

# 2025 New Zealand Superbike Championship Series

## Supplementary Regulations – Revision 1

**In addition to the MNZ Manual of Motorcycle Sport - Road ('MoMS', Edition 2024-25 and updates) and Individual Round Supplementary Regulations**

**Round 1 - Burt Munro, SMC, Teretonga, February 7/8/9**

**Round 2 – MCI, Levels, February 13/14/15**

**Round 3 – MotoFEST, AMCC, Hampton Downs, March 7/8/9**

**Round 4 – MotoMANIA 2, AMCC, Taupo Int Motorsport Park, March 14/15/16**

Including New Zealand Grand Prix (NZGP) titles at Round 2 and New Zealand Tourist Trophy (NZTT) titles at Round 3

Organisers: as stated above and applicable to the specific MNZ Permit No (TBA)

### **Entries:**

Entries will be accepted via the online entry form and must be accompanied by the appropriate fee unless otherwise agreed by organisers. Refer to local event Supplementary Regulations for closing date. Each race will take place provided that six entries (as per rule 4.10e) are received by the closing date for each round.

For the purposes of the 2025 NZSBK Series, the Road Race Commission has ruled that the minimum entry number per class will be 6 (Six), otherwise Rule 4.10e will be triggered.

Late entries may be accepted; however, a penalty fee will be imposed. Late entries may not appear in the meeting programme. The official closing date for entries is shown on each event entry form.

### **International Competitors**

International Competitors must obtain a clearance from their federation and take out an MNZ licence, along with proof of insurance. Insurance cover for riders is available through AON Insurance. Those wishing to obtain such insurance should contact [kent.hinton@aon.com](mailto:kent.hinton@aon.com)

### **Entry Fees**

See the separate entry form. Note: All entry fees include GST.

There shall be no cross entering of classes, where two classes are run in the same race.

Additional class means a second race machine applicable to your chosen second class (or third bike for third class).

### **Non-Official Practice**

There is to be no practice at any of the tracks for NZSBK Competitors 10 days prior to the NZSBK Round apart from Unofficial Practice/Track Days available which will run in conjunction with either the Host Club or Promotors meeting calendar. For example, the Friday before the Saturday and Sunday Race meeting. For clarity, NZSBK competitors are not allowed to ride *any* motorcycle at a track that is hosting a New Zealand championship round within the 10 days prior to the race meeting. For example, a 600 Supersport competitor can not participate in a practice day on a 300 Supersport bike.

## **Sign On**

Sign on for competitors may be available on the unofficial practice day preceding each race weekend, check individual event Supplementary Regulations. Official practice day sign on will be from 7am to 8am (subject to change). On the first competition day of the round sign on will be from 7am to 7:30am (subject to change). Remember to have your logbook signed and filled out before you sign on. Check that your contact and helmet details are up to date. <sup>1</sup>

## **Riders Briefing**

All riders and passengers must sign the attendance sheet prior to riders briefing starting. Generators must be turned off, so everyone can hear those speaking. Any rider or passenger not attending the full briefing will be penalised at the discretion of the meeting Steward.

## **Gear Check**

Once you have signed on, proceed to the Steward to have your helmet, back & chest protectors checked. Gear will also be checked on the dummy grid. This will take place at the first track session, and may be repeated at later sessions, as well as just prior to races. Gear check may be available Friday of that weekend's racing event.

## **Machine Examination, Homologation Compliance and Parc Ferme**

As per the Manual of Motorcycle Sport and the entry form disclaimer for this event/series, all machines will undergo a machine safety examination before and/or during the event. Sidecars must produce the valid machine logbook at this time.

Machine Examination requires every machine to comply with rule 6.28, Chapter 10 and all aspects of the 'MoMS' relating to safety and presentation to go racing.

Machines must have the lower fairing removed before being presented to Machine Examination. Belly pans must accompany the machine as random fluid capacity checks may be carried out.

Technical Inspection and Homologation Compliance requires every machine to comply with all technical aspects of the 'MoMS', including the relevant Appendix (rule 14.10) and Homologation specifications.

Homologation compliance and technical inspection applies to every class where machine homologation is required. Machines must be kept in a state of homologation and 'MoMS' compliance, from the start of machine examination / sign on for Round One, (which may begin the day before that permitted event) throughout the championship, until the series results have been finalised. Any machine may be inspected for homologation and 'MoMS' compliance.

Non-compliance will result in penalties.

At any time, the Series Technical Steward or Machine Examiner may request motorcycles to be presented to the designated examination area for examination, technical inspection, and/or homologation compliance.

Machines may be requested to fit an MNZ GPS data logger to aid machine examination, technical inspection, and/or homologation compliance.

Any or all machines entered in NZSBK title series events may be sealed. This will include and is not limited to just engines.

Any machines that crash during a session must be delivered to the Machine Examination area immediately after returning from the track. An accident damage report will be completed, and the original examination sticker will be removed. The machine must be presented for re-examination and gain a new examination sticker before re-entering the circuit.

All riders of crashed machines must undergo a medical check by the MNZ appointed medical support,

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<sup>1</sup> Revision 1 – 30/01/2025: Updated sign on process to allow for sign on to be undertaken on the morning of the first competition day of the round.

and have their helmet and gear re-checked by a Steward.

The above “three checks” must be passed and notified to Race Control before the machine and/or rider may enter the track for subsequent sessions.

Competitors in all classes must present their machines to Parc Ferme immediately after each practice, qualifying and race. In addition to disassembling and checking of machines after official protests have been received by the Stewards, the Series Technical Steward in conjunction with the Steward, may at his/her discretion, request that any machine that has participated in the round be disassembled for inspection. Failure to comply with this regulation will result in the matter being referred to the Steward(s) for further action.

If disassembly and scrutiny is to take place at the circuit, it will be before the machine is released by the Series Technical Steward. A member of the competitor’s team with appropriate tools must be always available to disassemble the machine as required.

Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day. Failure to comply with this regulation will result in the matter being referred to the Steward for further action.

After each qualifying session and race at each round, any or all motorcycles used will be impounded at the discretion of the Steward and/or Series Technical Steward. Failure to present machines used will result in the matter being referred to the Stewards for further action.

The ‘Parc Ferme’ is a designated area which will be used to hold all machines after qualifying and race sessions. The location of Parc Ferme will be clearly notified at riders briefing and the area will be marked as a restricted access area.

Whilst machines are in Parc Ferme the area is restricted to the following authorised personnel only:

- Race officials
- The competitor
- One mechanic/team member.

This applies until the motorcycles are released by the Steward or Series Technical Steward. No other persons are permitted to enter the Parc Ferme unless authorised by NZSBK Series Officials.

Only the following equipment is permitted to be brought into Parc Ferme:

- Front & Rear bike stand
- Tyre warmer/warmers
- Tyre pressure gauge
- Pyrometer for measuring tyre temperature
- Cap and drink bottle

It is a requirement that when entering Parc Ferme riders follow instructions by technical staff.

Failure to comply with any direction from NZSBK Technical Staff whilst in Parc Ferme will result in a penalty being imposed on the rider.

Authorised personnel are not permitted to enter Parc Ferme until all machines have entered and come to a stop and the Series Technical Steward has advised that they may enter.

Competitors who finish in the top three race positions may proceed directly to the podium/presentation area with their machine. Machines must remain untouched whilst at the podium.

The machines must be pushed immediately from the podium to Parc Ferme at the completion of the presentation/interview. Failure to present the machine will result in penalty. Any machines that did not go to the podium area will remain in Parc Ferme until the competitor returns from the podium and is released by the Steward or Series Technical Steward.

## **Post Event Technical Inspections**

Machines may be sealed at the discretion of the Steward and/or Series Technical Steward for later checking after the round. Please refer to 'MoMS' rules 10.1, 10.10 and 10.10a.

Anything that is not authorised in the 'MoMS' is forbidden. If a change to a part or a system is not specifically allowed, then it is forbidden.

Presenting a machine at a machine examination or technical inspection will be deemed as an implicit statement of conformity with the 'MoMS', supplementary regulations, and homologation compliance for the NZSBK series.

All aspects of machines will be subject to technical inspection, not exclusively those parts that have been sealed.

In the case of a 'Force Majeure' a competitor must first notify the Series Steward prior to any exemption being approved, which relates to any non-compliance, with this implicit statement.

At the discretion of the Steward and/or Series Technical Steward, machine sealing will take place during Machine Examination and/or Technical Inspections and throughout the day:

Competitors must ensure their machine can have the engine sealed (if required). All competing 4 stroke machines are to have a minimum of two adjacent cam shaft cover fasteners drilled (minimum diameter 1.2mm) and any other fastener required. Refer to Fastener Drilling document attached to entry form for the fitting of MNZ serial numbered wire seals.

Seals may only be removed by the Series Technical Steward or an appointed nominee.

Seals may be in place for the duration of the NZSBK Series and/or until post event technical inspections have been completed. In which case 'MoMS' rule 10.10a applies until competitors have been notified by the Steward and/or the Series Technical Steward that their machines are no longer impounded and the seals may be removed.

Any competitor whose machine may be subject to a Post Event Technical Inspection, will be issued with an Impounded Bike Notice prior to the end of the meeting.

When an Impounded Bike Notice is issued, results will then be provisional for that class at that event.

They will be notified as 'subject to technical inspection.' Please note rule 7.2.2 f.

The unauthorised removal of any seal other than by the Technical Steward or a nominated appointee will be seen as an admission of guilt, resulting in a failed inspection and disqualification (see penalties rule 7.4.1)

## **Tyre Regulations**

Refer to NZSBK 2025 Tyre Regulations document.

Riders to use a paint pen to mark a boundary around the tyre sticker in the event of the tyre sticker coming off to show a tyre sticker has/had been fitted.

## **Fuel**

Random fuel sampling maybe be carried out at all as per rule 10.12 all costs of fuel testing will be borne by the unsuccessful party. A failed fuel test will result in exclusion, as per rule 7.4.1e.

## **Batteries**

Super sport 300, Super sport 600, Super Twin and Pro Twins classes, any battery may be used, but it must be capable of starting the machine on its own starter motor before and after a race.

## **Qualifying**

There will be 1 point allocated for qualifying in pole position for each class at each round.

## **Maximum Qualifying**

Refer Rule 14.1b

## **Transponders**

If you own your AMB TX 260 transponder, write your 7-digit transponder pin number on the entry form. Your transponder will be issued to you after gear check. Please make sure it is returned or collected at the end of racing on Sunday (at the end of your last race).

The rider is responsible for the transponder in their control. You will be charged for damage or loss of a unit. Transponders must be fitted and operational for all sessions including practices, qualifying and races. Timed laps, grid positions and/or points will not be given for any rider that fails to attach an operational transponder. A black flag will be shown to any rider not showing as having an operational transponder during practice sessions.

## **Race Starting Procedure**

A race start procedure document will be circulated at a later date.

## **Combined Races**

Should the need arise to combine two or more classes, first preference will be run as a combined grid with a single start & grid positions will be posted after qualifying. This may be modified after close of entries, depending on numbers in each group.

## **Riders' Representatives**

A riding rider's representative will be elected at each round as per MNZ 'MoMS' regulations. The riding riders' representative will represent the interest of riders on questions of safety and other matters involving their welfare.

Two non-competing riders' representatives will be appointed by MNZ, to deal with any issues relating to breaches of the rules, potential infringements, and protests.

Should a rider have any questions or concerns etc., the riders' representatives are the first and only persons to contact. The riders' representative may then approach the relevant officials on the rider's behalf. If a rider wishes to submit a protest, they must see one of the non-competing rider's representatives first and then together approach the Steward within the relevant time applicable to the type of protest.

Note rule 7.2.2a: 'For a protest to be valid it must be made by a competitor who has competed in the race or competition from which the protest ensues.

Note rule 6.4: Officials may also consult with the Riders Representative on questions of safety

## **Exiting on to the track from the pits**

Refer to local event Supplementary Regulations

## **Entry to Pits**

Refer to local event Supplementary Regulations

## **Pit Lane Exit or entry Lines**

Refer to local event Supplementary Regulations

## **Pit Garage Hire**

Refer to local event Supplementary Regulations

## **Unofficial Practice**

Unofficial practice may be available on a nominated day before each race meeting, generally as per dates above dates. This will be advised in local event Supplementary Regulations. For a timetable, contact the Race Secretary for that event. Costs per rider are payable at the time of booking or as directed by the Race Secretary.

## **Passes**

These will be issued to you at sign on. New Zealand Championship class entitlements are three passes per rider and four per side-chair unit. For an extra class you will receive one extra pass. Support classes will receive two passes.

For additional passes see entry form.

From 8am Saturday morning, no gate pass = no entry to circuit. NO Exceptions.

For free entry into the circuit, competitors and team members must carry a gate pass, otherwise the regular non-refundable entry fee will be payable.

240-Volt Power: Teretonga – No Power or garages

Levels - N/A (no garages) Hampton Downs - In garages

Taupo – In garages

## **Camping**

Camping is permitted at all venues under certain conditions and within specific times.

Contact organising clubs for details. Camping information is also on the website:

[www.nzsbk.co.nz/race-venues](http://www.nzsbk.co.nz/race-venues).

## **Results & Prize Giving**

Individual race results will not be posted until confirmed by the Race Director and /or Technical Steward. All results will be provisional pending the completion of technical checks, machine examination and homologation compliance. Prizegiving will be held at the conclusion of each meeting using provisional results from the event. Venues to be advised.

## **Alcohol/Drugs**

There may be alcohol and drug testing at any time throughout the series. This will be carried out under a controlled environment and criteria as per MNZ policy.

## **Pitlane Restrictions**

Bare feet or open footwear (jandals/sandals etc) are not permitted as footwear in pit lane.

Pushbikes and scooters are not permitted in pit lane. Children must be always supervised by an adult.

## **Animals**

No animals will be permitted at any track unless they are an assistance animal with valid documentation.

## **Contacts**

Motorcycling New Zealand: [www.mnz.co.nz](http://www.mnz.co.nz) 07 828 7852 email: [admin@mnz.co.nz](mailto:admin@mnz.co.nz) On-line entry available at: [www.mxt.co.nz](http://www.mxt.co.nz)

## **NZSBK Series - Points Scoring**

1. It is intended to run the series over 4 rounds with 3 points scoring races per round.
2. If for any reason whatsoever (force majeure, double red flags, insufficient entries (4.10e) etc) events and /or races are cancelled or unable to be held, then the series will be decided based on those races/events that were able to be held.
3. Should a tie occur, Rule no 6.7a will be applied

## **MACHINE REGULATIONS:**

### **SUPERBIKE**

As per MNZ class regulations and **APPENDIX C SUPERBIKE REGULATIONS (ROAD)**

#### **Superbike B**

- 750cc - open 4 stroke, 4-cylinder machines
- 680cc - open 4 stroke, 3-cylinder machines
- 751cc - open 4 stroke, 2-cylinder machines
- 351cc - 500cc 2 stroke, 4-cylinder machines
- 401cc – 760cc 2 stroke, 2-3-cylinder machines
- Number plate colours per MNZ rules – Superbike
- Fuel, as per MNZ rules – superbike – no methanol
- No nitrous or other performance add-on of this type
- All machines must comply with the relevant MNZ rules such as Chapter 10
- Modifications: As long as all the above requirements are met and the machine complies with the relevant General Competition Rules all other items are unrestricted.
- No cross entering into other classes
- Other machines admitted at the discretion of the organisers

**SUPERSPORT 600cc/GEN 2 - As per MNZ class regulations and APPENDIX F SUPERSPORT (ROAD)**

**SUPERSPORT 600cc B - F 2**

- 501cc - 600cc 4 stroke, 4-cylinder machines
- 601cc - 675cc 4 stroke, 3-cylinder machines
- 750cc 4 stroke, 2-cylinder machines
- 401cc – 490cc production based 2 stroke machines
- 250cc – 351cc competition based 2 stroke machines
- Number plate colours per MNZ rules – Supersport 600
- Fuel - as per MNZ rules – Supersport 600 – no methanol
- No nitrous or other performance add-on of this type
- All machines must comply with the relevant MNZ rules such as Chapter 10
- Modifications: As long as all the above requirements are met and the machine complies with the relevant General Competition Rules all other items are unrestricted
- No cross entering into other classes
- Other machines admitted at the discretion of the organisers

**SUPERSPORT 300cc - As per MNZ class regulations and APPENDIX I SUPERSPORT 300 REGULATIONS GIXXER 150 / SUPERSPORT 150**

As per MNZ class regulations and **APPENDIX K GIXXER 150 REGULATIONS (ROAD) & APPENDIX J SUPERSPORT 150 REGULATIONS (ROAD)**

**PRO TWINS / SUPER TWINS**

As per MNZ class regulations and **APPENDIX E PRO TWIN REGULATIONS (ROAD) & APPENDIX N SUPER TWIN (ROAD)**

**F1 SIDECAR / F2 SIDECAR**

As per MNZ class regulations and **Chapter 18: SIDECAR & APPENDIX A: CHAMPIONSHIP CLASSES**

**SUPERLITE**

As per MNZ class regulations and **Appendix B: SUPERLITE REGULATIONS (ROAD)**

**Race Formats:** Refer to local event Supplementary Regulations