

SUZUKI INTERNATIONAL SERIES 2020

RULES: MNZ General Road Racing plus the following Supplementary Regulations

1. Rider Eligibility for Cemetery Circuit: *** ALL Riders Must hold a senior championship Licence** (not just Club licence), your MNZ logbook must have details of your last three MNZ standard competitions within the last 12 months immediately prior. These will be checked at sign in. (see MNZ Rule 14.9o). First time competitors at Cemetery Circuit are also to complete a 4 lap familiarization of the circuit. This will be behind an experienced Rider prior to the official practice. More details at Cemetery Circuit Riders Briefing.
2. Additional entries and Class extensions on the day will be at the Organisers Discretion.
3. Organisers reserve the right to accept or decline any entry and/or cross-entry into any class.
4. Minimum entries per class to be at Organisers discretion. Maximum entries per class is 40
5. Race/ practice will be run in organized classes but may change at Organisers discretion. (Practice sessions may be timed and used as qualifying)
6. **Gixxer 150 Cup: Riders must be aged 16 years or over to ride at Cemetery Circuit.** Other 2 Rounds under 16yr olds must have Entry Form signed by parent/guardian and that person with them at Riders Briefing or any Protest. Refer to page 9 for Gixxer Cup regulations. *Short course Taupo. Full course at Manfeild.
7. Machines eligible for Super Moto: up to 450cc 4 stroke and up to 500cc 2 stroke. Super Moto machines may not cross enter and are only eligible for the Super Moto class.
8. Pre-82 Sidecars: Major components, chassis and engine to be Pre 1982.
9. Supersport 300 please see page 7 of Supplementary Rules
- 9a. Formula Sport/Bears *No cross entering into other classes. (see page 9 of this entry form for FSPORT/Bears regulations)
- 9b. Pre 89 may not cross enter into any other class.
10. Entrants are only eligible for races if they have qualified within 115% of the pole position time for that particular class, or at organisers discretion.
11. Slick tyres are allowed in all classes except Gixxer 150 Cup (Control tyre – see Gixxer Regs 1.2) and Supersport 300 (see Supersport 300 Regs 20)
12. Pole position for each class earns 1 championship point: Point Scale: 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
13. Organisers reserve the right to check machine eligibility at any time. This may include an engine tear down to check engine capacity. This will be at competitors expense if found to be in breach of any rules. Organisers decision on this will be final.
14. Machine Examination: It is your responsibility to ensure that your machine complies by the MNZ Safety Rules and is safe. Random checks will be made during the day. All machines crashed during practice or racing must be presented to the Steward of the meeting for examination after repairs are carried out. All crashed machines and riding gear must be examined. Racing Safety equipment is your responsibility. Back protectors may be checked on the Dummy grid. Random checks will be made during the day. All gear is to meet MNZ rules Chapter 8 Safety Gear (Road). At Cemetery Circuit, compulsory machine and gear examination will take place for every entrant.
15. At Cemetery Circuit a Machine examination 'pass' sticker will be issued to all entrants once the Bike and Riders gear has passed examination. This is to be placed on the front /number board.
16. Fluid leakage. Machine to be removed for repair. Second occurrence may mean disqualification.
17. **Any bike crashed in qualifying or racing may not re-join that session/race. Machine must be re-examined and injured Rider/s given clearance from the circuit Doctor/medical team.**
18. **Kill Switches must be attached to the rider as per MNZ Rule 10-16 for Cemetery Circuit. (These must be operational and will be checked on Dummy Grid!)**
19. Entrants who wish to erect any advertising and/or mount any promotional activity at the Suzuki International Series meeting venues. should apply to the Organisers. Such advertising and/or promotional activity shall not be undertaken without obtaining permission to do so from the Organisers in conjunction with the major sponsor for this event.
20. Any offensive advertising /wording on bikes, fairings, pit crew clothing etc must be taped over or removed.
21. Invitation to the Robert Holden Memorial Race (Cemetery Circuit only) is at the sole discretion of the organisers.(top 20 times excluding Supermoto & Sidechairs) Prize \$ for the top 10. RH Trophy for first place and a trophy for the first 675cc & Under.
22. Prize Money – This year due to economy affected by Covid19 – There will be no prize money paid out. Entry Fees have been reduced.
Classes will also be run combined (No split Jnr/Snr) and trophies presented to overall Top 3.(except Robert Holden – Medals presented)
23. All Competitors to have a Fire Extinguisher of 1kg in their pit and all Electrical goods must have a **current 'Electrically Safe' test tag.**
24. **Please Note: Speed Restriction in pits 15kmph**– exceeding this may result in a fine or disqualification
Be aware of pedestrians/spectators at all times!
25. **NO Drinking Alcohol or Smoking or drugs allowed in the pits.**
26. **NO Pets or animals allowed at any meetings.**
27. Anyone found to be in breach of rules may be excluded from the full days results.

NUMBERS: Riders with registered numbers with MNZ will have exclusive rights to their number.

PLEASE NOTE: Individual copies of results will not be issued. For Live results/Times & livestream(CC only) you can go to My Laps. Results & Times will be on DISPLAY ONLY at Sign In.

F1 REGULATIONS

F1 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines. **No cross entering into another classes.**

1. Capacity Groups: (Refer to rule 5 below for specifications and restrictions within a capacity group)

- 676 - 1310cc maximum displacement, 4 cylinders, 4-stroke.
- 680 - 1310 maximum displacement 3 cylinders 4-stroke
- 751cc to open twin cylinder four stroke
- 351 - 500cc maximum displacement, 4 cylinders, 2-stroke.
- 401 - 760cc maximum displacement 2 - 3 cylinders 2-stroke

2. Number Plate Colours and placement: Refer to MNZ Rulebook (will be as per Superbike)

3. Fuel: No Methanol

4. After market wheels may be used/fitted

5. Machine Specifications (General):

- All machines must comply with the relevant MNZ Rulebook Rules such as Chapter 10.
- Machines with re-bored cylinders must remain within the appropriate capacity limit.

6. Engine Specifications:

- Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
- The original carburettor may be replaced by any brand or type
- No nitrous or other performance enhancing add ons of this type.
- No oval piston engines.

7. Modifications permitted: Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted

8. Other machines admitted at the discretion of the Organisers

F2 REGULATIONS

F2 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines. **No cross entering into another classes.**

1. Capacity Groups: (Refer to rule 5 below for specifications and restrictions within a capacity group)

- 451 - 675cc 4 stroke 3 cylinders, (including 750V twins)
- 401 - 600cc 4 stroke 4 cylinders
- 401 - 490cc production based 2 stroke
- 250 - 351cc competition based 2 stroke

2. Number Plate Colours and placement: Refer to MNZ Rulebook (will be as per Supersport)

3. Fuel: No Methanol

4. Any after market wheels may be used/fitted

5. Machine Specifications (General): All machines must comply with the relevant MNZ Rulebook Rules such as Chapter 10.

Machines with re-bored cylinders must remain within the appropriate capacity limit.

6. Engine Specifications:

- Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
- The original carburettor may be replaced by any brand or type
- No nitrous or other performance enhancing add ons of this type.
- No oval piston engines.

7. Modifications permitted: Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted

8. Other machines admitted at the discretion of the Organisers

Note: F2 may also be eligible for F1.

F3 REGULATIONS:

F3 Class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

1. Capacity Groups:

- * Multi-cylinder four stroke up to 450cc
- * The working displacement of a 3 or 4 cylinder 4 Stroke (cylinders producing power) shall be no more than 450cc
- * Multi-cylinder production based two strokes up to 400cc
- * Twin cylinder, air cooled, four stroke up to 750cc
- * Single cylinder four stroke from 200cc – Open Capacity
- * Single cylinder two stroke from 00cc – 500cc
- * Twin cylinder, 2 or more valves, water cooled 4 stroke up to 660cc
- * Number plate colours and placement: Refer to MNZ rulebook

* Fuel: No Methanol

* Any after market wheels maybe used/fitted

* No nitrous or other performance enhancing add ons of this type, No oval piston engines

* Modifications permitted: Provided all previous requirements are met and the machine complies with the relevant General Competition rules.

* Other machines admitted at the discretion of the Organisers

NOTE: 125GP/250Mono are eligible for F3. Supermoto bikes are NOT eligible for F3

PRE 89: as per MNZ Rules Chapter 17 Road Racing Post Classic ***No cross entering into other classes.**

SUPERSPORT 300

Supersport 300 class will exist for the Suzuki International Series 'formula' type machines. The capacity groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

Capacity groups

Twin cylinder 4 stroke engines from 248cc up to 325cc

Single cylinder 4 stroke engines from 248cc up to 380cc

Engine Specifications

Engines shall be derived from a production road registrable motorcycle.

Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.

The original carburettor/fuel injection may be replaced by any brand or type.

No turbocharging.

No supercharging.

No nitrous or other performance enhancing add-ons of this type.

No oval piston engines.

Preparation of Motorcycle

All motorcycles are to be prepared in accordance with Motorcycling New Zealand Inc. Manual of Motorcycle Sport Chapter 10.

Machines with re-bored cylinders shall remain within the appropriate capacity limit

Machines shall be fitted with clip-on or road style handlebars. No MX, Motard, Enduro or trail/dual purpose style of handle bars will be allowed

Fuel: Refer 10.21 and Appendix D of Motorcycling New Zealand Inc. Manual of Motorcycle Sport

Number boards will follow MNZ rules 10.2 and 10.3, figures shall be white on blue background.

Modifications or Removal Allowed Sump plug and oil filters shall be lock wired.

Footrests/foot controls shall bolt on the frame in the original position. Solid footrest shall be allowed.

Handlebar height and angle of bars can be modified. Handbars shall be plugged.

Hand controls: clutch and brake levers can be modified.

Brake lines and brake pads and rotors can be modified.

Brake calipers shall be lock-wired.

The speedo drive may be removed and replaced with a spacer.

Fairing, front guard, windscreen and bodywork shall retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy.

Plastic cones/knobs may be added to the machine to minimise accident damage.

All exposed edges shall be rounded.

Seat and seat base and associated bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat.

Fuel lines may be replaced Quick connectors or dry break quick connectors may be used. Fuel line vents may be replaced. fuel filter may be fitted.

Carburettor jetting / fuel injection tuning is allowed.

External gearing and chains may be changed.

Rear guard / chain guard can be removed.

Lower chain guard or sharkfin shall be installed.

Suspension components and oil may be changed.

Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type.

Exhaust – Full or partial systems maybe modified or replaced.

Tyres: Must be of a treaded typed and conform to the tyre manufacturers fitment guidelines.

The use of tyrewarmers is permitted.

When a race or practice is declared WET – the use of wet tyre is allowed.

Motorcycle shall be equipped with a functional ignition kill switch or button mounted on the handlebars that is capable of stopping a running engine. Additional Tether kill switch shall be installed.

Where breather or overflow pipes are fitted they shall discharge via existing outlets into a catch tank. The original closed system can be retained; no direct atmospheric emission is permitted.

Radiator fan and wiring can be removed.

The following items shall be removed

Passenger footrests / grab rails unbolted only.

Number plate / number plate bracket.

Safety bars, centre and side stands (fixed/welded brackets shall remain).

Headlamp, rear lamp, blinkers/indicators.

Toolbox, Instruments, horn, brackets and associated cables can be removed.

PRE 82 SIDECHAIRS REGULATIONS: as per Rule 8 of Suzuki Series 2019

SUPERMOTO REGULATIONS: as per Rule 7 of Suzuki Series 2019. At Taupo will run on short track. At Manfeild short track in reverse direction.

MODERN SIDECHAIRS: F1& F2 chairs combined. 2 classes. Separate Trophies.

FORMULA SPORT/BEARS REGULATIONS: ALL BRANDS**Senior:**

- 676 - 1310cc maximum displacement, 4 cylinders, 4-stroke.

- 680 - 1310 maximum displacement 3 cylinders 4-stroke

- 751cc to open twin cylinder four stroke

Junior:

- 675cc 4 stroke 3 cylinders, (including 750V twins)

- 600cc 4 stroke 4 cylinders

No Methanol

Formula Sport/Bears allows all makes of bikes. This is for Bears and Club level riders wanting to race we have created Formula Sport/Bears to accommodate modified F1 machines.

For safety reasons entrants will be strictly monitored and Riders may be shifted at Organisers discretion. 115% RULE WILL APPLY (have qualified within 115% of the pole position time for that particular class, or at organisers discretion.)

(you may not cross enter into F1 or F2)

GIXXER Cup 150 Regulations

This class allows a single make competition supported by Suzuki NZ Ltd., for standard GSX150 machines with minimum levels of modification required for safety purposes. The appearance from both front, rear and the profile of GIXXER CUP 150 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 Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 Specification

1.1 The model code for eligibility in the GIXXER cup is GSX150FDZ.

1.2 Control tyres for GIXXER Cup are:

- Front: 110/70 – 17R11FM Bridgestone
- Rear: 120/70 – 17R11FM Bridgestone

1.3 Valve clearance must be within the OEM specification.

1.4 Only Suzuki genuine parts manufactured for the GSX150FDZ or supplied by Suzuki New Zealand Limited can be used to make repairs to the motorcycle. The only exception will be the drive chain, tyres, oils and handlebars.

1.5 Carburetor re-jetting is allowed.

1.6 Steel or plastic spacers may be used to increase spring pre-load in the front suspension. These must have no other functionality other than to space the spring.

1.7 Number placement and size to be as per 10.2a. The numbers will be allocated by Suzuki NZ Ltd

1.8 Full exhaust system replacement with aftermarket or other components is allowed.

1.9 A fluid catch bottle must be fitted to collect any fluid overflow. Radiator, fuel and crankcase overflow pipes must discharge into the fluid catch bottle.

2.0 The following parts must be removed:

- Indicators
- Tail light and rear indicator/number plate bracket
- Mirrors and reflectors
- Standard tyres
- Kick start lever only, not internal parts
- Side stand. Also the side stand bracket should be cut approx 40mm to increase ground clearance
- Rear pillion pegs and L/H pillion foot peg bracket

3.0 A chain guard or shark fin made of suitable material MUST be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3 mm and have a rounded edge to avoid this causing any injury in the event of a fall.

4.0 All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be of a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics or with heavy duty end cases or crash bars made from aluminium, steel or nylon.

A frame mounted crash knob or a similar effective protector can be fitted as an alternative.

All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

5.0 Machines must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than 3.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.

6.0 Fuel must be pump(forecourt) gas only. Up to 98 Octane.

Rule 14.9.o alteration for 2020 only -

All riders must have ridden at least one (1) road race event post Covid lockdowns , this excludes first time riders at your event who must have done at least two (2) previous events. All riders with less than three (3) stamps in their logbook (from the last 12 months) MUST wear a fluoro vest for all practices, qualifying and racing