

# SUZUKI INTERNATIONAL SERIES 2023

## 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. **All Riders must be aged 16 years or over to ride at Cemetery Circuit** (or at Organisers/MNZ Discretion) Other 2 Rounds under 16 year olds must have Entry Form signed by parent/guardian and that person with them at Riders Briefing or any Protest.
7. Machines eligible for Super Moto: from 350cc to 700cc 4 stroke, and from 301cc to 700cc 2 stroke. Must be Motocross based - No Adventure Bikes. Super Moto machines may not cross enter and are only eligible for the Super Moto class. Taupo on short track and Manfeild on short track in reverse direction starting with flag.  
**\*The NZ Supermoto Championship is only for bikes up to 450cc 4 stroke.**
8. Pre-82 Sidecars: Major components, chassis and engine to be Pre 1982.
9. Supersport 300 (as per MNZ Rules)
- 9a. Formula Sport **\*No cross entering into other classes.** (see page 7 of this entry form for FSport regulations)
- 9b. Pre 89/95 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 Supersport 150 & Supersport 300 (see MNZ Rules) No Tyre restrictions for all other classes.
12. Pole position for each class earns 1 championship point for Suzuki Series only  
Point Scale under MNZ rule 14.9h: 25, 20, 16, 13, 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. Fuel: refer to MNZ Rule 10.3 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. Competitors/Teams who wish to advertise and/or mount any promotional material 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. **No Flags OR Banners**
- 19A. Further to MNZ rule 6.13 and 6.15(a) - Careless riding. Any competitor who's riding endangers and/or causes disruption to another competitor (or competitors) shall, at the discretion of the Clerk of Course and/or Steward, be shown the black flag and the guilty competitor disqualified from that session/race. If the incident is deemed serious enough by the Clerk of Course and/or Steward, further action can be taken against the guilty competitor by means of meeting disqualification and/or series disqualification. In either of these scenarios, any entry fees paid by the guilty competitor will NOT be refunded, and their race licence may be held by the race organiser and/or MNZ for further investigation.
20. Any offensive advertising /wording on bikes, fairings, pit crew clothing etc must be taped over or removed.
21. Robert Holden Memorial Race: Cemetery Circuit only. Top 20 Qualifiers excl Sidecars, SS300 & S/Moto. Trophy for first place and trophy for the first F2 Bike. Medals for first 3 only plus Prize Money as per scale.
22. Trophies presented to overall Top 3 in each class. **Prize Money for Cemetery Circuit only (see scale)**
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.**

**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/SUPERBIKE 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 - 1349cc maximum displacement, 4 cylinders, 4-stroke.
- 680 - 1349 cc 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

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

9. Superbikes as per MNZ Rules

**F2/SUPERSPORT 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)

- 601 - 800cc 4 stroke 3 cylinders, (including 750V twins)
- 501 - 640cc 4 stroke 4 cylinders
- 601 - 960cc Twins
- 401 - 490cc production based 2 stroke
- 250 - 351cc competition based 2 stroke

2. Number Plate Colours and placement: Refer to MNZ Rulebook

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

9. Supersport as per MNZ Rules

**Note: F2 may also be eligible for F1. (at Organisers discretion)**

**F3/PROTWINS 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 655cc
- \* 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

2. Pro Twins as per MNZ Rules

**PRE 89/PRE 95:** as per MNZ Rules Chapter 17 Road Racing Post Classic \***No cross entering into other classes.**

**SUPERSPORT 300**

As per MNZ Rules

**PRE 82 SIDECARRS REGULATIONS:** as per Rule 8 of Suzuki Series 2023

**SUPERMOTO REGULATIONS:** as per Rule 7 of Suzuki Series 2023. At Taupo will run on short track. At Manfeild short track in reverse direction.

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

**FORMULA SPORT 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/ allows all makes of bikes. This Class is for Club level riders Only. Formula Sport/ has been created to accommodate modified F1 & F2 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 e.g. if you are either TOO Fast or Too Slow! – Be Warned!) (you may not cross enter into F1 or F2)

**SUPERSPORT 150** (as per MNZ Rules) At Rounds 1 & 2 Only At Taupo will run on short Track.

**GIXXER CUP 150 REGULATIONS:**

APPENDIX K – Gixxer 150 Cup and 150 Women’s Cup Regulations (Road). 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.

This class has been restricted to riders entry aged 13 years old as of January 1st for that competition year. In special cases, approval may be granted by the Road Race Commissioner on an individual basis for riders from 12 years of age to ride in this production class. The basis of 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 until the rider is eligible for a Senior licence. All riders 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.

Riders must not have been placed in the top 5 finishing positions in any national championship road race (other than a 150cc class) prior to the start of the current National Championship RRC or Organisers Discretion.

The appearance from both the front and rear profile of GIXXER150 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.

Pre-session Tyre warming by any means except for environmental elements is forbidden

Any female that meets the age and experience criteria is eligible for the Women’s Cup

Approval can be requested for all eligible competitors under 16 to compete at Wanganui Street Circuit

1.0 Specification

1.1 The model code for eligibility in the GIXXER is GSX150FDZAL7- GSX150DFZM2

A list of VIN numbers and engine number will be supplied to MNZ by Suzuki New

Zealand Limited for qualifying units.

1.2 **Control Tyres** for GIXXER are: Bridgestone S22 F 110/70 R 140/70

1.3 Valve clearance must be within the OEM specification.

1.4 Only Suzuki genuine parts manufactured for the GSX150FDZAL7 can be used to make repairs to the motorcycle. Exceptions will be the drive chain, tyres, oils and other items listed in the following rules.

1.5 Fuel specification as per rule 10.13.

1.6 Carburetor re-jetting is allowed.

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

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1.9 Number placement and size to be as per 10.2a.

The numbers will be allocated by Suzuki NZ Ltd starting with the number 11.

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

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

1.12 The side stand bracket must be removed. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.

Handlebars may be replaced with an aftermarket bend or clip on style handlebars.

Footpeg risers plates may be fixed or replaced with aftermarket rearsets

2.0 The following parts must be removed:

- Indicators.
- Rear indicator/number plate bracket.
- Mirrors and reflectors.
- Standard tyres.
- Kick start lever only, not internal parts.
- Rear pillion pegs and L/H pillion foot peg bracket.
- Headlight.
- Side Stand.
- Centre Stand.

3.0 A chain guard or shark fin made of suitable material MUST be fixed 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.

Machines where swingarm shape or positioning prevents fitment are exempted (for example Yamaha R1).

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