



2017 New Zealand Superbike Championship

Series Supplementary Regulations, in addition to the MNZ Manual of Motorcycle Sport (MoMS).

Round One – “Southern Nationals”

7th- 8th January 2017, Mike Pero Motorsport Park, Christchurch

Including New Zealand Grand Prix

Organisers: Motorcycling Canterbury, MNZ Permit No 16473 – IMN 191/01

Round Two- “Southland Nationals”

14th - 15th January 2017, Teretonga Park Raceway, Invercargill

Organisers: Southland Motorcycle Club, MNZ Permit No 16474 – IMN 191/02

Round Three- “Central Nationals”

25th- 26th February 2017, Bruce McLaren Motorsport Park, Taupo

Organisers: Hamilton Motorcycle Club, MNZ Permit No 16475 – IMN 191/03

Round Four- “Northern Nationals”

4th- 5th March 2017, Hampton Downs Motorsport Park, Te Kauwhata

Including New Zealand Tourist Trophy (TT)

Organisers: Auckland Motorcycle Club, MNZ Permit No 16476 – IMN 191/04

Please ensure you read all of the information contained in this document as there is information relating specifically to all of these meetings.

Race Format: Round One – “Southern Nationals”

Saturday:

Pro Twins	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superlite/125 GP/Superlite B	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class - Development	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class – F1 & F2 BEARS	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Supersport / Supersport B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Lightweight & 250 Production	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superbike / Superstock 1000 / Superbike B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Sidecars	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)

Racing (after lunch break)

Supersport / Supersport B	Race = 10 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 10 laps
Sidecars	Race = 10 laps
Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – F1 & F2 BEARS	Race = 8 laps

Sunday:

Pro Twins/Superlite/125 GP/Superlite B	3 lap scrub
Lightwt & 250 Prod'n/Support Class - Dev	3 lap scrub
Support Class – F1 & F2 BEARS	3 lap scrub
Superbike (B)/Superstock1000/Supersport(B)	3 lap scrub
Sidecars	3 lap scrub

Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – F1 & F2 BEARS	Race = 8 laps
Supersport / Supersport B	Race = 15 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 15 laps
Sidecars	Race = 10 laps

Lunch Break

Supersport – NZGP Title (& Supersport B)	Race = 20 laps
Lightweight & 250 Production – NZGP Title	Race = 12 laps
Superbike & S'stock 1000 – NZGP Title (S'bike B)	Race = 20 laps
Sidecars – NZGP Title	Race = 15 laps
Pro Twins – NZGP Title	Race = 12 laps
Superlite/125 GP – NZGP Title (& Superlite B)	Race = 12 laps
Support Class - Development	Race = 5 laps
Support Class – F1 & F2 BEARS	Race = 8 laps

Race Format: Round Two – “Southland Nationals”

Saturday:

Pro Twins	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superlite/125 GP/Superlite B	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class - Development	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class – F1 & F2 BEARS	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Supersport / Supersport B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Lightweight & 250 Production	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superbike / Superstock 1000 / Superbike B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Sidecars	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)

Racing (after lunch break)

Supersport / Supersport B	Race = 10 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 10 laps
Sidecars	Race = 10 laps
Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps

Sunday:

Pro Twins/Superlite/125 GP/Superlite B	3 lap scrub
Lightwt & 250 Prod'n/Support Class - Dev	3 lap scrub
Support Class – BEARS F1 & F2	3 lap scrub
Superbike(B)/Superstock1000/Supersport(B)	3 lap scrub
Sidecars	3 lap scrub

Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps
Supersport / Supersport B	Race = 15 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 15 laps
Sidecars	Race = 10 laps

Lunch Break

Supersport / Supersport B	Race = 20 laps
Lightweight & 250 Production	Race = 12 laps
Superbike & Superstock 1000 / Superbike B	Race = 20 laps
Sidecars	Race = 15 laps
Pro Twins	Race = 12 laps
Superlite/125 GP/Superlite B	Race = 12 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps

Race Format: Round Three – “Central Nationals”

Saturday:

Pro Twins	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superlite/125 GP/Superlite B	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class - Development	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class – Super Motard	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Supersport / Supersport B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Lightweight & 250 Production	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superbike / Superstock 1000 / Superbike B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Sidecars	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)

Racing (after lunch break)

Supersport / Supersport B	Race = 10 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 10 laps
Sidecars	Race = 8 laps
Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – Super Motard	Race = 8 laps

Sunday:

Pro Twins/Superlite/125 GP/Superlite B	3 lap scrub
Lightwt & 250 Prod'n/Support Class - Dev	3 lap scrub
Support Class – Super Motard	3 lap scrub
Superbike(B)/Superstock1000/Supersport(B)	3 lap scrub
Sidecars	3 lap scrub

Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – Super Motard	Race = 8 laps
Supersport / Supersport B	Race = 15 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 15 laps
Sidecars	Race = 8 laps

Lunch Break

Supersport / Supersport B	Race = 15 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 15 laps
Sidecars	Race = 8 laps
Pro Twins	Race = 8 laps
Superlite/125 GP/Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – Super Motard	Race = 8 laps

Race Format: Round Four – “Northern Nationals”

Saturday:

Pro Twins	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superlite/125 GP/Superlite B	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class - Development	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Support Class – F1 & F2 BEARS	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Supersport / Supersport B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Lightweight & 250 Production	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)
Superbike / Superstock 1000 / Superbike B	2 x 20 minutes (1 st Session Practice, 2 nd Session Qualifying)
Sidecars	2 x 10 minutes (1 st Session Practice, 2 nd Session Qualifying)

Racing (after lunch break)

Supersport/ Supersport B	Race = 10 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000/ Superbike B	Race = 10 laps
Sidecars	Race = 8 laps
Pro Twins	Race = 8 laps
Superlite/125 GP/ Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps

Sunday:

Pro Twins/Superlite/125 GP/ Superlite B	3 lap scrub
Lightwt & 250 Prod'n/Support Class - Dev	3 lap scrub
Support Class – BEARS F1 & F2	3 lap scrub
Superbike/B/Superstock1000/Supersport/B	3 lap scrub
Sidecars	3 lap scrub

Pro Twins	Race = 8 laps
Superlite/125 GP/ Superlite B	Race = 8 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps
Supersport/ Supersport B	Race = 10 laps
Lightweight & 250 Production	Race = 8 laps
Superbike & Superstock 1000 / Superbike B	Race = 10 laps
Sidecars	Race = 8 laps

Lunch Break

Pro Twins – TT Title	Race = 10 laps
Superlite/125 GP – TT Title Superlite B	Race = 10 laps
Support Class - Development	Race = 5 laps
Support Class – BEARS F1 & F2	Race = 8 laps
Supersport – TT Title Supersport B	Race = 15 laps
Lightweight & 250 Production – TT Title	Race = 10 laps
Superbike & Superstock 1000 – TT Title S'bike B	Race = 15 laps
Sidecars – TT Title	Race = 10 laps

Entries:

Entries will **only** be accepted from the on-line entry form and accompanied by the appropriate fee unless otherwise agreed by organisers.

Each race must take place provided that ten entries (as per rule 14.9a) are received by the closing date. Late entries may be accepted, however a penalty fee may be imposed on late entries, your name may not appear in the meeting programme.

The official closing date for entries is shown on each event entry form; please contact the Road Race Commissioner for any queries.

International Competitors:

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

Entry Fees:

See the separate entry forms.

Note: All entry fees include GST.

B riders must be within 115% of the first qualifier to be able to enter Superbike B, Supersport B or Superlite B

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 3rd bike for 3rd class). Or, the same machine may enter a second class such as 650 Pro Twins could enter Superlite. In the case of BEARS machines entered in the NZ Championship classes, they are eligible to enter BEARS F1 or F2.

The organisers reserve the right to reclassify Development Class entrants based on lap time.

Sign On:

Sign on for competitors may be available the Friday of that weekend's unofficial practice. Sign on for competitors will commence on the Saturday morning of that weekend's racing from 7am to 8am (subject to change).

Remember to have your logbook signed and filled out before you sign on. There is no sign on Sunday for competitors.

Riders Briefing:

Please turn your generators off before briefing, so everyone can hear those speaking. Riders briefing will take place at 8.30am (subject to change).

Gear Check:

Once you have signed on, proceed to the Steward to have your helmet checked, gear will 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/Audit:

As racing licenses carry a machine indemnity, officials before and or during the meeting may conduct machine checks. Any machine failing to keep to race speed (i.e. slower than 115% of the first or second placed rider's pace), in the absence of warning flags, shall be deemed to be stopped. At the end of that session crashed machines must be delivered to the Machine Examiners for re-examination before re-entering the circuit. **All riders of crashed machines must undergo concussion testing by the MNZ appointed medical officials.**

At any time, the Technical Official or Machine Examiner may request motorcycles to be presented to the examination bay or parc ferme for examination. This may be at the completion of a race and it is the rider/team responsibility to have a stand available to support the motorcycle plus a mechanic or technician to assist the examiner. NO work may be carried out on the motorcycle other than what the Technical Official or Machine Examiner directs to be done.

Machines may be requested to fit an MNZ GPS Datalogger to aid machine examination.
Machines & riders may be requested to be weighed as part of machine examinations.

Parc Ferme:

The "Parc Ferme" is a designated area which will be used to hold all machines for a 30 minute period after qualifying and race sessions. Riders will need to provide a race stand to support their machine during this period. The Parc Ferme will be pointed out to riders during rider's briefing and the area will be marked appropriately.

Tyre Regulations:

Refer to NZSBK2017 Tyre Regulations document.

Batteries:

For Lightweight & 250 Production, Supersport and the 650 Pro Twin class, any battery may be used, but it must be capable of starting the machine on its own starter motor before and after a race.

Maximum Qualifying:

The Clerk of the Course reserves the right to relegate riders who do not meet a qualifying time factor of 115% of the fastest qualifier's time back to any support class that the rider's machine qualifies for. This may also be used in fields oversubscribed or for safety reasons.

Qualifying:

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

Grid Positions:

The grid positions will be determined as per Rule 14.9m (MoMS).

Qualifying times dependent on atmospheric conditions will determine grid positions for the New Zealand Championship races, New Zealand GP, TT races and support races.

Note: Riders must make sure they know where they are on the starting grid. Disputes on the grid may see action taken as deemed fit by officials.

Grid positions will remain the same for all points races throughout the weekend. A staggered grid will be used for the start of all races.

Transponders:

If you own your AMB TX 260 transponder write your 7-digit transponder pin number on the entry form.

Transponder Hire: See entry form. Motorcycling Canterbury members have free hire at all NZSBK meetings.

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.

Start Up:

Engines of competitor's machines must not be started before the conclusion of riders briefing, or as directed by club officials.

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. Competitors will receive a five-minute call prior to their race. This will be followed by a one-minute announcement. An announcement will advise that the track is open. This will allow sufficient time for riders to remove tyre warmers and enter the circuit. The dummy grid gate will be open for one minute for riders to enter the track.

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 relevant official, they may be allowed to start that race from the pit lane when allowed by the Clerk of the Course.

Race track pit lane exit configurations are different at each circuit. So variations may occur. Listen to the organisers at briefing and also if in any doubt ask.

Lights will start all races unless other circumstances arise. If lights are not used the races will be started by the drop of a green flag.

Riders Representative:

A rider's representative will be elected at each round as per MNZ Manual of Motorsport regulations.

Should a rider have any questions, complaints, etc., the rider's representatives are the first and only persons to contact. The rider's representative will then approach the relevant officials on the rider's behalf. If a rider wishes to submit a Protest, they must approach the Steward directly within the relevant time period applicable to the type of Protest.

Unofficial Practice:

Unofficial practice may be available on the day before each race meeting as per dates above. For a time table contact the Race Secretary for that event. Costs per rider payable at the time of booking or as directed by the Race Secretary.

Exiting on to the track from the Pits:

Exiting the pits on to the track will be via the dummy grid start finish line only; Riders exiting from the pits are under the control of club officials and must follow their instructions. When the official indicates to the rider to move on to the circuit, accelerate hard until up to racing speed only then move on to the racing line.

Ruapuna	-	Stay to right	Taupo	-	Stay to right
Teretonga	-	Stay to left	Hampton Downs	-	Stay to right (and see below)

Entry to Pits:

Indicate leaving circuit by raising the left arm or foot, as riders proceed through first section of pit lane reduce speed and proceed to their pit in an orderly fashion.

Ruapuna	-	Pull over to right side of the track and enter pit lane
Teretonga	-	Pull over to left side of the track and enter pit lane
Taupo	-	Pull over to right side of the track and enter pit lane
Hampton Downs	-	Pull over to right side of the track and enter pit lane (and see below)

Hampton Downs Parking Restrictions:

The tar sealed area immediately behind the pit garages, is to be kept free of all vehicles (including trailers) apart from the purposes of loading/unloading machines and equipment. Under no circumstances are electrical leads to be run out of the rear of the garages.

Hampton Downs Pit Entry and Exit

Any rider crossing the yellow pit exit line on the circuit may be subject to exclusion from that event.

Any rider riding to the right of the second half of the yellow pit entry line (i.e. after the white dotted line) for any reason (other than to enter the pits) will be excluded from the results. Riders entering the pits must remain at race pace until the white dotted line is passed. The "yellow pit entry line" refers to the inner of the two lines.

Such exclusion to be advised at the completion of the event in which the offence occurred

Pit Garage Hire:

Ruapuna:

30 garages with power and air. A deposit is required to confirm a booking. Riders must provide their own compressed airlines. Contact Motorcycling Canterbury Inc., re cost and allocation.

Teretonga:

Some garage space available, contact Southland Motorcycle Club.

Taupo:

Contact Hamilton Motorcycle Club to arrange garages.

Hampton Downs:

Contact Auckland Motorcycle Club to arrange garages.

Fuel:

Race fuel is available only at the Ruapuna track for the meeting. Payment by cash, cheques or credit card.

Fuel Specifications, See the MNZ MoMS Appendix D

Fire Extinguishers:

As per rule 6.17

Passes:

These will be issued to you at sign-in or posted with your entry acceptance. New Zealand Championship classes, entitlements are two passes per rider and three per side-chair unit. For an extra class you will receive one extra pass. Support class will receive two passes.

For additional passes see entry form.

No gate ticket no entry to circuit – NO Exceptions.

For free entry into the circuit, competitors and team members must carry a meeting pass at time of entry otherwise they will be charged the regular **non-refundable** gate fee.

240-Volt Power:

Ruapuna	-	In Garages only
Teretonga	-	Limited
Taupo	-	Limited
Hampton Downs	-	In Garages

Camping:

Permitted at all venues; contact organising clubs for details.

Prize Giving:

Will be held at the conclusion of each meeting. 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.

Footwear:

Bare feet or open foot ware (jandals/thongs) are not permitted as footwear in the Pit lane.

Animals:

No animals will be permitted at the track.

Contacts:

Race Secretary Round 1:	Wendy Ashmore	027 357 1117; 03 968 0592 day; 03 359 8676 night email: wendy.ashmore@clear.net.nz
Race Secretary Round 2:	Bill Moffat	0274 759 355 email: billatsea@xtra.co.nz
Race Secretary Round 3:	Steve Parker	022 096 4067 bmecksnz@gmail.com
Race Secretary Round 4:	Colleen Thompson	027 423 1433 email: colleenryanthompson@gmail.com
Road Race Commissioner:	Greg Percival	021 160 3960 email: greg@nohair.co.nz

Motorcycling New Zealand www.mnz.co.nz email: admin@mnz.co.nz

On-line entry available at www.nzsuperbikes.nz or www.mnz.co.nz