

SUPERSTOCK 1000 & SUPERSTOCK 600 REGULATIONS

This class allows for New Zealand distributors of 1000cc and 600cc 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 "Superstock" implies, the machines used are allowed very limited modifications. Most modifications that are allowed are only allowed for safety reasons.

Superstock1000, Superstock 600 (Identified by Numbers, colour backgrounds)

Superstock motorcycles require an MNZ homologation.

The appearance from both front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). All parts and functions must remain as per OEM specifications unless stated otherwise!

1 Superstock Classes

Superstock 600:

501cc – 600cc

4-stroke 4 cylinders maximum

601cc – 675cc

4-stroke 3 cylinders maximum (including

750V twins)

Superstock 1000:

800-1200cc

4 Stroke 2-3 cylinders maximum

750-1000cc

4 Stroke 4 cylinders maximum

Number Plate Colours and placement:

Refer to rule 10.2.3

Fuel:

Refer to rule 10.17.2

2 SUPERSTOCK 1000

2.1 Subject to the required and permitted alterations set out below, Superstock 1000 machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine
- b) Be of a make and model lawfully sold in New Zealand
- c) Be as constructed by the manufacturer
- d) At least 10 production machines of that make and model must have been imported into New Zealand by the manufacturer or distributor representing the manufacturer

2.2 Tyres:

- a) Be commercially available in New Zealand

- b) Be manufactured for road use in all weather conditions
- c) Be not be less than the machine manufacturer's recommended speed and load rating
- d) Be worn no more than to the minimum tread depth indicators
- e) Not be manufactured for only competition use
- f) Not have an augmented or modified tread pattern
- g) When, a race or practice has been declared 'wet', the use of a wet tyre is allowed
- h) The use of tyre warmers is permitted

2.3 The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder

2.4 Any sharp edges left by the removal of components mentioned in rule 2.6 must be protected by a rolled edge or beading of a minimum 3mm diameter

2.5 Engine and gearbox breathing hoses and tubes, exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off

2.6 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Chain guard,
- c) Pollution air injection control systems,
- d) Rear fender,

2.7 The following may be added:

- a) Steering damper
- b) Ride height adjuster, providing there is no modification or alteration to the frame or rear suspension control unit
- c) Lap timing device.
- d) Fuel/Ignition Control Unit, (power commander piggy-back type unit) the stock ECU must be used, it is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness
- e) Frame protective sliders, and engine case covers or protectors
- f) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine
- g) Swingarm mounted sprocket guards are acceptable where the device does not act as a chain 'tensioning' device

2.8 THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY MACHINE MANUFACTURER:

- a) Brake pads and brake hoses
- b) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers,

providing the replacements are of the same shape and appearance as the original, Carbon fibre is expressly prohibited. Engine protection covers and fairing mounting reinforcements points exempted

- c) Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points
- d) Spark plug brand and type, leads and cap
- e) External gearing and chain, but not chain pitch
- f) Standard headers must remain standard for that year homologated model; anti-pollution mechanisms may be removed, (Exhaust valves may be removed) they may be replaced with a 'mid pipe' being the same length as the removed section. Slip on muffler only is permitted
- g) Rear suspension damping units and springs
- h) Front suspension, springs and damping parts, including, fork caps, external compression and preload adjusters may be modified or replaced, but the external appearance of the forks must not be changed
- i) Clutch springs, slipper springs permitted only where available as an OEM option for that homologated model
- j) Air filters
- k) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
- l) Handlebars, but replacements must be mounted at the original mounting points
- m) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- n) Gearbox drive dogs may be undercut
- o) Instrument panel (providing instrumentation retains ONLY original functions of the OEM part)
- p) Brake and clutch levers but these must be replicas of the OEM levers
- q) Steering damper

2.9 Where a shifting device "quick shifter" is fitted as OEM fitment it may be used. You may not change the design or function of the OEM part.

2.10 Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material, "lightening" is not permitted

2.11 Piston and con-rod balancing is permitted as above 3 Superstock 600

3.1 Subject to the required and permitted alterations set out below, Superstock 600 machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine
- b) Be of a make and model lawfully sold in New Zealand
- c) Be as constructed by the manufacturer
- d) At least 10 production machines of that make and model must have been imported into New Zealand by the manufacturer or distributor representing the manufacturer

3.2 Tyres:

- a) Be commercially available in New Zealand
- b) Be manufactured for road use in all weather conditions
- c) Be not less than the machine manufacturer's recommended speed and load rating

- d) Be worn no more than to the minimum tread depth indicators
- e) Not be manufactured for only competition use
- f) Not have an augmented or modified tread pattern
- g) When, a race or practice has been declared 'wet', the use of a wet tyre is allowed
- h) The use of tyre warmers is permitted

3.3 The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder

3.4 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Chain guard,
- c) Pollution air injection control systems,
- d) Rear fender,

3.5 The following may be added:

- a) Steering damper
- b) Ride height adjuster, providing there is no modification or alteration to frame or rear suspension unit
- c) Fuel /Ignition Control Unit, (power commander piggy-back type unit) the stock ECU must be used (but not a quick shifter type device); it is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness
- d) Frame protective sliders, and engine case covers or protectors
- e) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine
- f) 'Swingarm mounted sprocket guards are acceptable where the device does not act as a chain 'tensioning' device

3.6 Where a shifting device "quick shifter" is fitted as OEM fitment it may be used. You may not change the design or function of the OEM part.

3.7 The following may be replaced with parts not manufactured by machine manufacturer:

- a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original, Carbon fibre is expressly prohibited (engine protection covers and small amounts for fairing mounting reinforcements points exempted)
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type, leads and cap
- d) External gearing and chain, but not chain pitch

- e) Brake pads, linings and brake hoses
- f) Standard headers must remain standard for that year homologated model: anti pollution mechanism may be removed, (Exhaust valves may be removed) they may be replaced with a 'mid pipe' being the same length as the removed section. Slip on muffler only is permitted
- g) FRONT FORK : front forks must remain completely stock externally, no modifications to top caps or any external damping bodies. Fork Cartridge tubes and cartridge rods must be OEM, but internal modifications to the cartridges are free. Additional vent holes may be placed in the OEM cartridge tubes. Aftermarket cartridges are prohibited in this class. Alternative springs and guides may be fitted, Oil quantity and weight free.
- h) REAR SHOCK : Only Stock fitment OEM shock absorbers may be used, but alternative A/M springs may be fitted– shock to remain completely standard externally (except where alternative springs are used, suitable adaptation collars may be fitted) but internal mods are free. Reservoir Caps may be modified to make removal of retaining clip easier. Shock shaft may be replaced, providing it is the same diameter and appearance as the OE part.
- i) Handlebars, but replacements must be mounted at the original mounting points
- j) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- k) Air filter element,
- l) Engine and gearbox breather tubes must exhaust into the airbox to the rear of the intakes. The lower airbox breather tubes must be blocked
- m) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
- n) Gearbox drive dogs may be undercut
- o) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material "Lightening" is not permitted.
- p) Piston and con-rod balancing is permitted as above
- q) Clutch springs, slipper springs permitted only where available as an OEM option for that homologated model
- r) Instrument panel (providing instrumentation retains ONLY original functions of the OEM part)
- s) Brake and clutch levers but these must be replicas of the OEM levers
- t) Steering damper