

## APPENDIX C – Mini Motocross Homologation (Off Road)

*To view all Homologated Motorcycles refer to the MNZ Website – [www.mnz.co.nz](http://www.mnz.co.nz)*

### 1.0 Performance Enhancement Objectives:

In the event of ambiguity, these rules shall be interpreted so as to give best effect to the following objectives:

- (a) The safety of the rider and fellow competitors;
- (b) That all machines competing in a particular class should be of substantially similar specification and performance;
- (c) That any modifications or additions to a mini machine that increase, or are likely to increase, its power output are prohibited;
- (d) That the policing of these rules must be made as easy as possible;  
and
- (e) Containing costs.

### 1.1 Application of these Rules:

These rules shall apply to all MNZ permitted events.

### 1.2 Homologation and Approval:

No machine may be used in mini competition unless MNZ has homologated and given the manufacturer or importer its final written approval.

### 1.3 Homologation and Approval Process:

#### Step 1 – Homologation and Tentative Approval

A manufacturer or importer may apply to MNZ at any time for a particular make and model of bike to be homologated and tentatively approved for use in mini competition.

All applications for homologation and tentative approval shall include:

- (a) The name of the class or classes to which homologation and approval is sought.
- (b) A technical specification sheet;
- (c) A spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike;
- (d) A sales brochure for the make and model of machine;

- (e) A declaration that the mini machine as presented for homologation and approval was complete at the time it left the manufacturer's factory in the country of manufacture, and that no parts (whether OEM or not) have been added, removed, or modified after that time. (Note: Horse power limiting restrictors may be removed);
- (f) The recommended retail price of the machine; and
- (g) Such other information as MNZ may require.

All documents submitted for homologation and tentative approval shall be written in English.

MNZ may also require the manufacturer or importer to provide a sample machine for inspection and testing before either tentative or final approval is granted.

If MNZ is satisfied with the application, it will give the importer its tentative written approval for the machine to be used in mini competition.

In granting tentative approval, MNZ shall have regard to the objectives mentioned in rule 1.0 together with any additional considerations that it considers relevant.

### Step 2 – Final Approval

After receiving tentative approval, a manufacturer or importer may at any time apply to MNZ for final approval to use the particular make and model of bike in mini competition.

All applications for final approval shall include an original copy of a New Zealand Customs Import Certificate showing that at least 5 of the homologated machines have been imported into New Zealand.

Nothing shall prevent a manufacturer or importer from combining steps 1 and 2 of the homologation and approval process together.

### Big Wheel 50s

*If any manufacturer or importer has imported any big wheel 50cc machines before 20 June 2006, they may, for the purposes of achieving the homologation and approval number (ie: 5 machines) be counted as standard wheel machines of the same model provided they are re-spoked to standard size rims (ie: either a 10 or 12 inch front and 10 inch rear).*

## 1.4 **Withdrawal of Final Approval**

MNZ may withdraw its final approval at any time if it subsequently learns that any information supplied by a manufacturer or importer for the purposes of homologation and approval was misleading or inaccurate.

### 1.5 **Amendment to Homologation Specifications**

Any manufacturer or importer may apply to MNZ at any time for an amendment to the homologation specifications of a particular make and model of bike and to re-approve its use in mini competition.

Approval will not be given unless MNZ considers that there is a genuine and good reason for the amendment to the original homologation specification. By way of example, a “genuine and good reason” would include instances where a particular part on a homologated machine is faulty and needs to be replaced with a new or modified design.

1.6 Unless expressly stated mini machines, and parts fitted thereto, must remain the same as the applicable homologated machine.

1.7 The following table prescribes what parts may be modified, changed or added to a mini machine and the extent of any modification, change or addition permitted.

#### **For the purposes of this rule:**

- (a) “OEM” means that the particular part must be a genuine OEM part supplied by the original manufacturer from the spare parts manual/catalogue submitted for homologation, and that the part is identical to that used on the applicable homologated machine. No modification or addition may be made to an OEM part, nor may an after-market equivalent be substituted.
- (b) “Free” means that the particular part may be modified, added to, or substituted without any restriction other than specifically stated or those relating to general competition.

| <b>Parts</b>  | <b>Rule</b>  |
|---|--|
| Handlebars (including mounts and pads), grips and hand controls | Free   |
| Throttle  | Free   |
| Frame and Sub-frame   | OEM. May be strengthened by way of gussets but must retain original design.  |
| Triple Clamps   | OEM  |
| Front Forks   | Free but must retain OEM fork tubes and sliders  |
| Rear Suspension   | Free but must retain OEM outer casing and shaft, including shock tube and gas cylinder.  |
| Wheels  |  |
| Hubs and spokes   | OEM  |
|   |  |
| Rims, rim locks, spacers, tyres, and tubes                      | Free but the diameter of the wheel must be the same as the homologated machine<br><br>For ATVs, the width of the wheel base must remain within +/- 10% of the homologated machine. |
| Axles   | OEM  |

|   |  |
|---|--|
| Braking System                            |  |
| Brake linings                             | Free   |
| Cables and hydraulic lines                | OEM  |
| All other parts                           | OEM  |
| Swing Arm (2 wheelers)                    | OEM  |
| ATV a-arms and Swing Arms                 | OEM, but may be modified to alter ride height/width.   |
| Foot pegs & Foot Controls                 | Free   |
| Motor                                     |  |
| Bearings & seals                          | Free   |
| Base gasket                               | Free   |
| Piston & Ring                             | OEM. If the OEM piston has two or more rings, then two or more rings must be fitted  |
| All other parts                           | OEM.<br><br><u>Additional Notes:</u><br>For avoidance of doubt:<br><br><ul style="list-style-type: none"> <li>• No material may be added to, or removed from, the compression or combustion chambers, inlets and/or exhaust tracts. This includes the removal of machine markings and casting dags etc.</li> <li>• The alteration of cams, camshafts, cylinder porting and rotary valves is prohibited.</li> </ul> |
| Intake System including Carburettor       |  |
| Jets & needle (but not slide)             | Free   |
| Reeds & Reed block                        | OEM.   |
| All other parts                           | OEM  |
| Electrical System                         |  |
| Spark plug                                | Free   |
| Kill switch (2 wheelers)                  | Free, but a working kill switch must be fitted   |
| Tether switch (ATV)                       | Free, but must have wrist cord   |
| CDI                                       | OEM  |
| All other parts                           | OEM  |
| Exhaust System                            | OEM  |
| Seals, O rings, exhaust packing           | Free   |
| All other parts                           | OEM  |
| Seat                                      | Free   |
| Plastics                                  | Free   |
| Air Box                                   | OEM but may be drilled before the filter   |
| Air Filter                                | Free   |
| Clutch                                    |  |
| Clutch basket/drum                        | OEM  |
| Friction and drive disks (manual clutch)  | Free   |
| CVT weights and clutch springs (ATV only) | Free   |

|   |   |
|---|---|
| Clutch shoes (auto clutch)                          | OEM   |
| Clutch springs, spring washers and shims            | OEM   |
| Clutch springs (manual clutch)                      | OEM   |
| Cables and hydraulic lines                          | OEM   |
| All other parts                                     | OEM   |
| Gearbox and Drive System                            |   |
| External gearing                                    | Free  |
| Chain   | Free  |
| All other parts                                     | OEM   |
| All Bearings, Seals and O rings                     | Free  |
| All Screws, Bolts & Other Fastening                 | Free  |
| All Fluids and Oils                                 | Free  |
| Graphics and Paint Work                             | Free  |
| Lubrication System                                  | If homologated machine is oil injected (auto lube), the system must be used.                        |
| Fuel and Oil Caps (includes fuel cap breather hose) | Free, but must prevent spillage   |
| Fuel lines  | Free but must be the same internal diameter as OEM and made of material suitable for carrying fuel. |
| Oil filters   | Free  |
| Optional Additional Parts                           |   |
| Holeshot Kits/clips                                 | Not permitted   |
| Steering dampeners                                  | Not permitted   |
| Engine hour meter                                   | Free  |

### 1.8 **Transitional Provisions:**

These rules shall come into effect on and from 1 September 2005.

From 20 June 2005 to 1 September 2005, the existing mini rules relating to performance enhancement shall apply except that any part listed as free in rule 1.7 above shall be free.

### 1.9 **Application for Dispensation:**

If a mini machine that was in New Zealand before 20 June 2005 cannot be homologated and approved for use in mini competition, the owner/rider of that particular machine may apply to MNZ for a written dispensation from rules relating to homologation and approval.

All applications shall include:

- (a) The name of the class to which approval to compete is sought; and
- (b) A technical specification sheet and
- (c) The spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike for which dispensation is sought;

- (d) A declaration that, except as permitted by rule 1.7, no parts (whether OEM or not) have been added, removed or modified after the machine for which dispensation is sought arrived in New Zealand (Note: Horse power limiting restrictors may be removed).
- (e) A sales brochure for the make and model of machine or an explanation as to why one cannot be provided; and
- (f) Such other information that MNZ may require.

MNZ may also require the Applicant to produce the machine for inspection and testing before any dispensation is granted.

In deciding whether or not a dispensation should be granted, MNZ shall have regard to the objectives mentioned in rule 1.0 together with any other considerations that it deems relevant.

In issuing a written dispensation, MNZ may specify any special conditions it deems reasonably necessary to meet the objectives in rule 1.0 this includes imposing conditions that require the removal, addition, replacement, or modification of any part(s) on the machine.

The rider of any mini machine that has been given a written dispensation must be able to produce an original copy of it to any steward if so requested.

#### 1.10

##### **Withdrawal of Dispensation:**

MNZ may withdraw dispensation at any time if it subsequently learns that any information supplied by the Applicant for the purposes of dispensation was misleading or inaccurate.