23 Ignition. Engine control module/unit may be changed, (ICM, ECM, ECU)

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- 8-23a Open Stock Production  
Ignition Engine control module/unit Must retain Standard OEM unit, (ICM,ECM,ECU) and wiring loom.
- 8-24 Exhaust system manufacture optional. May be four into one or a two into one system.
- 8-24a Open Stock Production  
Exhaust system, standard header must be retained although pollution mechanisms may be removed. Slip on muffler may be used.
- 8-25 Fasteners for fitting external components where the manufacturer has no specified torque setting or it is less than 10Nm.may be changed. Fairing fasteners may be changed to the quick disconnect type.
- 8-25 Spark plugs.
- 8-27 Inner tubes or inflation valves. Wheel weights.
- 8-28 Standard OEM, homologated model triple clamps (fork yokes) including steering head bearings may only be used. There may be no modifications, no steering bearing inserts, to the steering head tube or frame.
- 9 The following may be removed
  - 9-1 Tachometer /Speedo.
  - 9-2 Radiator fan and wiring.
  - 9-3 Instruments, brackets and associated cables.
  - 9-4 Generator/Starter, starter solenoid and associated drive gears.
  - 9-4a Open Stock Production Motorcycle  
Generator/Alternator /Starter OEM systems solenoid and associated drive gears must remain fitted and operational (electrically)
  - 9-5 Chain Guard.
  - 9-6 Ignition Switch.
- 10 The following must be fitted.
  - 10-1 Fuel tank breather pipes with non-return valves that discharge into a 250cc (minimum) catch tank of suitable material.

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- 10-2 The oil breather line must be connected and discharge in the air box.
- 10-3 The original closed system must be retained, no direct atmosphere emission is permitted, and breather or over flow pipes must discharge via existing outlets.
- 10-4 Air box drains must be sealed or to a catch bottle.
- 10-5 Throttle controls must be self-returning.
- 10-6 Kill switch (functional) must be fitted on handlebars.
- 11 The following must be removed.
  - 11-1 Centre / side stands/ safety bars.
  - 11-2 Headlamp, rear lamp, indicator lights, mirrors, reflectors, horn, licence plate bracket, toolbox, passenger footrest and grab rail.
- 12 PROHIBITED.  
The use of complete on board engine management ignition injection systems, data acquisition computers, recording equipment are banned, (ie Motec type systems).  
Note Official onboard lap timing devises and TV camera are permitted.  
The use of gearbox quick shift systems including additional handlebar mounted kill switches (fitted for this purpose) are prohibited.
- 12a The fitment of a Traction Control unit is not permitted unless fitted as standard OEM for the homologated model.
- 13 Other motorcycles that are Eligible.  
In special cases an invitation may be issued to a motorcycle to compete in this class upon request, there will be no entry fee for this special invitation, points and prize money will not apply.

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