



2026 New Zealand Superbike Championship Series

Supplementary Regulations

In addition to the MNZ Manual of Motorcycle Sport - Road ('MoMS', Edition 2025-26 and updates) and Individual Round Supplementary Regulations

Round 1 – MCI, Eurosport Motorsport Park (Ruapuna), January 31st/February 1st

Round 2 – Burt Munro, Teretonga Park, Invercargill, February 7th/8th

Round 3 – MotoFest, AMCC, Hampton Downs, Waikato, March 7th/8th

Round 4 – MotoMania 2, AMCC, Taupo Int Motorsport Park, March 14th/15th

Including New Zealand Grand Prix (NZGP) titles at Round 1 and New Zealand Tourist Trophy (NZTT) titles at Round 4

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

1.0 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.

1.1 For the purposes of the 2026 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. This will apply to all established classes, particularly at the early rounds. If events unfold during the series that see numbers fall below this level, consideration may be given accept the lower numbers.

1.2 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.

2.0 International Competitors

International Competitors must obtain a Start Permission and an FIM Licence (if required) from their respective FMN as per rule 5.4 of the Manual of Motorcycle Sport. All documentation must be sent to jannine@mnz.co.nz at least 14 days prior to the event being held.

3.0 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).

4.0 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 e.g.- 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 cannot participate in a practice day on a 300 Supersport bike.

5.0 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). There is no sign on for subsequent days for competitors. Remember to have your logbook signed and filled out before you sign on. Check that your contact and helmet details are up to date.

6.0 Riders Briefing:

All riders and passengers must sign the attendance sheet prior to riders briefing starting. Generators may be required to 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.

7.0 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.

8.0 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.

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

8.2 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.

8.3 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.

8.4 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.

8.5 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.

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

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

8.8 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.

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

8.10 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

8.11 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.

8.12 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, for up to an hour after the meeting has ended.

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.

8.13 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.

8.14 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.

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

8.16 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.

8.17 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.

9.0 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' Technical Appendix rules 1, 9 and 9a.

9.1 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.

9.2 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.

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

9.5 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.

9.6 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:

9.7 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.

9.8 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' Technical Appendix rule 9.a 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.

9.9 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.

9.10 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)

10.0 Tyre Regulations:

Refer to NZSBK 2026 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.

11.0 Fuel:

Random fuel sampling maybe be carried out at all as per Technical Appendix rule 11

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.

12.0 Batteries:

Super sport 300, Super sport 600, 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.

13.0 Qualifying:

There will be 1 point allocated for qualifying in pole position for each class at each round. Qualifying will run concurrently with the second official practice session for each class at each event.

Maximum Qualifying:

Refer Rule 14.1b

14.0 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.

15.0 Race Starting Procedure:

All machines are to be on the dummy grid prior to the completion of the previous race or as called by the Clerk of the Course or Dummy Grid Officials.

15.1 Prior to their race, competitors will receive a five-minute call accompanied by a hooter, followed by a two-minute call/hooter and then an announcement to advise that the track is open. This will allow sufficient time for riders to remove tyre warmers and enter the circuit. Once the track is open, the dummy grid gate will be open for one minute for riders to enter the track.

15.2 Upon completion of the warm-up lap(s), riders will grid up based on the posted/assigned grid positions. It is the rider's responsibility to place themselves on their correct grid position. Failure to do so will be treated the same as a Jump Start (14.3a & 14.3b). Any grid position not filled will be left empty for all races. At this point the riders will be in the control of the Start Line Official who shall hold a red flag aloft at the front of the grid until such time as the Clerk of Course/Starter instructs them to leave the grid. ***Once clear, that starter will initiate the start – 5 red lights ON – after a set period, lights go off – race starts.***

Should it be necessary to delay/abort the start, ***5 red lights remain ON – 2 flashing Yellow lights activate above the red lights. The Start Line Marshal re-enters the track safely and***

raised the red flag. Riders then complete 1 warm up lap and re-grid. In this instance the race length will be reduced by one (1) lap.

15.3 It is the rider's responsibility to keep aware of the race times and schedules.

Any timetable shown is an indication only and may vary. If a competitor misses the start or warm-up lap/s then with the permission of the Clerk of the Course, they may be allowed to start that race from the pit lane when allowed by the Clerk of the Course. This will occur after the last machine has passed the pit exit, but prior to the leading rider completing their first lap. Should an aborted start situation occur, the rider(s) starting from pit lane will be able to complete any additional warm-up lap, but must return to pit lane for the start. Should the race be stopped with less than three laps completed (6.21) then the race will be declared null and the rider(s) may take their normal pace on the grid in the full re-start.

Racetrack pit lane exit configurations are different at each circuit. Variations may occur. Listen to the organisers at briefing and if in any doubt ask.

15.4 Lights will start all races unless other circumstances arise. If lights are not used, races will be started by the drop of a green flag. If a red flag occurs during the races for a NZSBK title, Riders are to return to their pits or paddock site and await further instruction. Tyre warmers can be re applied and refuel. Riders are not to return to the dummy grid. Riders will be informed of the next instruction via PA.

16.0 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.

17.0 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.

17.1 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

18.0 Exiting on to the track from the pits:

Refer to local event Supplementary Regulations

19.0 Entry to Pits:

Refer to local event Supplementary Regulations

20.0 Pit Lane Exit or entry Lines:

Refer to local event Supplementary Regulations

21.0 Pit Garage Hire:

Refer to local event Supplementary Regulations

22.0 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.

23.0 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.

24.0 240-Volt Power:

Ruapuna – Limited power in garages

Teretonga – No Power or garages

Hampton Downs - In garages

Taupo – In garages

25.0 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.

26.0 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.

27.0 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.

28.0 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.

29.0 Animals:

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

30.0 Contacts:

Motorcycling New Zealand: www.mnz.co.nz 07 828 7852 email: admin@mnz.co.nz On-line entry available at: www.mxt.co.nz

31.0 2026 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

32.0 NEW Superbike Supersport Trophy Class

We are launching a new class for non-championship Superbike & Supersport riders in 2026. The intent of this class is to create a pathway for emerging riders to come and be part of our national championship with a class structure and rules relevant to their experience and speed.

Race Format & Class Info

- Race Format: Practice, Qualifying plus 1 race Saturday and 2 Races Sunday.
- Both classes will be gridded together based on qualifying times and a single start.
- There are ceilings on lap times, for competitors entering the Trophy Class, which are outlined below.
- If your race times meet the qualifying time of the Superbike and Supersport 600 Championship Classes, you will race in those classes, providing your bike meets the class technical requirements.
- Entry Fee: \$395

Red Carpet “Free Entry” Deal

To help build the class we are offering FREE ENTRY into this class for all four rounds of the Star Insure NZ Superbike Championship Series for the Top 3 non NZSBK Formula 1 & 2 riders in each class from:

The Suzuki International Series
The Auckland Motorcycle Club Series
Southern Race Series.

**Any competitors who road in the 2025 NZSBK Series do not qualify for the Red Carpet Deal.
The Road Race Commission will identify and contact those that qualify for this deal and
their decision is final.**

**TO BE CONSIDERED FOR THE FREE ENTRY DEAL YOU MUST REGISTER VIA THE FORM
OPPOSITE**

Superbike Trophy - Non-Championship

1. Engine Capacity as per appendix C -Superbikes
2. Fuel as per Appendix C -Superbikes
3. All relevant technical requirements of Technical Appendix must be met
4. Tyres, Maximum allocation of 2 fronts and 2 rears per round
 - a) Tyre warmers may be used
 - b) Wet weather tyres may be used
5. The basis of the bikes are production street motorcycles manufactured post 2000. These can be modified for racing purposes, no specific race only models of motorcycle allowed,
 - a) Motor modifications are open. Maximum cubic capacity as according Appendix C
 - b) No turbos, superchargers or alternate fuels
 - c) Braking systems and rider controls are open
 - d) Suspension is open
 - e) Wheels and ignitions are open
6. The lap time to enter this class must not be faster than the below lap time cut offs:
 - a) Hampton Downs International Circuit 1.43.0
 - b) Taupo International full circuit 1.34.0
 - c) Ruapuna Raceway 1.38.0
 - d) Levels Raceway 1.08.0

| | |
|-------------------|--------|
| e) Teretonga Park | 1.04.0 |
|-------------------|--------|

7. Lap time breakouts will result in a post-race time penalty of 5 seconds for each infringement. Continued breakouts will result in a promotion to the Superbike class assuming your machine meets the technical requirements or exclusion from the class.

8. Winners of each race who are within the 115% qualifying cut off for the NZ Superbike class may be invited to participate in the main event of the NZ Championship Superbike class. (Points would only be awarded to bikes that are eligible and conform fully to appendix C of Superbikes)

Supersport Trophy - Non-Championship

1. Engine Capacity limits:
 - a) 501cc – 640cc 4-stroke 4 cylinders maximum
 - b) 601cc – 675cc 4-stroke 3 cylinders maximum
 - c) 601cc – 790cc twins
2. Fuel as per Appendix F -Supersport
3. All relevant technical requirements of **Technical Appendices** must be met
4. Tyres, Maximum allocation of 2 fronts and 2 rears per round
 - a) Tyre warmers may be used
 - b) Wet weather tyres may be used
5. The basis of the bikes are production street motorcycles manufactured post 2000. These can be modified for racing purposes, no specific race only models of motorcycle allowed,
 - a) Motor modifications are open. Maximum cubic capacity as according to rule 1
 - b) No turbos, superchargers or alternate fuels
 - c) Braking systems and rider controls are open
 - d) Suspension is open
 - e) Wheels and ignitions are open
6. The lap time to enter this class must not be faster than the below lap time cut offs:

| | |
|--|--------|
| a) Hampton Downs International Circuit | 1.47.5 |
| b) Taupo International full circuit | 1.38.0 |
| c) Ruapuna Raceway | 1.41.0 |
| d) Levels Raceway | 1.11.0 |
| e) Teretonga Park | 1.06.0 |

7. Lap time breakouts will result in a post-race time penalty of 5 seconds for each infringement. Continued breakouts will result in a promotion to the Supersport class assuming your machine meets the technical requirements or exclusion from the class.
8. Winners of each race who are within the 115% qualifying cut off for the NZ Supersport class may be invited to participate in the main event of the NZ Championship Supersport class. (Points would only be awarded to bikes that are eligible and conform fully to appendix F of Supersport)

33.0 SUPERBIKE

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

34.0 SUPERSPORT 600

As per MNZ class regulations and APPENDIX F SUPERSPORT REGULATIONS (ROAD)

35.0 SPORTBIKE

As per MNZ class regulations and APPENDIX N SPORTBIKE REGULATIONS (ROAD)

36.0 PRO TWINS

As per MNZ class regulations and APPENDIX E PRO TWIN REGULATIONS (ROAD)

37.0 SUPERSPORT 300cc

As per MNZ class regulations and APPENDIX I SUPERSPORT 300 REGULATIONS (ROAD)

Two clutch bolts to be drilled so clutch can be security wired for protest purposes.

38.0 SUPERSPORT 150

As per MNZ class regulations and APPENDIX J SUPERSPORT 150 REGULATIONS (ROAD)

Two clutch bolts to be drilled so clutch can be security wired for protest purposes.

39.0 SIDECARS

As per MNZ class regulations

40.0 Race Formats: Refer to local event Supplementary Regulations

