

1.0 This class of motorcycle requires a production motorcycle available and on sale to the mass public in New Zealand. It is the competitor's responsibility to make sure that the machine's engine configuration is the same as the manufacturer's specification.

1.a Sportbike motorcycles require an MNZ homologation. At least 5 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.

Where a New Zealand Importer (distributor) does not exist and the Importer (distributor) is based in Australia and communication re homologation is not forthcoming then with MNZ Road Race Commissioner approval a New Zealand retail outlet could be engaged to provide suitable homologation.

1.b In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 15 years of age to ride in this class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider whilst riding in this class. All riders with dispensation are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.

2. All items not mentioned in the following articles must remain as originally produced by the manufacturers, remain fitted and operational for that model.

3. MACHINE SPECIFICATIONS

a) Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the "Sportbike eligible machines, componentry and balancing rules" which is available on the MNZ website.

b) Balancing rules for the noted models must be adhered to, and these can be changed at any time by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used

c) Be fitted with VIN compliance plates for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.

d) Be of a make and model lawfully imported and sold to the mass public in New Zealand.

e) Be as constructed by the original manufacturer.

4. NUMBERS

a) Number plate colours, size and placement: (Refer to the Technical Appendix)

5. FUEL

a) refer to the Technical Appendix.

6. TYRES:

a) Be commercially available from within New Zealand.

b) Be not less than the machine manufacturer's recommended speed rating.

c) Be worn no more than to the minimum tread depth indicators.

d) Can be manufactured for road use (IE BE DOT approved) or for competition use.

e) Not have an augmented or modified tread pattern.

f) Front and rear tyres fitted must conform to the relevant tyre manufacturers' specifications regarding rim width.

g) When a race or practice session has been declared 'wet', the use of a wet tyre is allowed.

h) Any number of wet tyres may be used should the meeting be declared 'wet'.

i) For NZSBK events control tyre rules are in place

7. THE FOLLOWING MAY BE REMOVED:

a) Air injection pollution control system this includes EVAP cannisters and circuits.

8. THE FOLLOWING MAY BE FITTED:

- a) Ride height adjuster, providing no alterations are required to either frame or swing arm.
- b) Accessory fairing, front guard and bodywork may be fitted if the bike is not manufactured /homologated with a full fairing
- c) Quick shifters and autoblippers
- d) Rear caliper support/holder devices

9. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:

- a) External gearing and chain but not chain pitch.
- b) Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used.
- c) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Full cartridge replacement is allowed
- d) Battery, but the replacement must be capable of starting the machine prior to, and post-race.
- e) The fitment of an aftermarket sub-frame or modification to the existing OEM subframe is allowed providing that the construction is comparable to the original OEM parts (i.e., strength and design). Items such as the battery, wiring, ecu, etc., must be fitted to the aftermarket sub-frame in the same position as the original OEM fitment. The aforementioned items must be secure and not able to be dislodged from the sub frame in the event of a crash. Where a make of machine has no sub frame or the sub frame is permanent (can't be removed), then other than alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, no alterations are allowed.
- f) Wheel spacers.

10. THE FOLLOWING OEM PARTS MAY BE MODIFIED:

- a) Gearbox drive dogs may be undercut.
- b) Cylinder head valve seats may be recut.

11. THE FOLLOWING IS PROHIBITED:

- a) The fitment of aftermarket traction control units is not permitted.

Below is the Sub Section of Balancing Rules for the Sportbike Class

This list is not prohibitive, if another manufacturer, make or model is deemed compatible to the current class an application to the Road Race Commission needs to be made so a review process is instigated to review the potential for inclusion.

Sportbike eligible machines, componentry and balancing rules as of 1/11/2025

These rules are:

1. To be read in conjunction with Appendix N. Appendix N capacity and homologation requirements do not convey entry to the class:
 - a) The make, model year of the machine must be noted below for it to be eligible
 - b) The current balancing rules must be applied to the time of competition.
 - c) Unless specified in Appendix N, or below no other modifications are allowed.
2. Specific to each model specified and can be amended with Road Race Commissioner Approval at any time through the year to ensure continued parity of machinery within the class.

Eligible Machines and Performance balancing modifications allowed.

3. Aprilia RS660 up to Model year 2024

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Conrod bolts or complete conrods can be changed with after-market items
- c) Top plate of triple clamp set can be replaced or modified to allow the fitting of aftermarket handle bars
- d) Full exhaust system can be replaced
- e) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting

files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

4. **Yamaha MT07 all years and versions**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Throttle body air funnels and air filter are free to change.
- c) Camshafts are free to change
- d) Pistons free to change (changing engine cubic capacity not allowed)
- e) Machining allowed of mating surfaces between cylinder and head
- f) Conrod bolts or complete conrods can be changed with after-market items
- g) Full exhaust system can be replaced
- h) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

5. **Yamaha R7 all years and versions**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Throttle body air funnels and air filter are free to change.
- c) Camshafts are free to change
- d) Pistons free to change (changing engine cubic capacity not allowed)
- e) Machining allowed of mating surfaces between cylinder and head
- f) Conrod bolts or complete conrods can be changed with after-market items
- g) Full exhaust system can be replaced
- h) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used

6. **Triumph Daytona 660 LAMS version**

The following items may be used or changed as outlined.

- a) All lams restrictions can be removed and/or restrictive items replaced to replicate the full power version, no additional modifications allowed.
- b) Engine cam wheels may be slotted to alter valve timing.
- c) Full exhaust system can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

7. **Triumph Daytona 660 full power version**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

8. **CF Moto 675SR-R**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

9. **Honda CBR650R Lams Version**

The following items may be used or changed as outlined.

- a) Original Lams velocity stacks Honda part codes 17225MJEG10 and 17226MJEG10 can be replaced with genuine Honda non Lams version velocity stacks part codes 17225MJED00 and 17226MJED00.
- b) Engine cam wheels may be slotted to alter valve timing.
- c) Full exhaust system can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

10. **Suzuki GSX 8R**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) Air filter can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

11. **Kawasaki ZX-4RR (4 cylinder 400cc)**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) Throttle body air funnels and air filter are free to change
- d) Camshafts are free to change
- e) Pistons free to change (changing engine cubic capacity not allowed)
- f) Machining allowed of mating surfaces between cylinder and head
- g) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.