



## Chapter Index (Off Road)

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## CHAPTER ONE – Jurisdiction (Off Road)

- 1.1 The Federation Internationale de Motocyclisme (FIM) is recognised as the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of motorcycle competition (including speedway competition and records) and is the final international court of appeal for settlement of disputes arising there from.
- 1.2 Motorcycling New Zealand Incorporated (hereinafter called MNZ) is affiliated to the Federation Internationale de Motocyclisme (FIM) and charged with the control of the sport of motorcycling and speedway racing, in all its branches, throughout New Zealand.
- 1.3 No member of an affiliated club of MNZ which has formally undertaken to observe and comply with these rules shall:
- a) Assist any person or body conducting Motor Racing that does not comply with the Rules of MNZ and Motorsport NZ or these Rules or acts in any manner contrary thereto; or
  - b) Belong to, lend his/her name to, or be an Officer of any such body unless such body is a duly constituted national organisation with an efficient set of Rules and Regulations for the conduct of Motor Races.
- 1.4 Acquaintance With and Submission to Rules: Every person, body, group of persons, etc, organising a competition or taking part therein shall by doing so, or by and upon applying for an organising permit, or by and upon applying for a licence from MNZ, or by and upon entering for a competition, be deemed to have and recognise that they have:
- a) Made themselves acquainted with these Rules and
  - b) Submitted themselves without reserve to the consequences resulting from these Rules and any subsequent alterations thereof, and
  - c) Renounced under pain of disqualification the right to have recourse except with the written consent of MNZ to any arbitrator or tribunal not provided for in these Rules and Regulations.
  - d) Agreed to exonerate and indemnify the Promoters, MNZ and their respective officials, servants, representatives and agents.
- 1.5 **Contingencies:** If any case occurs which is not or which is alleged not to be provided for by these rules it shall be determined in the first instance by reference to the Board of MNZ, whose decision unless afterwards reversed by MNZ in General Meeting, shall be final.
- 1.6 **Interpretation:** These regulations shall be considered bylaws of MNZ and shall be interpreted according to the MNZ Constitution.  
MNZ shall be empowered to decide any question raised within the Dominion of New Zealand concerning the interpretation of these Regulations and reserves the right at any time, and from time to time, to add to, or otherwise vary or amend these Regulations.

- 1.7 The relevant Commissioners may from time to time undertake a review of the validity of any rules. Particular reference should be made to those of a legal, technical, quantitative or monetary nature, but will not include any alteration to the basic principle of a rule. Final ratification of any rule review is still required by the GB.
- 1.8 Each Commission shall determine the structure of their NZ and Island Championships which must be ratified by the Board.

## CHAPTER TWO – Definitions (Off Road)

The following definitions and abbreviations shall be adopted in these rules, in any Appendices thereto, in all Supplementary Regulations and for general use.

- 2.1 **ACU:** The Auto Cycle Union of Great Britain, a branch of the RAC to which the RAC has delegated its control of the sport of motorcycle and speedway racing.
- 2.2 **AGM:** Annual General Meeting
- 2.3 **Affected Parties:**
  - (a) **Protests:** Protester, protested party, any other party that will be detrimentally affected if the protest is successful.
  - (b) **Appeals under rule 7.3.2(a):** Appellant, Steward, any party who is in a detrimental position due to a protest outcome.
  - (c) **Appeals other than under Rule 7.3.2 (a):** Appellant, Party whose decision is being appealed.
- 2.4 **Appeal:** A formal demand made to a higher tribunal for relief from the decision of the lower tribunal.
- 2.5 **ATV:** A four-wheeled motorcycle as defined in Chapter 11.
- 2.6 **Beach Race:** A race on the seashore either on a continuous circuit or from point to point.
- 2.7 **Board:** The Board of MNZ, also referred to as the Governance Board or GB of MNZ.
- 2.8 **Chair (judicial):** means the chairperson of a judiciary Committee
- 2.9 **CGO:** Chief Governing Officer
- 2.10 **CIN:** Competitor Infringement Notice
- 2.11 **Club:** Any constituent Club of MNZ, which has formerly undertaken to observe and comply with these Rules.
- 2.12 **Code of Conduct:** As defined in the Constitution.
- 2.13 **Competition:** Any trial, race, sports meeting, attempt at record or sporting event in which one or more persons compete either amongst themselves or against time or attempts to fulfil certain conditions laid down in advance.
- 2.14 **Competitor:** The driver and his-her passenger, if any, together with his-her vehicle.

- 2.15 **Complaint:** means a complaint in writing by an individual or organisation that a Member or any person for whom a Member is responsible for, has;
- (a) breached, failed, refused or neglected to comply with a provision of the Constitution, the Manual of Motorcycle Sport, the Code of Conduct, the Code of Ethics and any other rule, regulation, bylaw, policy, resolution or determination of the Board or any Committee;
  - (b) acted in contravention of MNZ objectives as set out in the Constitution;
  - (c) acted in a manner unbecoming of a Member or prejudicial to the interests of MNZ; and / or
  - (d) brought MNZ or the sport of motorcycling into disrepute.
- 2.16 **Completed lap:** the number of completed race laps is counted as the lead bike (on track) crosses the defined control line(s) at the completion of a circuit of the course.
- 2.17 **Control line:** a line that crosses the course that is used for determination of an occurrence.
- 2.18 **Course:** A line of way to be followed in a competition.
- 2.19 **Clerk of the Course (CoC):** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Clerks of the Course are graded according to their experience, skills and qualifications.
- 2.20 **Competition Licence: An annual MNZ Championship or MNZ Club Licence.**
- (a) **MNZ Championship Licence:** Required for all Championship Classes at Championship Events & Street Road Races, also valid for all MNZ permitted Club events (subject to 5.2d).
  - (b) **MNZ Club Licence:** Minimum licence requirement for all MNZ National events, also valid for all MNZ permitted Club events & support classes at Championship Events (subject to 5.2d).
  - (c) **MNZ One Event Licence:** Valid for MNZ Club events that the Host Club have decided to make available. Only valid for One Event as specified on the One Event Licence Application form. Not valid for Championship Events. The Steward of the meeting has jurisdiction to decline a one event licence application at his/her discretion.  
Refer 5.2f for age restrictions.
- 2.21 **Cross Country (XC):** A long distance cross country race presenting irregularities of surface and terrain.
- 2.22 **Disqualification:** The loss for all, or a stated time, of any right to take part in any capacity whatsoever in any international vehicle competition. A sentence of disqualification may be pronounced on any person or body of persons or on one or more vehicles by the Board. The rights lost under a sentence of disqualification can only be restored by MNZ.
- 2.23 **Enduro:** A competition in which competitors are required to maintain prescribed average speeds and undergo special tests over varying terrain

including cross country and other rough terrain.

- 2.24 **Entrant:** A person or body having signed an entry form and having been accepted for any competition whatsoever.
- 2.25 **Exclusion:** The prohibiting of a person or body of persons from taking part either in some particular capacity or in any capacity whatsoever in a certain vehicle or of vehicles of a certain type or a vehicle accessory, from being driven or used in a specified competition. Exclusion may be pronounced by a competent authority either before, during or after the competition, and may be made retrospective, subject to confirmation by the Steward of the meeting before doing so.
- 2.26 **Finishing Line:** A finishing line is the last control line on a course.
- 2.27 **FIM: (Federation Internationale de Motocyclisme):** The FIM is the Geneva based world controlling body of motorcycle sport of which Motorcycling New Zealand is an affiliated member.
- 2.28 **FMN:** National Federation of Motorcycling affiliated to the world body FIM.
- 2.29 **GMO:** General Manager Operations
- 2.30 **Grass Track Race:** A race on a continuous grass circuit of up to one mile and a quarter (1 ¼) in circumference, e.g., racecourse.
- 2.31 **Handicap:** A method laid down in the Supplementary Regulations of a competition having for its purpose the equalising so far as possible the chances of the competitors. A handicap may be either published or sealed.
- 2.32 **Heat:** One of a series of races, the whole of which constitute a particular competition.
- 2.33 **Judiciary:** The Committee established under Section 10 of the MNZ Constitution.
- 2.34 **Judiciary Committee:** the committee appointed from persons on the Judiciary panel to hear complaints and appeals.
- 2.35 **Judiciary Panel:** the panel of Officials appointed by the Board from which Judiciary Committees are appointed by MNZ.
- 2.36 **Junior Enduro:** A long distance event over varying terrain with no penalties for time taken to cover the trail and special controlled time tests of a cross country and motocross nature for riders over the age of 12 years.
- 2.37 **Major Event:** Major events are MNZ title events and other events, with advertising beforehand, of more than \$4000 prize money or kind.
- 2.38 **Member:** a member of Motorcycling New Zealand as defined in the



Constitution.

- 2.39 **Miniature TT Race:** A race on a continuous reasonable smooth or undulation grass or earthen surface.
- 2.40 **MNZ:** Motorcycling New Zealand Incorporated, affiliated to the FIM and hereafter referred to as MNZ.
- 2.41 **MoMS:** Manual of Motorcycle Sport
- 2.42 **Motocross (MX):** A cross-country race presenting irregularities of surface and terrain.
- 2.43 **Motorcycle:** A vehicle having two wheels in line, mechanically propelled.
- 2.44 **MSNZ - Motorsport New Zealand:** The organisation to which control of automobile sport in New Zealand has been delegated by the FIA.
- 2.45 **Non Speed Event:** An event of a non-competitive nature designed to encourage and or foster participation in motorcycling. Such events can include but are not limited to rider training, trail and adventure rides.
- 2.46 **NZTA:** New Zealand Transport Authority.
- 2.47 **OEM:** Original Equipment Manufacturer.
- 2.48 **Outside Assistance:** The doing by any person other than the driver, or passenger (if any) or an official in the performance of duties, of an act involving contact with the machine.
- 2.49 **Permit:** The documentary authority to organise and hold a competition, or non-speed event granted solely by MNZ or its agent.
- 2.50 **Proceeding;** means any proceeding taken pursuant to Chapter 7 in this Manual of Motorcycle Sport.
- 2.51 **Programme:** A document prepared by the Promoters of a meeting for the purpose of informing the participants and spectators about such meeting.
- 2.52 **Protest:** A formal statement of objection to some act of omission or commission on the part of the promoter, an executive official or a rider made by another competitor.
- 2.53 **Race:** A competition in which speed is the factor determining the result.
- 2.54 **Record:** The best result obtained under prescribed conditions
- 2.55 **Regional Official:** An Official appointed by the Officials Commission. Duties include, but are not limited to, maintaining the standard of Officials, training Officials, and supervising Clubs and Officials.

- 2.56 **Relegation:** Demoting a competitor or competitors by moving them back in the finishing order by one or (preferably) more positions.
- 2.57 **Sidecar:** A vehicle having three wheels, two of which are in line fore and aft, with the third wheel offset to either side.
- 2.58 **Speed Event:** As for Race (2.52).
- 2.59 **Sports Tribunal;** means the Sports Tribunal of New Zealand established under the Sports and Recreation New Zealand Act 2002 and continued under the Sports Anti-Doping Act 2006.
- 2.60 **Start:** The start is the moment when the order to start is given to a driver in any competition.
- 2.61 **Starting Line:** A starting line is the first control line on the course.
- 2.62 **Steward:** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Stewards are graded according to their experience, skills and qualifications.
- 2.63 **Regional Official:** An official appointed by the Officials Commission and ratified by the Board of MNZ.
- 2.64 **Steward (National):** An official appointed by the officials Commissioner to control events at a National level.
- 2.65 **Supplementary Regulations:** Regulations, supplementary to these Rules, drawn up by the organiser of a competition and approved by the authority granting the permit, having for their object the laying down of the details of a competition. All events advertising \$2000 or more prize money will publish with the Supplementary Regulations and entry form, the prize money scale.
- 2.66 **Suspension:** The prohibition by the MNZ Board, for a definite period or sine die of a person or body of persons or a certain vehicle or of vehicles of a certain type or of a vehicle accessory from taking part in any capacity or being driven or used, as the case may be, in vehicle competition within New Zealand.
- 2.67 **Track Race:** A race other than a Road Race, on a closed circuit, the surface of which is hard and either banked or not banked on the bends.
- 2.68 **Trial:** A competition in which a number of competitors take part endeavouring to full fill prescribed conditions.
- 2.69 **Working Days; Working Day** means, a day of the week other than;  
a) a Saturday, a Sunday or any recognised public holiday  
b) a day in the period commencing with 23 December in a year, and ending with the 2 January in the following year.

## CHAPTER THREE – Officials (Off Road)

- 3.1 Every event shall be directed and carried out by certain officials whose duties are either supervisory or executive.  
Each event must have Steward(s) and CoC(s) of the required levels and with the correct discipline endorsement.
- 3.1a MNZ shall appoint representatives (hereinafter called stewards) who shall have supreme control over the conduct of any motorcycle meeting and shall have the duty of enforcing the rules, bylaws and regulations of MNZ that apply at the meeting.
- 3.1b Junior Officials (under the age of 16). Minimum Ages:
- for officials working in event administration – 12 years;
  - for officials working in a non-competition area – 14 years;
  - for officials working as a timekeeper – 14 years; and
  - for officials working alongside the competition surface – 14 years.
- All Junior Officials must be supervised by an Adult Official.
- 3.2 Officials (Stewards and Clerk of the Course) will be required to attend a formal training course at least every two years. This may be extended to three years on individual application to the Officials Commissioner should exceptional circumstances exist.  
Official's progression details are available on the Officials page of the MNZ web site or from the MNZ office upon request.
- 3.2a MNZ will appoint Series Officials to oversee Island and New Zealand Championships with multi round structures. Host clubs will appoint Event or Round Officials of appropriate grade to officiate that round and/or club Officials for training and assessment. Single round Championship Officials may be appointed by MNZ. For a Junior Cross Country Championship event 2 Stewards will be appointed by MNZ. Where possible one Steward or track marshal should be mobile to travel the track with all safety gear on.
- 3.2b Officials of not less than the required level must attend every event where a MNZ permit has been issued to supervise and to see that all safety requirements of riders, spectators and officials are met and that the course meets the requirements as set out for the type of event being run.
- 3.2c The Steward of the Meeting shall have no executive duty in connection therewith on the day, but shall be in supreme supervisory control over the meeting in accordance with the regulations, and exercise all powers set out in the MNZ Constitution.
- 3.2d Stewards required by MNZ to officiate at meetings outside their area are to be paid expenses by organising clubs at Public Service rates.
- 3.2e For selected major events MNZ may appoint the Steward of the meeting and other officials from outside the area of the meeting.

- 3.2f A Stewards report as supplied with the event permit must be completed by the Steward of the event for every permitted event to the office of MNZ within seven days of the event being held.  
The MNZ Office will forward a copy of the Stewards report and Medical report to the Club that ran the event and, the Regional Official of the Region.
- 3.2g A Clerk of the Course report as supplied with the event permit must be completed by the Clerk of the Course of the event for every permitted event and forwarded to the Office of MNZ within seven days of the event being held. The MNZ Office will forward a copy of the Clerk of the Course report to the Club that run the event, and the Regional Official of the Region.
- 3.2h For a Junior Cross Country Championship event 2 Stewards will be appointed by MNZ. Where possible, one Steward should be mobile to travel the track. If riding, all safety equipment shall be worn. The mobile Steward may impose a penalty for any competitor breaching regulations.
- 3.2i Stewards should be visible by wearing an MNZ marked 'Steward' vest (Hi-Vis Yellow). This vest may not have club, sponsor or event branding.  
The Clerk of Course should be visible by wearing a MNZ marked 'Clerk of Course' vest (Hi-Vis Orange). This vest may have other branding. All other Officials should wear the 'Hi-Vis Orange' colour but none may be marked to give the impression they are the Steward or Clerk of the Course.
- 3.3 MNZ may appoint Officials of the correct grade for Major, Island and New Zealand Championships and street road race events. The grade of event and the required grade of Officials shall be advised on the event permit.
- 3.4 **Clerk of the Course:**  
The Chief Executive Official at a competition, under whose control come the following officials:
- |                      |             |                   |
|----------------------|-------------|-------------------|
| Secretary of Meeting | Starter     | Judges            |
| Timekeepers          | Handicapper | Machine Examiners |
| Marshals             | Lap Scorers | Observers         |
- 3.4a The Clerk of the Course shall be responsible to the Steward of the Meeting for the good management and conduct of a competition in accordance with these Rules, the Supplementary Regulations and the official programme and for the direction and control of all executive officials necessary for that purpose.
- 3.5 **Coordinator:** The Coordinator is a Commission appointee. He/she is to liaise with Clubs running New Zealand Championship rounds. He/she is responsible for presenting supplementary regulations, point's progress and results to the MNZ office. He/she may attend protests in an advisory capacity only.
- 3.6 **Secretary of Meeting:** The Secretary of the Meeting shall be particularly responsible for the organisation of the meeting insofar as the supply of all necessary documents, badges, etc., are concerned as well as for the transaction of all official correspondence relating to the meeting.

- 3.7 **Duties of Judge:** It shall be the duty of the Judge to declare the order in which the competing machines pass the finishing line. If the Judge considers he/she has made a mistake he/she may alter his/her decision after consultation with the Steward of the Meeting and the Clerk of the Course.
- 3.8 **Duties of the Starter:** It shall be the duty of the Starter to start each race when so instructed by the Clerk of the Course: from then until the start of the race the competitors are under the sole control of the Starter. In the case of a false start the Starter may order a re-start.
- 3.9 **Timekeeper:** The principal duty of the Timekeeper is to record and report such times as are required by the conditions of the competition as instructed by the Clerk of the Course and to prepare and sign such records as may be required in the case of an attempt at records or a certified test.
- 3.10 **Handicapper and Starters:** Shall be approved by the Steward and at no meeting shall a handicapper or starter be allowed to compete in any event under the jurisdiction of MNZ where they are officially engaged. The Handicappers shall on demand from MNZ immediately forward to the MNZ office, particulars of the handicaps and results of their meeting and these results shall be available to any approved handicapper at any time on application to MNZ.
- 3.11 **Machine Examiner:** It shall be the duty of the machine examiner to satisfy themselves prior to a machine taking part in an event that the competing machine conforms to these Regulations and is in proper condition to race. He/she may check machine(s) involved in an accident or fall if considered appropriate before such machine(s) is permitted to start in another race.
- 3.12 The Club/Promoter shall provide a sufficient number of Flag and Track Marshals who must be briefed prior to the start of the first practice.  
**Flag Marshals:** Are marshals appointed to give signals laid down in these rules. Flag Marshals shall occupy posts along the course assigned to them by the Clerk of the Course.  
As soon as the meeting commences all Marshals under the orders of the Clerk of the Course to whom he/she shall immediately report by any means at their disposal (telephone, signal, courier, etc.) all incidents and accidents which occur on the section of the course for which he/she is responsible.
- 3.13 **Observers:** Are officials in charge of admitting riders to Observed Sections and recording their scores. They decide in the first instance upon any matter relating to the application of MNZ Rules to rides they observe.
- FREE ADMISSION OF OFFICIALS OF MNZ:
- 3.14 Any Board or Life Member, Regional Official, Commissioner, National Grade Official, on production of his/her warrant, is entitled to free admission for themselves and their family to any event run by a MNZ affiliated Club.
- 3.14a Any Club Grade Official, on production of his/her warrant, is entitled to free admission to any event run by his/her club.

## CHAPTER FOUR – Sanction Of Meetings (Off Road)

- 4 All events require a permit from the MNZ Office. A permit must be displayed at the event, and the permit number and MNZ Logo must be shown on all paid media advertising and all printed entry forms for events, posters, programmes, including those on club websites. Where a local body requirements or exemptions exists those requirements of exemptions shall prevail. Proof of such requirements or exemptions shall be made available to the Steward of the Meeting.
- 4.1 No competition shall be promoted on either a public or private road or elsewhere until such permission as may be legally necessary is first obtained from the appropriate authority or private individual as the case may be.
- 4.1a **Events Involving Road Closure:**  
Typically these will include, beach racing, road-hill climbs, flying and standing quarter mile, and forest Owner/Management type events. Two legal acts cover the closure of roads for the purposes of racing. Permit applications for these events must state the act applying to the event concerned.
- 4.1b All event permit applications must be submitted to the MNZ Office with the appropriate fee. This application must arrive at the MNZ office not less than 14 days (three months for MNZ Championship Events) prior to the proposed event date. Late applications will require double fee payment.
- 4.1c The fees for permits shall be decided upon by MNZ annually.  
The MNZ Office shall advise all clubs of the schedule of fees.
- 4.1d Permits to organise events will only be issued to affiliated clubs or registered promoters.
- 4.1e **Motocross Events:** All permit applications and supplementary regulations for motocross events must state whether the event is to be held on natural terrain or Supercross style man improved circuit.
- 4.2 Special conditions apply to events at which competitors from overseas are invited to attend. The MNZ Office will supply details on request. All overseas competitors wishing to compete in New Zealand must obtain a clearance from their licencing Federation and have this faxed or emailed to MNZ prior to the event being held. This is the competitor's responsibility. MNZ is required to notify the event organisers prior to the sign on for the meeting.
- 4.3 No event or demonstration other than a motorcycle event shall take place at a meeting held under these rules without the consent of MNZ which must be applied for on the permit application. If granted it will be shown on the permit.
- 4.4 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made a statement of accounts of any race meeting held under control of the club.

- 4.5 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made, all records and results of any race or meeting held under the control of the club.
- 4.6 Any claims made on a letterhead or in any other manner by any rider, entrant or firm, must be correct and precise, and must state the year, class and type of competition (e.g. 1999-2000 NZ 125cc Senior Motocross Champion - NOT simply NZ Motocross Champion).
- 4.6a Any infringement of this rule whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body, by, or on whose behalf the advertisement is published or issued, liable to or may cause exclusion, suspension or disqualification.
- 4.7 No club shall be permitted to conduct, on the same day, a conflicting event within an 80 kilometre radius North Island, 160 kilometre radius South Island of the venue of any permitted championship, except with the permission of the club organising the championship.
- 4.7a No club shall be permitted to conduct, on the same day, an event within a 40 km radius of the venue of any event under permit by MNZ, unless the two events are not of a similar nature.
- 4.7b MNZ may, where appropriate decline to issue an event permit.
- 4.8 Every person promoting, organising, or taking part in a competition held under permit from MNZ shall be deemed to be acquainted with these rules, and with any supplementary regulations that may be issued for any particular event.
- 4.9 Supplementary Regulations for events, particularly Championships, must not contradict the intention of the Manual of Motorcycle Sport. ALL events advertising \$2000 or more prize money will publish with the supplementary regulations an entry form, or acceptance forms with the prize money scale. All clubs running an event where prize money is paid shall display the scale of prize money at the secretary's administration point prior to the start of the first race.
- 4.9a All Championship Supplementary Regulations must be forwarded to the MNZ office for approval by the relevant Commissioners prior to the issuing of the event permit.
- 4.9b When Championships are being run, Supplementary Regulations must also be forwarded to the Coordinator.

**Additional rules applying to New Zealand and Island Championships:**

- 4.10 MNZ recognises a number of championships that are available for annual competition.
- 4.10a Commissioners/commissions through the MNZ Office shall invite applications to host New Zealand & Island Championship events.

- 4.10b Commissioners/commissions will allocate Championships to host Clubs based on applications received. Allocations will be ratified by the Board of MNZ prior to the announcement.
- 4.10c Permits to hold a championship meeting must be applied for 90 days in advance, always providing that the championship allocations have been finalised at this time.
- 4.10d Supplementary Regulations must be approved by MNZ prior to distribution to clubs and riders.
- 4.10e Promoting clubs must notify all other clubs, and the previous year's title-holder, of the date, venue and Supplementary Regulations for the championship at least 60 days before the event.
- 4.10f **If minimum of 6 valid paid entries have not been received at the published closing date for normal entries (for clarity this excludes late entries and similar), then the Championship, GP, National or Island event class will not run for that year, provided that if the event is part of a series then this will apply only to that round; and 6 entrants must start said event (in official practice, qualifying or race).**  
**Host Clubs may apply to MNZ for dispensation of the above rule under special circumstances.**
- 4.10g The Officials Commissioner may appoint Stewards of the correct grade for Island and National Championships. The grade of event and the required grade of Stewards shall be advised on the event permit.
- 4.10h Results of MNZ designated championship events must be notified to the MNZ office by post (within 7 days) or electronically within 24 hours of the event finishing. Failure to comply with this will incur a \$250 fine on the club. Existing permits will be withdrawn and no further permits will be issued until the fine is paid.
- 4.10i A Championship allocated for a given year and not run in the prescribed time may incur a penalty from MNZ.
- 4.10j MNZ shall not issue a permit for more than one New Zealand title event of a like or similar nature on any one day.
- 4.10k Entry Forms and Supplementary Regulations, once approved, will be sent from the MNZ office to the nominated meeting Steward.
- 4.10l Every championship will be conducted under these rules.
- 4.10m Any event with more than one track that is in use concurrently must have a Clerk of the Course for each such track. Dispensation for this must be applied for to the discipline Commissioner and Officials Commissioner.  
This dispensation is valid for one licence year, or until any one track is modified on layout.



- 4.11 MNZ will register Private Promoters. Registered Private Promoters may be allocated events to promote. MNZ will require certain criteria to be met including MNZ will appoint Steward/Referee and Clerk of the Course, along with supplementary regulations.
- 4.11a Subsequent recognition and registration of the promoter will depend upon the promoter's performance.
- 4.12 There will be no restriction on affiliated clubs promoting events.

## CHAPTER FIVE – Licencing Entries (Off Road)

- 5.1 All competitors shall ride at their own risk.
- 5.2 Competitors wishing to compete in events shall cause themselves to be registered on the books of MNZ prior to competing, by **either** forwarding to the MNZ Office a correctly filled in competition licence application form **or completing the online licence application**. Such registration shall expire on the 30th June, or as determined by the Board of MNZ, with the exception of international licences which will expire on December 31.
- 5.2a Every person so registered must be a financial member of a club affiliated to MNZ.
- 5.2b Any intending competitor who is under the age of 16 years must have his/her application for a competition licence endorsed by a parent or legal guardian. All applications for mini and junior class licenses must include a copy of their birth certificate.
- 5.2c Licence application forms are obtainable from the MNZ Office, MNZ Website, and Club Secretaries and must be sent together with such fee as shall be determined by the Board. Upon receipt, the MNZ Office shall enter the name of such person in the register and issue them with a competition licence and competitor logbook. Riders are encouraged to make application for competition licences **online through the MNZ App or MNZ App web portal** where full details of applications and fees are available.
- 5.2d MNZ may refuse to issue or may withdraw any competition licence/membership.
- 5.2e **One Event Licences:** can be issued to competitors at Club Events. These Licences cannot be used at the following events; New Zealand or Island Championships, Street Racing, except in the instance of a competitor having a MNZ Championship licence but has forgotten it for the event. The competitor must sign the disclaimer on the One Event Licence application, and is subject to a fine & Judiciary referral should they are found not to hold a MNZ Championship licence.
- The decision of having One Event Licences available for purchase is that of the host Club. The Steward of the meeting has jurisdiction to decline an application at his/her discretion. If the steward approves the One Event Licence Application, such approval is signified by the steward signing the Licence after payment has been made for it.
- 5.2f **Ages for Purchasing One Event Licences:**  
**Off Road Events:**  
4 years Motocross **and Trial**, 10 years Cross Country, 12 years Enduro  
**All other events:** 16 years & over  
Should a rider be between the ages 4 and 18 a parent or guardian must sign the One Event Licence.

## 5.2g

### **Special Event Upgrade Licence:**

For the express purpose to enable the competitor to partake in one single New Zealand or Island Championship Event for the given licencing period.

Limited to a single Special Event Upgrade Licence per licencing period for a competitor in any class.

The decision of having a special event upgrade licence available for purchase is that of the host Club; and subject to Club application to MNZ

A Special Event Upgrade Licence can be issued to a competitor holding a current MNZ Club Licence who has competed in more than three Senior previous MNZ permitted events, or six Junior & Mini MX previous MNZ permitted events in the class entered at club level, proof of which shall be in the riders log book. The Steward of the meeting has jurisdiction to decline an application at his/her discretion.

- a) Host Club must apply to MNZ to offer a Special Event Upgrade Licence.
- b) Competitor must indicate to the host Club they will require a Special Event Upgrade Licence on pre-entry.
- c) Competitor's log book will be clearly marked by the Steward that they used the sole Special Event Upgrade Licence.
- e) The provision of Special Event Upgrade Licence must not contravene Rules 5.2a and 5.2f
- f) Any competitor found to be in breach of the single use upgrade will be subject to Rule 5.2m and have their entry refused.

## 5.2h

A competitor registered as stated and not disqualified or suspended shall be eligible to compete in any competition that the licence is valid for.

## 5.2i

Acceptance of an entry form is decided by the club or promoter provided that the entry may only be declined in good faith and for valid reasons. The club or promoter must give reasons for the declining of the entry.

## 5.2j

Competitors will enter details including helmet brand, model and serial number in the front section of their log book. Any change of helmet must be listed in this section. Competitors will also add details for the event they are entering in the Event section. Competitors licence and log book must be produced at sign in and will be held by a club official until the end of the event at which time the rider will collect. Rider injury, machine faults, faulty riding gear, rider conduct, shall be noted in the log book by the Steward or an appointed official. The steward's name must be recorded in the log book for each event listed.

**In the absence a competitors MNZ licence and log book Stewards may accept Scanning of current QR code/Licence which provide proof of a valid current licence. The Steward may record notes within the App that would usually be recorded in log book, i.e. helmet detail, rider injury, machine faults, and rider conduct.**

## 5.2k

Licence Categories: Licences will be issued in the following categories, Senior, Junior, Mini, Club & Associate Member. Licences will be valid for 12 months from date of issue.

- 5.2l A sidecar combination competing in any competition other than Record Attempts must carry a passenger. Passengers are deemed to be competitors and must have the appropriate current licence.
- 5.2m Any person competing in any event open to registered riders only, without first being the holder of a current competition licence shall be liable to a fine, suspension or disqualification for life and no un-registered person shall be entitled to receive any prize-money or trophy from any club.
- 5.3 If a competitor is entered in multiple classes with one machine (hill climb etc.) then prior to each run the class that, that run is to be counted for must be nominated.
- 5.3a Separate runs must be undertaken for each class entered.
- 5.3b Where the entry of any competitor is refused by a club for a New Zealand, North or South Island title event, or any event counting towards any of these titles, always providing that the entry is on the correct form and received by the club within the stipulated time, the competitor shall have the right to appeal to the Judiciary of MNZ.
- 5.3c An appeal under this section shall be lodged at the MNZ Office within seven (7) days of the competitor being notified by the promoter or organising club that the entry has been refused.
- 5.3d The competitor shall be permitted to compete in the particular event or events concerned until such time as the appeal has been finalised.
- 5.4 All visiting overseas competitors must sign an MNZ indemnity form. All overseas competitors wishing to compete in New Zealand must obtain a Start Permission and FIM International Licence (if applicable) from their Federation and have this sent to MNZ prior to the event being held. This is the competitor's responsibility. MNZ shall send to the organising Club and Steward for the event a copy of these documents.
- 5.5 **Entries:** Entries shall be made by the competitor on the clubs form to the Secretary of the Meeting and any club may refuse entries if not on this correct entry form. No written entry will be accepted unless signed by the rider. Most Clubs now have web sites along with MNZ where information of events and entry forms are available online.
- 5.5a All entries must be accompanied by the correct fees. If the rider is unable to attend and notifies the Secretary of the meeting by phone or by written word prior to, but not including the event day or in case of a two day meeting, the practice day, entry fees to be refunded in full if all passes are returned. In the case of a telephone cancellation written application must follow, postmarked before the event or practice day.
- 5.5b Any entry by telephone must be confirmed by forwarding an official entry form immediately with entry fee.

- 5.5c Any entry which contains a false statement shall be considered null and void. The entrant may be deemed to be guilty of a breach of these rules and the entry fee may be forfeited.
- 5.5d Whenever entry forms are circulated in advance of an event at least one copy must be sent to the MNZ Office.
- 5.5e Any Club not allowing late entries must print words to this effect on entry forms if entry forms are printed for any particular event.
- 5.5f The use of any term in poster, press, radio, TV, or any other publicity or in entry forms, acceptances or programmes, that conveys any impression that any event carries other than local significance, is expressly forbidden without the written consent of MNZ. Examples of such terms are: international, national, names of countries, provinces, nationalities, oceans or seas, north, south, west, title, championship, GP, or Grand Prix, TT or Tourist Trophy. Any club wishing to use any such or similar term must request it in its permit application. If granted, it will be shown on the permit, and this will be considered to be sufficient written consent for its use for the particular event.
- 5.5g **New Zealand Championships (including GP's):** No limit shall be put on the number of entries accepted before the closing date, provided all entries are correctly completed including the entry fee. If more than the maximum entries are received, qualifying shall take place.
- 5.5h To compete at a Championship event, competitors must have a MNZ Championship Licence (via upgrading their Club Licence prior to the event, or upgrading with a special event upgrade license if offered).  
To compete at a Vet's and Women's Motocross Nationals, Mini Nationals, NZ Motocross TT or Motocross Island Events competitors can compete on a Club or Championship Licence.
- 5.6 Any competitor entering under a false name or address, or in any way trying to mislead the handicapper or club shall on proof thereof be excluded.
- 5.6a No competitor shall take part in any competition under an assumed name unless special permission for use of such assumed name has been granted by MNZ.
- 5.6b No competitor may enter an event, then without notice to the club, ride elsewhere at another meeting on the same day.
- 5.6c A rider who is entered at a permitted event who allows a non-entered person to compete on their entered motorcycle at the event without the permission of the steward of the meeting and club officials, shall be excluded from the meeting and the matter reported to the Judiciary for possible further disciplinary action.
- 5.7 The name of any disqualified competitor shall be notified to each club by the MNZ Office.

- 5.7a Any rider being a defaulter to any club under these rules shall not be allowed to start in a race until all monies owing by them are paid.
- 5.7b Any competitor starting in a race before his/her fees are paid shall be liable to exclusion, suspension, disqualification and/or fine.
- 5.7c No entry shall be accepted from a disqualified or suspended competitor until the time of his/her disqualification or suspension has expired.
- 5.8 **Roads Closed Under the Local Government Act 1974:**  
No civil licence is required
- 5.8a **Roads Closed Under the Land Transport Act 1998:**  
Road closed under this Act are typically state highways and remain listed as "roads" as defined in the Act, it is for this reason that the following civil licence requirements apply:-  
Riders holding a current Class 6 (unrestricted) licence may compete without limitation.  
Riders holding a current Class 6R (restricted) licence may compete subject to the conditions of the licence. Riders holding a Class 6L (learners) licence are not permitted to compete.  
These conditions will be noted on the permit and must be included in the Event Supplementary Regulations.
- 5.8b **Exceptions to Rule 5.8a:**  
In the event of a temporary cancellation of his/her civil licence the rider cannot compete on circuits that require civil licences, unless they apply to the courts for permission to do so and such permission is endorsed on his/her civil licence. Holders of Class 6R licences may apply to the LTSA for an exemption to the conditions attached to their licences. The onus is with the rider to provide proof of this exemption to the event organizers prior, to the commencement of practice.
- 5.9 Any competitor injuries or receiving hospital treatment see Chapter 6.
- 5.10 Competitors are responsible at all times for the behaviour of their assistants during the course of a meeting.
- 5.11 All NZ Title holders shall have reasonable access to their trophy until the following year's event. It shall be the rider's responsibility for the safe return of all trophies to the next running of that Title event.

## CHAPTER SIX - Conduct of Competitions (Off Road)

- 6.1 Riders entering any MNZ event must sign an MNZ disclaimer with details of Name and MNZ Licence number before any riding. One Event Licence holders will also record their name and allocated one event licence number on the disclaimer sheet.
- 6.1a Competitors licence, log book and club card must be produced at sign in and will be held by the Steward until the end of the event or at the Stewards discretion. Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.
- 6.1b Competitors who take out a competition licence for the first time at an event and those who have a One Event Licence must be given an additional briefing by the Clerk of the Course and the competitors machine will be examined to see that minimum requirements of MNZ have been met (Rule 6.19). A penalty will be imposed by the Steward on any rider who fails to attend any briefings that are required during the course of the event.
- 6.1c Any rider that was signed in by a Parent or Guardian must have that person present at any Briefing or Protest.
- 6.1d All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in the pits and at strategic positions on the course. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment.
- 6.2 All accidents involving a referral for further medical attention for any person occurring at a race meeting must be reported in writing, accompanied by the competitor's licence/logbook by the Steward of the meeting direct to the MNZ Office. It is the rider's responsibility to produce a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist to the MNZ Office before competing in future events. The competitors licence and logbook will then be returned to the competitor.

When a rider is injured during a multi-day competition, the competitor can return to the meeting (and take part in the remainder of the meeting) with a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist, the Steward will return to the competitor their licence/logbook. The certificate of clearance must be returned to the MNZ Office with the Stewards report. The Steward is to note in the competitor's logbook that they have viewed the certificate of clearance.

- 6.2a Where a concussion has occurred, an automatic stand down period of 21 days shall apply, at the end of the 21 days the competitor must supply to MNZ a medical clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist.

Where a suspected concussion has occurred, an automatic stand down period of 21 days shall apply unless the competitor can supply a medical clearance stating that they were not concussed and they are fit to compete in motorcycle competition, the medical clearance must be from a Doctor, Surgeon or Specialist.

Where a competitor has three concussions in one season, the rider is required to obtain a clearance from a neurosurgeon or similar medical specialist before competing in any future events. The competitors licence/log book will be returned to the rider when a medical clearance certificate has been received by MNZ.

- 6.2b Refer to the MNZ Medic Guidelines (Draft) for the recommended medical requirements at specific events.
- 6.3 Adequate toilet facilities must be provided for competitors and spectators at all MNZ Permitted Events.
- 6.4 A Riders Representative shall be elected by the competitors, at or prior to riders briefing to be available to represent the interest of riders to the Steward of the Meeting on questions of safety, or other matters involving the welfare of competitors, to attend any protest meetings as required under Chapter 7 of these Rules and to be available for a period up to thirty minutes after the completion of the days racing. In any event where a Riders Representative is a party to a matter being protested a substitute will be appointed by the Protest Committee. Members of the protest committee will be announced at the riders briefing. In National Championship and Major events the Riders Representative will not be a member of the Organising Club. In Cross Country and Enduro Championships and major events, two rider representatives may be appointed, one a riding competitor and one non-riding person. The two must work together for the benefit of the riders as above.
- 6.4a A non-competing riders representative may be selected by the Discipline Commissioner prior to any Major event, Championship or a Series of three rounds or more.
- 6.5 The Clerk of the Course, together with the Secretary of the meeting, shall have the power to change the order of the events as shown on the official programme, subject to all competitors being notified prior to the start of such change.



6.6 There shall be several methods of starting in Off Road Events:

**Standing Start:** When the motorcycle or motorcycles concerned start from a stationary position on the starting line with the engine stopped.

**Clutch Start:** When the motorcycle is started from a stationary position on the starting line with the engine running.

**Le Mans Start:** When the motorcycles are parked with engines stopped on one side of the track, angled in the direction of the race, and on the start signal the riders sprint to their machine from an appointed position on the other side of the track immediately opposite their motorcycle. The parked machines may be held in readiness by assistants.

**Non-Speed Events:** Organisers will release riders in small groups, massed starts are NOT permitted.

- 6.6a In all events where a flag is used for starting, the flag shall be held in a stationary position overhead and the event shall start by a drop of the flag.
- 6.6b The use by the Starter or by the Judge of mechanical appliances for facilitating starting, or recording finishes, is permitted provided that such apparatus has first been approved by MNZ.
- 6.6c Competitors shall always be prepared to start in accordance with the programme when called upon to do so. Any competitor late for the start will forfeit his/her chance of competition.
- 6.6d The number of starters unless otherwise stated shall be limited only by the conditions of the track and consideration of the competitors and public.
- 6.6e Starts may be arranged in heats. A rider must start in the heat allotted to him, or for which he/she is qualified. The Clerk of the Course may merge heats if the number of entrants present at the start or other conditions warrant him doing so.
- 6.6f Any competitor starting before his/her time may be penalised and for any repetition of the offence may be excluded from that event, or otherwise punished.
- 6.6g Any mechanic or mechanics assisting a competitor to start in a race must leave the track immediately once the competitor has started.
- 6.6h Before a race has been started, all officials must leave the track with the exception of the starter, flag steward and lap scorers who must be in a safe secure area.
- 6.6i All questions as to starting shall be at the absolute discretion of the starter/Clerk of the Course who shall have full control of all riders when they are on the mark for starting.

- 6.6j Where remote structures (lights etc) are in place for starting, the race may be started away from the start line after clearance from the official at the start line area.
- 6.6k A 'Check Helmet Strap' sign shall be displayed to competitors on the grid immediately prior to the start of every race or official practice. The sign will be properly sign written, black letters on yellow and be of a minimum size 60cm x 40cm **or on a display on an Electronic Countdown Board.**
- 6.6l At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2, 3 or 4 wheeled, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind a responsible person. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded. Approved AG helmets may be worn by officials as they go about their duties at events.
- 6.6m Organisers will use a 10 and 5 second starting board or clock for starting Motocross, Motocross TT, Junior & Mini Motocross starts.
- 6.7 In races run in heats, at least the first and second placed competitors shall start in the final. When considered necessary by the Clerk of the Course, semi-finals shall be run. In any classification dead heats for first, second or third place the prizes shall be awarded in order of the rider with the fastest lap for that race.
- 6.7a In the event of a tie in the number of points at the end of **an event or** series, the final positions will be decided on the basis of the number of best results in the **event or** series (number of first places, number of second places etc.). If a further tie exists, it will be decided in the following order, by the better placing in the last, in the last but one, or in the last but two results counting towards the **event or** series in question, etc. If a dead heat still exists the riders concerned shall divide among themselves any awards according to their placing.
- 6.8 Should a competitor have the misfortune to break his/her machine or disable it in a heat, owing to an accident caused by another competitor, the Clerk of the Course shall have the option of allowing such competitor to start in the next heat of the same event or in the final heat.
- 6.8a If during a practice or racing a competitor's machine malfunctions or becomes disabled for any reason and the competitor is unable to continue racing s/he must hold their line until it is safe to move as quickly and as safely as possible from the track. The machine must be parked as far from the track as practical and the rider should move to the safest available position.
- 6.8b If a machine is disabled in the course of a race or heat the competitor shall be allowed to use another machine in other races subject to handicap but not to ride another machine during that particular race or heat.

- 6.8c A competitor may not, under the penalty of exclusion, receive any outside assistance during the race. Assistance in pushing off at any stage other than a pit stop may immediately exclude the competitor. The Steward may allow a competitor to have a pusher during starting.
- 6.8d Assistance of a Mini/Junior Motocross Competitor in Mini/Junior competition is limited to lifting a fallen rider's machine only and pointing in the right direction and restarting the motor. No outside pushing is permitted to assist the rider.
- 6.8e Riding or pushing a machine in any but the race direction on the course must be a cause for a penalty.
- 6.8f A competitor in full safety gear may push their machine over the finish line on the last lap under the chequered flag, at the discretion of the Steward of the meeting.
- 6.9 No entrant or rider shall change motorcycles during a race unless the change is authorised in the supplementary regulations.
- 6.9a For Enduro or Trials a race means the competition of the day.
- 6.10 When overtaking, the onus is on the overtaking competitor to overtake without causing interference to the overtaken competitor. Any competitor guilty of foul or unfair riding shall be excluded, suspended, disqualified or otherwise punished.
- 6.10a Riders who miss a peg or leave the designated track, must slow down and return to the track as soon as it is safely possible without gaining an advantage, race position or damaging track markings.  
Should an advantage or gain in a race position happen from the incident, or damage be done to the circuit markings while returning, the rider may be penalised.
- 6.11 Any competitor guilty of the following, may be punished by fine, exclusion, relegation or disqualification.
- a) careless riding,
  - b) remaining on the track after being ordered off by the Stewards,
  - c) racing in the interests of another competitor,
  - d) straggling or late to the start of a race when called to do so,
  - e) or of any other conduct which the Steward considers to be unacceptable or inappropriate behaviour.
- 6.12 If refuelling is necessary, the machine must be refuelled at the allotted pit and nowhere else. Contravening this rule entails instant exclusion.
- 6.12a Refuelling pits will be provided at a convenient spot near the starting point for each competitor who is to make provision if refuelling during the progress of a race is necessary.

- 6.12b All machines must be stationary with engine stopped before the fuel cap is opened.
- 6.12c A rider may have any type of refuelling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets supplementary regulations for the meeting.
- 6.12d The provision of a suitable fire extinguisher is recommended in each rider's pit.
- 6.12e SMOKING IN REFUELING PITS IS ABSOLUTELY FORBIDDEN BY ALL PERSONS.
- 6.12f Any organisation holding a meeting shall have power, after consultation with the Steward of the Meeting, to declare a race void, when, in their opinion, such race has been 'faked'. The Steward shall have the final say in such a decision. Such decision shall be final as to the meeting in progress, but an appeal therefrom will lie to the Judiciary Committee. If any race is declared void by the Judiciary Committee on appeal, it shall be optional on the organisation's part to return entrance money in such race. Once declared void a race cannot be rerun.
- 6.12g Disciplinary action will be taken against riders who enter an event, then without notice to the club, ride elsewhere at another meeting on the same day.
- 6.13 Stopping and Restarting a Race: Should it be necessary to stop a race due to an accident, climatic or other condition, a Red flag will be displayed at the finish line (or earlier) under the direction of the Steward or Clerk of Course. Once instructed, all flag points with a red flag available are to display waved Red flags. Should a re-run take place, only those competitors who started in the original start will be allowed to compete. Any rider that has retired from or is excluded from a race which is ordered to be re-run shall be ineligible to take part in the re-run. Should race conditions deteriorate through a cause other than an accident and it is unsafe for the race to continue for the full number of laps or time and it is unlikely that a re-run would be practicable, the finish flag will be shown to all competitors.  
If the race leader at the time of stopping has completed more than fifty percent (50%) of the total number of laps or time, the race shall be declared finished and the places as at the last completed lap prior to the stopping of the race will be declared as the final result.
- 6.14 Lap scoring boards or charts are compulsory at all race meetings and must be available for examination on demand by MNZ.
- 6.14a Unless otherwise stated points will be awarded 1st – 20th placing as follows:  
25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 6.15 A list of unpaid fees, fines, etc., shall immediately after the meeting be forwarded by the Secretary of the Club holding the meeting to the MNZ Office, who shall record such information in a register to be kept for that

purpose and shall forthwith notify every affiliated club to that effect, and by whom owing. No clubs shall allow any competitors to enter or compete in any event until all monies owing by them have been paid and until such payment they shall be deemed to be excluded, suspended or disqualified

- 6.16 Each competitor is responsible for the safe keeping of his/her machine, fuel, oil and spare parts and tools.
- 6.17 The distribution of prizes shall not commence until 30 minutes have elapsed after the publication of the results of the competition.
- 6.17a When prize money, whether advertised or not, is competed for all prize monies won shall be paid within one calendar month of the event being held. Should a club fail to pay prize money within the stipulated period, an aggrieved competitor shall have the right to directly appeal to MNZ. A club failing to subsequently pay prize money when called upon by MNZ to do so or not offering a satisfactory explanation for refusing to pay, may be refused permits for further meetings.
- 6.17b The following flags will be recognised as the standard colours to be used as signals to riders during a race **or practice session**:  
The flags may be supplemented by lights at all flag points. However, the flags are to remain as the primary signalling method. An explanation of the lights function must be made to the riders at riders briefing.  
**Green:** Start. Starting lights can replace the flag.  
**Red:** All riders stop racing.  
**Yellow:** **Held stationary or Waved** – SLOW DOWN NOW – Proceed with extreme caution, No overtaking until the danger is passed, be prepared to stop.  
Whether the yellow flag be stationary or waived this means no jumping at all. A jump is defined when any wheels are not continuously in contact with the ground.  
**Riders are not to use the yellow flag to gain an advantage on a fellow rider.**  
**Any competitor that is seen to gain an advantage may be penalised.**  
**White:** Last lap.  
**Black:** Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.  
**Black & White Check:** Finish for all riders.  
**White Flag with Red Cross:** Ambulance or Medical personnel on course proceed with caution.  
**Black & White Stripe:** Oval track only, competitor under protest. The rider's number must be shown on a board at the same point as the flag is displayed.  
**Blue Waved:** Supercross only. Warning you are about to be lapped.  
**Purple Flag:** Motocross Protest Flag.
- Flags must be a minimum size of 24" x 24" (600mm x 600mm).
- 6.17c **Yellow Flag:** During the first lap of practice for each class the yellow flag is to be held stationary by each flag marshal and riders must not jump while this flag is displayed.

- 6.17d A white flag will be shown to each competitor when the race leader starts the last lap of the race. Does not apply to Cross Country, Enduro and Trial events.
- 6.17e A black and white chequered flag will be shown to each rider when he/she has finished the race. The Chequered Flag shall mark the end of the race regardless of the number of laps completed as long as it meets the definition of a complete race as per rule 6.13.
- 6.17f The finish line must be defined on any race circuit. If not permanently marked then between two defined coloured pegs and to be advised at briefing.
- 6.18 Failure to observe flag instructions and signals renders riders liable to fine, exclusion, relegation, suspension or disqualification.
- 6.19 **Machine Examination:**  
Competition Motorcycle Requirements (See further rules in Chapter 10)
1. Motorcycle must be presented in a clean and tidy condition.
  2. Clear numbers on motorcycle as per the Manual of Motorcycle Sport.
  3. Handle bar levers must have ball ends.
  4. Efficient muffler must be fitted.
  5. Secure foot rests spring loaded.
  6. Support stand must be removed for Motocross and Supercross.
  7. Check Wheel bearings (any sideways movement a replacement is required).
  8. Check brake pads for wear (replace if in doubt).
  9. Check for broken or loose spokes.
  10. Check swinging arm bearings (any movement alters chain line)
  11. Check condition of tyres and tyre pressures.
  12. Check sprockets and chain adjustments.
  13. Check steering head bearings.
  14. Check handle bars for security and blocked ends.
  15. Check for loose bolts all over motorcycle.
  16. Handle bar protectors of metal are not permitted for Island or NZ Supercross or Motocross title events.
  17. Loose handle bar grips (must be glued or wired on).
  18. Throttle return (must be snap free return).
  19. Kill switch stop assembly (must be fitted to ATV models).
  20. Check frame stress points for cracks or other damage.
  21. Secure number plates.
  22. Nerf Bars fitted to ATV for Motocross, Speedway & Miniature TT as per rule 11.2j
- 6.20 **Alcohol and Drugs**
- 6.20a MNZ has a zero tolerance approach to the use of drugs and alcohol in sport. The taking of drugs and/or alcohol by any competitor, official or crew at a MNZ event is strictly forbidden.  
MNZ recognises that the use of drugs and alcohol can adversely affect an individual's performance and can be a contributing factor towards making the sport unsafe, increasing the likelihood that injuries and damage to people,

property and equipment could occur. MNZ will therefore carry out drug and alcohol testing primarily for safety reasons.

6.20b MNZ approved testing may be carried out on a random or targeted basis on any competitor, official, team or crew member.

6.20c **Testing Methods**

MNZ may conduct drug and alcohol testing. Testing will be as consistent as possible with the following policies and rules (noting that these documents are guidelines only, and MNZ may not have the resources to comply with all guidelines):

- i. The most recent Drug Free Sport NZ Anti-Doping Rules (which can be found on our website);
- ii. World Anti-Doping Agency Guidelines for Breath and Urine testing (which can be found on our website).

Screening drug tests will be undertaken using the following methods (the current versions can be found on our website):

- i. Urine sample with reference to AS/NZS 4308:2008 standard – *Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine* (or the then current AS/NZS standard for specimen collection and the detection of drugs in urine).
- ii. Alcohol tests will be undertaken using alcohol breath analysers in accordance with AS/NZS 3574:1998 – *Breath Alcohol testing devices for personal use* (or the then current AS/NZS standard for breath alcohol testing).

6.20d **Testing Limits**

Screening Test: the initial test is performed by an immunoassay test (screen test). The following substances (Prohibited Substances) will be screened:

- Amphetamine (AMP)
- Benzodiazepine
- Cannabinoid (THC)
- Cocaine (COC)
- Methamphetamine (MET)
- Opiate
- Any other substance which is declared by either MNZ or Drug Free Sport NZ to be a Prohibited Substance

Breath Alcohol Target Concentrations:

- Alcohol - with a limit of 0.00g/100mlmgm/l

6.20e **Prescribed Medication**

i) If a person considers there is a possibility that prescribed medication is affecting their ability to participate safely in an Event, that person shall inform the Event Organiser immediately. It is not necessary for the person to disclose the illness, ailment or the medication which they are taking.

ii) If a participant follows the procedure as outlined above (6.20e i), then;

- a. They can participate in an Event if they can provide a medical clearance from their treating medical practitioner clearly stating the medication will not affect their ability to perform their duties or to compete (for a rider, it must state the medication does not affect the ability of the rider to control a motorcycle); or
- b. They cannot participate in the event if they cannot provide such a medical clearance.

#### **6.20f Event Testing**

Testing Person: Random, and Target drug and alcohol testing may be conducted at MNZ sanctioned events by an appropriately qualified or competent Tester (Testing Person). The Testing Person can be one of the following:

- i. Part of the medical team at the event competent in using the tests;
- ii. An event organiser competent in using the tests;
- iii. A person nominated by MNZ who is competent in using the tests;
- iv. A contractor approved by MNZ competent in using the tests.

The Testing Person will develop and implement an operationally appropriate selection process for the purposes of random testing which must meet the satisfaction of MNZ.

#### **6.20g Target Testing**

- a) Target testing may be conducted when the event organiser suspects, on reasonable grounds, that the person is under the influence of alcohol or a Prohibited Substance (see Suspicion);
- b) If a participant has returned a non-negative result at any time in the last 12 months – they will be targeted for testing. Their names will automatically be entered into the selection.

#### **Suspicion**

Where there is suspicion, based on reasonable grounds of a Member and/or participant attending or taking part in a competition while under the influence of alcohol or drugs, the Steward/s in consultation with the Clerk of the Course may prohibit the member and/or participant from attending or taking part in the competition, but will endeavour to have the participant tested for Prohibited Substances first.

Typical indicators of impairment due to drug or alcohol include:

- Slurred or impaired speech;
- The person's breath smells of alcohol;
- The person staggers, their movements are jerky and off target;
- The person admits to drinking certain quantities of alcohol;
- The person's eyes are bleary and heavy;
  
- The person exhibits a dulled tired appearance;
- The person is aggressive in their speech or manner;
- The person's face is flushed;
- The person's pupils are large with sluggish reaction to light;



- The person behaves in an unusual, dangerous, erratic or euphoric state,
- Evidence of substance misuse within events which can be linked with reasonable certainty to an individual.

#### 6.20h **Timing**

Because the MNZ Drug & Alcohol Testing is a safety initiative testing can be carried out at any time throughout the event. Testing People are encouraged to ensure testing is undertaken before on-track participation.

#### 6.20i **General Notification**

Testing may take place at any MNZ permitted event.

#### 6.20j **Event Notification**

Participants will be notified directly in person that they have been selected for testing under these rules.

The Testing Person will provide participants with information regarding the test they will undertake.

Participants are required to read and understand the Acknowledgement and Declaration form confirming their acceptance to complete the test. The form must be completed and signed by the participant, or by a parental guardian if under the age of 16.

#### 6.20k **Designated Area**

A designated testing area will be established at each event. Participants will be required to enter the testing area one at a time to undertake the test. The designated area will be designed so that the athlete's privacy is respected. The testing area must be adjacent to a facility where urine samples can be given. This facility must only be accessible from the testing area. The testing area must have a table and chairs and, must not be open to view from the outside, and must stock sealed bottles of drinking water.

#### 6.20l **Representatives**

Participants are entitled to have a representative and/or interpreter accompany them to the testing area.

#### 6.20m **Follow up testing**

Any member who returns a non-negative test result for drugs will be subject to follow up testing for a period of 12 months.

If no further non-negative results are reported in the follow-up period the member will be placed back in the usual random selection pool.

#### 6.20n **Minors**

Minors are classified as athletes who are under 18 years of age and MNZ's policy on minors aims to ensure that the needs of these athletes are met without compromising the integrity of sample collection.

MNZ's policy towards minors is in line with the specifications of the World Anti-Doping Code 2015, and Drug Free Sport NZ, and use the following guidelines when testing minors:

- athletes who are minors should be notified in the presence of an adult and should be encouraged to have a representative with them throughout the sample collection session.

- Parental representation will be sought where possible (unless declined by the minor).
- if an athlete who is a minor declines to have a representative accompany him/her, this should be documented on the Doping Control Form.
- when planning testing, MNZ will consider whether any athletes who may be selected for testing may be minors and will prepare chaperones accordingly.
- a Testing Person has the authority to make modifications as required, providing these do not compromise the identity, security or integrity of the sample.
- if a minor declines to have a representative present, the Testing Person shall consider whether a third party ought to be present during sample collection.
- the Testing Person shall decide who, in addition to the witnessing chaperone, may be present during the collection of the sample from the athlete. This could be the athlete's representative and/or a second chaperone or doping control officer (either of whom may observe the chaperone when the athlete is passing the sample, but may not directly observe the passing of the sample).
- the athlete's representative may not directly observe the passing of the urine sample, unless specifically requested to do so by the athlete. However, the athlete's representative may observe the chaperone witnessing the passing of the sample.
- any modifications that are made to standard procedures, during notification or sample collection, shall be documented on the Doping Control Form.

#### 6.21.1 **Alcohol Testing Procedure**

- i. All alcohol testing procedures shall comply with AS/NZS 3547:1997 Breath alcohol testing devices for personal use (or the then current AS/NZS standard).
- ii. The person being tested will be required to supply an air sample from their lungs directed into an approved breath analysis instrument. The sample shall be sufficient to obtain a valid reading on the instrument.
- iii. Competitors and officials being tested will be asked not to consume any substances by mouth for a period of 5 minutes prior to any breath analysis test being carried out.
- iv. If the test indicates blood breath alcohol content of 0.01mgm/l100mL or above, the person is required to do a second test.
- v. The second test must be carried out no sooner than 10 minutes and no more than 20 minutes after the original test.
- vi. The person being tested must refrain from taking any fluid or substance during the waiting period. This includes smoking.
- vii. The participant shall be accompanied by a Chaperone appointed by the Testing Person for the entire period between the 2 tests.
- viii. If the secondary test result is 0.00mgm/100mL BACI, the result will be deemed as negative and the person may return to their normal duties/be allowed to compete. No record will be entered onto the database.
- ix. If the result of the secondary test is above 0.00mgm/l100mL BAC then a positive result will be recorded. The Testing Person will notify the Steward.

- x. The results of all tests performed must be recorded, together with the names of the competitor or official and the witness, the time and date of the test and the result of the test e.g., OK if 0 or actual reading if >0.
- xi. The competitors and officials must be advised by the testing official of the result of both tests, that is, the reading noted on the instrument.
- xii. The participant will be excluded from participating or undertaking their duties.
- xiii. The results will be recorded on the database.
- xiv. Failure to submit to a test will be regarded as a non-negative 'refused test' result and will be treated like a non-negative result.

## 6.22 **Drug Testing Procedure**

- i. Drug tests will be conducted in designated areas at events as advised.
- ii. All drug testing procedures are to comply with relevant Australia and New Zealand Standards.
- iii. The participant will be required to supply a urine sample in the appropriate testing device provided to them by the Testing Person. The sample shall be sufficient to obtain a valid reading on the instrument.
- iv. If a negative screen result is returned the collected specimen will be disposed of and the person may return to their duties/allowed to compete.
- v. If a non-negative screening result is returned, a secondary test may be carried out no more than 60 minutes after the original test.
- vi. The person being tested must remain with the Testing Person or Chaperone and refrain from taking any fluid (other than water) or any other substances during the waiting period. This includes smoking.
- vii. The Testing Person will notify the Steward under strict confidentiality.
- viii. The participant will not be permitted to participate or undertake their duties or compete. This could include voluntary withdrawal of the event.
- ix. Failure to submit to a test without an acceptable reason will be regarded as non-negative a 'refused test' result and will be treated accordingly like a non-negative result.

## 6.23 **Screening Test result is non-negative or positive**

### 6.23a **Alcohol**

Where an alcohol secondary result is greater than 0.00mgm/1100mL BAC, it will be deemed a non-negative result. The participant will be deemed unfit to continue participation at the event. The lesser of the two recordings test will be recorded on the database, and a fine of \$250 will be payable, and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules.

### 6.23b **Prohibited Substances**

When an illicit substance test returns a non-negative result the participant will be suspended from competition or performing duties. The participant will be deemed unfit to continue participation at the event. When a positive result is confirmed by Drug Free Sport NZ or other agency approved by MNZ, the test will be recorded on the database, and a fine of \$250 will be payable and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules.

#### 6.24 **Refusal to undertake a drug or alcohol test**

If a participant selected to undertake any drug or alcohol test refuses to participate, they will be warned of the consequences of refusing to participate. If they continue to refuse to participate a result of a confirmed non negative 'refused test' will be recorded and they will be stood down from participation at the event. The participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules. The participant will be target tested for a further 12 months.

#### 6.25 **Drug Free Sport NZ – Testing**

MNZ has adopted the Drug Free Sport NZ anti-doping rules, which may change from time to time. Drug Free Sport New Zealand (and other organisations) will carry out testing at MNZ events in accordance with the protocols established from time to time by Drug Free Sport NZ.

a: Full details on Prohibited Substances, Specified Substances, Prohibited Methods, Treatment Guidelines and Therapeutic Use Exemptions refer to [www.drugfreesport.org.nz](http://www.drugfreesport.org.nz)

b: Alternatively, you can check on the status of a medication 24 hours 7 days a week from your mobile phone. Text the word drug, followed by a space, then the ingredient name or the produce name to 4365. Texts cost 20 cents per message. This service is provided by Drug Free Sport NZ.

#### 6.26 **Athlete Rights and Responsibilities**

Throughout the testing process the Athlete has the right to:

- i. have a representative (parent, coach or friend) with them
- ii. have an interpreter if required
- iii. ask for additional information about the sample collection process
- iv. request a delay in reporting to the Testing Area for valid reasons (e.g. attending a medal ceremony, further competition commitments, fulfilling media commitments, needing medical treatment)
- v. request modifications if they have a disability or they're a minor (under 18 years of age)
- vi. record any concerns or comments they have on the doping control form including concerns they may have.

And the Athlete has the responsibility to:

- i. report to the doping control station as soon as possible
- ii. remain in sight of the Testing Person or Chaperone at all times
- iii. produce valid identification at doping control
- iv. comply with the sample collection process
- v. recognise that if they choose to eat or drink before providing a sample, that they do so at their own risk.

#### 6.27 **Reporting**

- a. MNZ may report any non-negative result to any relevant organization, body, department or other entity.
- b. MNZ must refer any confirmed positive result under clause 6.23b

## 6.28 **Reporting and Provisional Suspension**

a. MNZ may report any non-negative result under clause 6.23a/**b**, confirmed positive result under 6.23b, or refused test result under clause 6.24 to any relevant organisation, body, department, or other entity.

b. MNZ must bring proceedings against a participant who has returned a confirmed positive result under clause 6.23b for a substance on the WADA Prohibited Substance List (at the time of the testing) before the Sports Tribunal of New Zealand.

c. MNZ must refer any non-negative result under clause 6.23a/**b**, confirmed positive result under clause 6.23b for a substance that is not on the WADA Prohibited Substance List (at the time of the testing) but is illegal in New Zealand, or refused test result under clause 6.24 to the MNZ Judiciary Committee.

d. A participant who returns a:

- i. Non-negative result under clause 6.23a/**b**;
- ii. Confirmed positive result under clause 6.23b; or
- iii. Refused test result under clause 6.24.

will immediately be notified by MNZ that they will be provisionally suspended from competing at any MNZ sanctioned event until either the Judiciary Committee or Sports Tribunal has determined their case.

e. A participant may appeal the imposition of a provisional suspension to the Judiciary Committee.

### 7.1 Disciplinary Powers of the Steward

- 7.1.1 A Steward's powers only operate within the days of the meeting as set out on the permit or until any matters raised at the meeting have reached conclusion. An example of this would be a technical inspection ordered at the meeting but not able to be done until later at an offsite venue and the resolution of inspection outcomes.

#### **Matters Other Than Matters Under Protest or Complaints**

- 7.1.2 The Steward may have any matter brought to his/her attention by any person or may observe a matter concerning the operation of the meeting, other than a matter which is under protest or which is a Complaint. In relation to these matters the Steward may, prior to the end of the meeting, take any or all of the following actions:
- a. investigate at the Steward's sole discretion;
  - b. hold a meeting of the parties to which all the parties affected must be invited, and at which all affected parties as take up the invitation to attend are given an opportunity to be heard;
  - c. decide the matter and/or take such steps as the Steward feels are appropriate to remedy or dispose of the matter; and/or
  - d. impose such penalties as required or as allowed by the Manual of Motorcycle Sport.

The result of such an investigation and/or action must be issued in written form to all affected parties.

- 7.1.3 The Steward may, within a reasonable time and prior to the end of the meeting, take reasonable steps to remedy a decision at that meeting made by any meeting official (including the Steward), but may not alter any decision made by the Protest Committee.

#### **Complaints**

- 7.1.4 The Steward shall have power to receive and determine any Complaint against any Member or any Official where the conduct that is the subject of the Complaint occurred at the meeting and is not a matter that could be protested under Rule 7.2.
- a. Should the Complaint be against the Steward, or if the Steward has a conflict of interest, the Steward will immediately refer the Complaint to the Judiciary Committee.
- 7.1.5 A Complaint must be received by the Steward in writing, and prior to the end of the meeting.
- 7.1.6 The Steward must investigate the Complaint at the Steward's sole discretion.
- 7.1.7 Subject to Rules 7.1.4(a) or 7.1.8, unless the Steward determines that the Complaint is frivolous, vexatious, trivial or without merit, the Steward must hold a hearing:

- a. All affected parties must be invited to the hearing and given the opportunity to be heard.
- b. No party at the hearing may be represented by parent, counsel or agent unless the party is under the age of 16 in which case a parent or guardian is permitted, or the Steward allows representation (for example but not limited to a rider with a speech impediment or a rider who does not speak English).
- c. Hearings may be conducted as informally as the Steward determines, but must give each party a fair opportunity to be heard.
- d. The Steward must receive and consider any information put to him/her by an affected party and is not bound by the rules of evidence.
- e. Affected parties are entitled to call witnesses to give evidence.
- f. The Steward, in his/her discretion, can compel any Member to give evidence.
- g. The hearing may be recorded and evidence may be committed to writing, at the discretion of the Steward.
- h. The decision of the Steward must (even if announced verbally) be recorded in writing and issued to all affected parties, the organising club, and MNZ as soon as practicable.
- i. A decision of the Steward may include penalties as set out in **Rule 7.4.1**.

7.1.8 The Steward may, at his/her discretion, refer Complaints of a more serious nature to the Judiciary Committee.

7.1.9 Any decision of the Steward (regardless of whether it is disciplinary or not) may be appealed by an affected party to the Judiciary Committee under Rule 7.3.2(a).

## 7.2 **Protests**

7.2.1 Protests may only be made regarding:

- a. the Machine Specifications of another competitor's motorcycle;
- b. rider conduct during racing which is the period from leaving the dummy grid until completion of the race (for the avoidance of doubt, this is conduct that could not be the basis of a Complaint);
- c. the Conduct of Competitions as set out in Chapter 6 of the Manual of Motorcycling Sport; and/or
- d. the order of finishing a race.

7.2.2 For a Protest to be valid it must:

- a. be made by a competitor who has competed in a race or competition from which the protest ensues, or that rider's representative where the rider making the protest is incapacitated or is under the age of 16.  
Mini, Junior and Senior Motocross only.
  - i The Clerk of Course and Steward must designate an area, to be announced at riders briefing, for the placement of the purple protest flag.
  - ii Any protest in respect of rider conduct or conditions of competition must be indicated by the rider raising the purple flag.
  - iii The competitor must indicate the protest to an official at the purple flag area after completing the race and before returning to the pits.

- iv No discussion or correspondence will be entered into once the competitor has returned to the pits and not complied with this rule.
  - v A competitor who indicates a protest must then return to the pits and present the protest to the steward in line with protest rules.
- b. be submitted to the Steward of the Meeting in writing and accompanied by a fee of \$50.00. The fee can be paid in cash or as a cheque;
  - c. reference the relevant Manual of Motorcycle Sport rule alleged to have been infringed; and
  - d. if it is regarding Rule 7.2.1(a), (b), or (c), be submitted to the Steward of the Meeting no later than 30 minutes after the completion of the race or event from which the protest ensues;
  - e. if it is regarding Rule 7.2.1(d) and the results are confirmed before the completion of a meeting, be submitted to the Steward of the Meeting no later than 30 minutes after the chequered flag or posting of the results of a race (whichever is latest); and
  - f. if it is regarding Rule 7.2.1(d) and the results are not confirmed before the completion of the meeting, be submitted within 2 working days from the date of notification of the official results on the MNZ website.
- 7.2.3 For the purposes of Rule 7.2.2 the Steward is the sole judge of time and provided that unless there is a valid reason as to why it is not possible, the start time of the 30 minute period is taken from the time the race is completed as per the electronic timing equipment.
- 7.2.4 At all meetings, all Officials and marshals must be available until the deadline for the lodging of a protest, as determined by the Steward, has passed.
- 7.2.5 On receipt of a protest the Steward will immediately inform the organising club. The official result will immediately be deemed under protest and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the protest is finally determined including exhaustion of the appeal process.
- 7.2.6 Protests are adjudicated by the Protest Committee. A Protest Committee will be set up prior to each event, and will comprise the Steward of the Meeting, a representative of the organising club, and a representative of the riders. Should any of these people have a conflict of interest, the Steward may appoint a suitable replacement. The Steward will be the chair of the committee provided that if the Steward is replaced then the Steward's replacement will be the chair of the committee.
- 7.2.7 The Protest Committee will hold a hearing as soon as possible. Protest hearings arising from Rule 7.2.2(f) may be held through any method of audio or video conference.
- a. All affected parties must be invited to the hearing and given the opportunity to be heard [for example, if a protest by 3<sup>rd</sup> against 1<sup>st</sup> could affect 2<sup>nd</sup>'s result, then 2<sup>nd</sup> should have the opportunity to be heard.
  - b. No party at the hearing may be represented by a parent, counsel or agent unless the party is under the age of 16, in which case apparent or guardian is permitted or the Protest Committee allows representation



(for example but not limited to a rider with a speech impediment or a rider who does not speak English).

- c. Hearings may be conducted as informally as the Protest Committee determines, but must give each party a fair opportunity to be heard.
- d. The Protest Committee must receive and consider any information put to it by an affected party and is not bound by the rules of evidence.
- e. Affected parties are entitled to call witnesses to give evidence.
- f. The Protest Committee, in its discretion, can compel any Member to give evidence.
- g. The hearing may be recorded and evidence may be committed to writing, at the discretion of the Protest Committee.
- h. The decision of the Protest Committee must (even if announced verbally) be recorded in writing and issued to all affected parties, MNZ, and the organising club as soon as practicable.
- i. A decision of the Protest Committee may be unanimous or by majority vote. No member of the Protest Committee may abstain from any decision.
- j. The standard of proof on all questions to be determined by the Protest Committee shall be on the balance of probabilities. [For example, if it was more likely than not that rider A illegally overtook rider B then the standard of proof has been met].
- k. A decision of the Protest Committee may include penalties as set out in **Rule 7.4.1.**

7.2.8 Unless Rule 7.2.9 applies, the protest fee will be forwarded to MNZ. MNZ may, in its discretion, refund the fee to the party who submitted the protest, or pay the fee to the party who is the subject of the protest.

7.2.9 If there are costs relating to any technical tests required to prove or disprove a protest (including but not limited to the cost of dismantling and reassembling machines and comparison machines, and the obtaining of comparison parts and manufacturers parts catalogues), these costs shall be borne by the unsuccessful party. If the party who submitted the protest is unsuccessful, the protest fee will be applied towards these costs, with any surplus forwarded to MNZ.

7.2.10 Decisions of the Protest Committee may only be appealed to the Judiciary Committee under Rule 7.3.2(a). To avoid doubt Protest Committee decisions cannot be amended or altered by the Steward.

### **7.3 Judiciary Committee**

7.3.1 MNZ shall appoint three members from the Board appointed Judiciary Panel of Officials as needed to form a Judiciary Committee.

7.3.2 The Judiciary Committee has jurisdiction to hear:

- a) an appeal by any person or body affected by any decision of a Steward and/or Protest Committee;
- b) an appeal by any person who has been provisionally suspended in relation to a non-negative result under clause 6.23a/b of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.23b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing)

but is illegal in New Zealand, or a refused test result under clause 6.24 of those same rules. This appeal right is strictly confined to the question of the provisional suspension;

- c) a Complaint referred to it by the Steward under Rules 7.1.4(a) or 7.1.8;
- d) a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events; and
- e) a referral by MNZ in relation to a non-negative result under clause 6.23a/**b** of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.23b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing) but is illegal in New Zealand, or a refused test result under clause 6.24 of those same rules. Any such referral will proceed to a hearing in front of the Judiciary Committee; and
- f) any other matter as determined by MNZ in its sole discretion.

To avoid doubt, the Judiciary Committee will not have jurisdiction to hear an allegation that a doping offence (as defined in the MNZ Anti-Doping Rules) has occurred. A referral by MNZ in relation to a confirmed positive result under clause 6.23b of the MNZ Drug & Alcohol Rules where the substance is on the WADA Prohibited Substance List (at the time of testing). All matters relating to doping confirmed positive results where the substance is on this List will be dealt with in accordance with the MNZ Anti-Doping Rules and will be referred to the Sports Tribunal of New Zealand for hearing and determination.

**7.3.3** An appeal by any person or body affected by any decision of a Steward or Protest Committee under clause 7.3.2(a) or (b) will proceed to a hearing in front of the Judiciary Committee if, no later than 3 working days after the date that the decision of the Steward or Protest Committee was issued, or the provisional suspension was imposed, the appeal:

- a) is submitted in writing to MNZ, and signed by a party affected by the decision of the Steward or Protest Committee, or by a party who has been provisionally suspended (Notice of Appeal);
  - i. a Notice of Appeal can be submitted and signed by a legal guardian in the case of a party under the age of 16.
- b) sets out the grounds of appeal; and
- c) is accompanied by a filing fee of \$750 paid by cash or cheque or a bank transaction confirmation that \$750 has been paid by direct credit to the MNZ bank account.

**7.3.4** A Complaint referred to the Judiciary Committee by the Steward under Rules 7.1.4(a) or 7.1.8 will proceed to a hearing unless the Judiciary Committee decides the Allegation is frivolous, vexatious, trivial or without merit.

- a) A decision of the Judiciary Committee under Rule 7.3.4 cannot be appealed.

- 7.3.5 Subject to Rule 7.3.6, a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events will proceed to a hearing in front of the Judiciary Committee if, no later than 5 working days after alleged incident, the Complaint:
- a) is submitted in writing to MNZ, and signed by a Member (or by a parent or legal guardian in the case of a Member under the age of 16); and
  - b) sets out the grounds of the Complaint.
- 7.3.6 A Complaint made directly to MNZ under Rule 7.3.5 will not proceed to a hearing in front of the Judiciary Committee if the Judiciary Committee decides the Complaint is frivolous, vexatious, trivial or without merit.
- a) A decision of the Judiciary Committee under Rule 7.3.6 cannot be appealed.
- 7.3.7 **Initial process:**
- a) Once MNZ receives a valid appeal, referral or Complaint it will appoint three members of the Judiciary Panel to the Judiciary Committee.
  - b) If the proceeding is an appeal under Rule 7.3.2(a) MNZ will immediately inform the organising club. The official result will immediately be deemed under appeal and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the appeal is finally determined including exhaustion of the appeal process.
  - c) MNZ will forward the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to the Judiciary Committee as soon as practicable.
  - d) If the matter is a Complaint under Rule **7.3.2(c)** the Judiciary Committee will, by any means of communication and as soon as practicable, decide if the matter is frivolous, vexatious, trivial or without merit. The decision must be immediately communicated to MNZ.
  - e) If the matter is to proceed to a hearing MNZ will:
    - i. send the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to all affected parties;
    - ii. inform all affected parties that they may make submissions to the Judiciary Committee whether in writing or otherwise and may attend the hearing;
    - iii. schedule a time, date, and venue (if applicable) for the hearing. All parties must receive at least 5 working days' notice of the time, date, and venue (if applicable), unless MNZ, in its discretion, determines that exceptional circumstances exist that mean the hearing should be held earlier [for example, an appeal from a Steward's decision in Round 3 of a series, when Round 4 is the following weekend]; and
    - iv. immediately circulate any submissions received by an affected party to all other parties including the Judiciary Committee.

### 7.3.8 Procedure at Hearings:

- a. Except as provided in the Constitution or this Chapter, a Judiciary Committee may determine its own practices and procedures. However in each case, the Judiciary Committee shall ensure that any affected party has a reasonable opportunity to be heard and present their case, and shall ensure that all proceedings are determined in accordance with the principles of natural justice.
- b. The Judiciary Committee must elect a Chairperson.
- c. Hearings may be conducted via any form of audio or video conference at the discretion of the Judiciary Committee. A party or witness may be connected to the hearing via any form of audio or video conference.
  - i. The non-attendance of a party at a hearing in respect of which that party has received notice shall not prevent the matter being dealt with in their absence.
- d. The Chair shall explain the procedure. Usually, the party bringing the proceedings will speak first, followed by a party in respect of whom the proceedings are brought against, and then any other affected party.
- e. Any hearing may be adjourned as and when the Judiciary Committee thinks fit.
- f. The parties may be represented or assisted in any proceedings by a lay person of their choice. Legal representation is prohibited unless the Judiciary Committee determines, at its discretion, that special circumstances apply. If the proceedings involve a person under the age of 16, they may have a parent or legal guardian present, in addition to a lay person of their choice, with both the parent/legal guardian and the lay person having speaking rights. [NB: This Rule does not preclude seeking legal advice prior to the hearing].

### 7.3.9 Evidence

- a. The Judiciary Committee has the power to receive, permit or allow any evidence and may inquire into the subject matter of any proceeding as it thinks fit, and is not bound by the rules of evidence, and may at its discretion:
  - i. receive as evidence any statement, document, information or matter that may in its opinion assist it to deal effectively with the matters before it;
  - ii. permit any person to appear as a witness;
  - iii. permit any witness to give their evidence in writing;
  - iv. inspect and examine any papers, documents, or records;
  - v. require any Member to produce for examination any papers, documents, records, or things in that person's possession or under that person's control to allow copies of, or extracts from, it to be made; and/or

- vi. subject to rule 7.3.9(b), hear evidence at its own request or upon application by a party whether or not such evidence is new to the dispute.

b. Proceedings under Rule 7.3.2(a) are by way of rehearing and are to be based only on the evidence produced at the first hearing, unless the Judiciary Committee, in its discretion, determines that there is new evidence that was not available at the time of the first hearing.

### 7.3.10 Decisions

- a) A decision of the Judiciary Committee may be unanimous or by majority vote. No member of the Judiciary Committee may abstain from any decision. Where a Committee has an even number of members and they are unable to reach a unanimous or majority decision, then the Chairman shall have a casting vote.
- b) The standard of proof on all questions to be determined by the Judicial Committee shall be on the balance of probabilities. [For example, if it was more likely than not that Member A verbally abused Member B then the standard of proof has been met].
- c) All decisions of the Judiciary Committee shall be issued in writing, with reasons, to the parties and MNZ, as soon as possible after the conclusion of the Judiciary Committee's deliberations.
- d) Any decision of a Judiciary Committee shall be enforceable in the courts of New Zealand by any party to the proceeding or any beneficiary of any order made. One example is recovery of a fine or debt.
- e) A Judiciary Committee shall be entitled to:
  - i. Dismiss the proceedings at any stage; or
  - ii. Make an order to impose a penalty pursuant to **Rule 7.4.1**; and/or
  - iii. In the case of proceedings brought under Rule 7.3.2(a) quash or amend either or both of the original decision and the original penalty imposed; and/or
  - iv. In the case of proceedings brought under Rule 7.3.2(b) quash or amend the provisional suspension.
- f) In addition to its decisions the Judiciary Committee may also make non-binding recommendations to the Board, MNZ, or any party to the proceedings.
- g) MNZ may, in its discretion, publish notice of the Judiciary Committee's decision including particulars of names and penalties.

### 7.3.11 General Matters – Judiciary Committee

- a) All information received by the Judiciary Committee, and its deliberations, shall be kept confidential except as required by law or as determined pursuant to Rule 7.3.10(g).
- b) Any member of the Judiciary Committee who considers they may have a potential conflict of interest in determining a proceeding shall declare that potential conflict of interest to MNZ and if MNZ considers it appropriate to do so, MNZ may replace that member.
- c) MNZ shall reimburse members of the Judiciary Committee for reasonable travel and other expenses incurred in the course of performance of their duties on the Judiciary Committee provided such expenses have been approved in advance by MNZ.
- d) No member of the Judiciary Committee will be liable for any act done or omitted to be done by any member of the Judiciary Committee in good faith in accordance with the functions, duties, and/or powers of the Judiciary Committee.
- e) Every party involved in a proceeding shall bear their own costs, including any costs of attendance at a hearing. However, the Judiciary Committee may, at its discretion, refund all or part of the fee referred to in Rule 7.3.3(c).

## 7.4 Penalties

### 7.4.1 Decisions of the Steward or the Protest Committee may include any or all of the following penalties:

- a) a reprimand or warning;
- b) a fine of not more than \$500, to be paid to MNZ;
- c) exclusion from entry at a defined future race meeting or future race meetings;
- d) relegation in the current race and/or series in which the conduct occurred;
- e) exclusion from the race and/or meeting and/or series in which the conduct occurred; and/or
- f) in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycling Sport;
- g) **a time penalty.**

### 7.4.2 Decisions of the Judiciary Committee may include any or all of the following penalties:

- a) a reprimand or warning;
- b) a fine;
- c) exclusion from entry at a defined future race meeting or future race meetings;
- d) relegation in the current race and/or series in which the conduct occurred;
- e) exclusion from the race and/or meeting and/or series in which the conduct occurred;

- f) suspension from an activity or activities of MNZ including but not limited to training camps, competitions, events, tournaments, meetings, and functions on such terms and for such period as the Judiciary Committee thinks fit;
- g) Suspension of membership of MNZ;
- h) Termination of membership of MNZ; and/or
- i) Such other penalty as the Judiciary Committee considers appropriate;
- j) **a time penalty.**

7.4.3 A fine must be paid within 3 working days of it being ordered. A Member will be suspended during any period the fine remains unpaid.

7.4.4 An entrant to any competition will be liable to pay any fine inflicted on their rider, assistant, passenger, pit crew, or other team member.

7.4.5 **Consequences of suspension:**

- a. upon imposition of a penalty of suspension, the Member's certificate of membership must be delivered to the MNZ office for the period of the suspension. The Member (while remaining on the register of members) is not entitled to exercise any of the rights and privileges of membership during the period of suspension.
- b. Subject to **Rule 7.4.5(c)** below, upon expiry of a period of suspension the Member will again be entitled to exercise the rights and privileges of membership of that class in which he or she was entered prior to the suspension and certificate of membership must be returned to the Member.
- c. If the suspended member holds his or her membership under Rule 4.1.4 (as an Official) of the MNZ Constitution, the Board or any persons to whom the Board has delegated such determination may, upon the expiry of the Member's suspension, determine whether or not the Member is a fit & proper person to hold the position they have. The Member must be given the right to be heard before the persons making the determination. The determination shall be final and binding and there is no right of review or appeal. If the determination is that the Member is not a fit and proper person to hold that position, the Member may apply to become a Member of MNZ under any other class/category of membership by following the procedure applicable to that class/category.

7.4.6 **Consequences of expulsion:**

- a) The certificate of membership of the Member must be immediately delivered to the MNZ office.
- b) The member must pay all money, subscriptions, and other sums due to MNZ or to any Member Club.
- c) The Member is not entitled to exercise any rights or privileges of membership.
- d) Every person to whom the penalty of expulsion or suspension is deemed to apply may not during the period of such expulsion or suspension be or become a principal, partner, Officer, Official or responsible servant or agent of any other member or affiliated club nor be a party to or concerned in any application for new membership of MNZ by any person or body.

- 7.4.7 A suspended or expelled person or body must not, during the period of suspension or expulsion:
- a) hold any official position in connection with MNZ or any affiliated club or in connection with any meeting or competitor;
  - b) be a registered member of a club for competition purposes;
  - c) promote or hold competitions requiring a permit from MNZ; and
  - d) apply for membership of any overseas motorcycling association.

## **7.5 Sports Tribunal**

- 7.5.1 Any person or body affected by any decision of the Judiciary Committee may appeal to the Sports Tribunal of New Zealand by lodging an appeal with the Sports Tribunal within 14 days of the Judiciary Committee decision being received in writing.

- 7.5.2 Appeals to the Sports Tribunal may only be made on one or more of the following grounds:
- a) that natural justice was denied;
  - b) that the Judiciary Committee acted outside of its powers and/or jurisdiction;
  - c) that substantially new evidence has become available after the decision which is being appealed was made; and/or
  - d) in respect of a penalty imposed the penalty was either excessive or inappropriate.

- 7.5.3 An appeal to the Sports Tribunal shall be heard and determined in accordance with the Rules of the Sports Tribunal.



## CHAPTER EIGHT – Safety Gear (Off Road)

- 8.1 **Protective Clothing:**  
Protective clothing must be examined by a competent official of MNZ prior to being used in each competition event. The minimum standard of protective clothing for events shall be as follows in this chapter.
- 8.1a Riders shall ensure that all protective clothing is, as a minimum standard, as listed in this chapter. Helmet details must be shown in the appropriate section in the rider's logbook.
- 8.1b **Enduro and Cross Country:**
- |                |  |
|----------------|--|
| Safety Helmets | - as per rule 8.2a   |
| Boots          | - as per rule 8.3  |
| Jerseys        | - heavyweight cotton or similar type fabric with long sleeves.                                 |
| Trousers       | - long leather, nylon motocross, heavy worsted (e.g. army type).                               |
| Gloves         | - compulsory   |
| Goggles        | - at the choice of the rider   |
| Body Armour    | - commercially available Motorcycle Body Protection (armour) that must include back protection |
- 8.1c **Motocross, Motocross TT, Grass Hill Climbs and Grass Track:**
- |                    |  |
|--------------------|--|
| Safety Helmets     | - as per rule 8.2a   |
| Boots              | - as per rule 8.3  |
| Jersey             | - heavyweight cotton or similar type fabric with long sleeves                                  |
| Trousers           | - long leather, nylon motocross, heavy worsted (e.g. ex army type)                             |
| Gloves             | - compulsory   |
| Goggles            | - at the Stewards discretion   |
| Knee Pads & Braces | - recommended or at riders choice  |
| Body Armour        | - commercially available Motorcycle Body Protection (Armour) that must include back protection |
- 8.1d **Trial:**
- |                |                                  |
|----------------|----------------------------------|
| Safety Helmets | - as per rule 8.2a               |
| Boots          | - as per rule 8.3                |
| Jerseys        | - at choice of the rider         |
| Trousers       | - full length of strong material |
| Gloves         | - at choice of the rider         |

- 8.1e      **Mini Motocross:**  
Safety Helmets      - as per rule 8.2a with an open face helmet recommended  
Boots      - as per rule 8.3  
Jersey      - heavy weight cotton or similar type fabric with long sleeves  
Trousers      - long leather, nylon motocross, heavy worsted, heavy corduroy or heavy denim (Jeans)  
Gloves      - compulsory  
Goggles      - at the Steward's discretion  
Body Armour      - commercially available Motorcycle Body Protection (Armour) that must include back protection

- 8.1f      **Pit Bikes:**  
Except for the following, rule 8.1c applies;  
**Exceptions:**  
Boots – a purpose manufactured motocross or pit bike boot is recommended. Otherwise, boots must be well constructed, either all leather or leather uppers, or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot and must be above ankle height. The wearing of knee pads or braces and elbow pads is compulsory.

- 8.1g      **Beach Racing:**  
Safety Helmets      - as per rule 8.2a  
Boots      - as per rule 8.3  
Jacket/Trousers      - leather, Kevlar, nylon motocross, nylon/motorcycle PVC wet weather gear  
Gloves      - compulsory (motorcycle types only).  
Eye Protection      - as per rule 8.2j  
Body Armour      - commercially available Motorcycle Body Protection (Armour) that must include back protection

- 8.2      **Helmets:**  
At all MNZ sanctioned events approved design Motorcycle helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these are 2, 3 or 4 wheeled vehicles, except for the official "Ride By", which precedes the racing proper. This will take place behind a responsible person.

Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Meeting Steward, be banned from competing at that meeting and no entry fee will be refunded.

## 8.2a

### **Competition Helmet Standards:**

All new helmets available in New Zealand are manufactured overseas. These are made to various standards. The following standards are acceptable for helmets for use in MNZ events;

Off Road	AS/NZS 1698:2006
Europe	ECE 22-05, 'P', 'NP' or 'J'
Japan	JIS T 8133:2015
USA	SNELL M2010
	SNELL M2015
	<b>SNELL M2020D</b>
	<b>SNELL M2020R</b>

Only helmets of single shell construction are permitted for road racing events. Two piece or flip top helmets may be used for have-a-go or track introduction days.

The 'NZ Ag Hat' which is a Motorcycle Helmet complying with NZS8600 is NOT approved for ANY form of competitive motorcycling or for the transit of persons above the speed of 30kph.

### **For International events the following standards apply:**

Europe	ECE 22-05, 'P', 'NP' or 'J'
Japan	JIS T 8133:2015
USA	SNELL M2010
	SNELL M2015
	<b>SNELL M2020D</b>
	<b>SNELL M2020R</b>

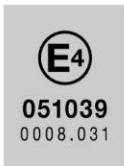
- 8.2b All helmets manufactured, as evidenced by the manufacturers date of manufacture labelling, more than 10 years prior to the date of an event may be impounded under the terms of rule 8.2e. Where no date of manufacture is visible on the helmet the onus is on the competitor to prove that the helmet is less than 10 years old.
- 8.2c Helmets manufactured with standards other than those approved can only be used in competition after approval by MNZ.
- 8.2d Approval will be given upon receipt of a certificate from the Standards Association of New Zealand or a competent authority (recognised by MNZ) stating that such a standard meets one of the approved standards.
- 8.2e The Steward or his/her deputy is empowered to impound any helmet considered of insufficient standard or, if of approved design, in a damaged or unsound condition.
- 8.2f Only helmets with a strap retaining system are permitted. The strap must be fastened any time the helmet is required to be worn.
- 8.2g Each competitor will be required to prove good fit of his/her helmet.

- 8.2h All helmets, regardless of approved marks, must provide temple protection (commonly known as 'Jet' or 'Open Face' or 'Full Face').
- 8.2i Helmet peaks, if worn, must be of flexible material attached by press studs, straps, plastic screws, or tape. The peak must be capable of being torn from the helmet in the event of an accident. Helmets provided with metal or alloy screw attachments as original will be accepted, as well as metal or alloy screw replacements, provided the original mounting in the helmet is not modified in any way.
- 8.2j Face shields must be of an approved flexible plastic or moulded material. Perspex face shields are not permitted.
- 8.2k No helmet will be drilled, screwed or taped other than as per original manufacture, or helmet manufacturer's instructions. The rider is required to provide proof that it is a helmet manufacturer's instruction.
- 8.2l Polycarbonate helmets that have been painted are banned from use in competition.
- 8.2m **Care of your Helmet:**  
**YOUR POLYCARBONATE HELMET MUST NOT BE PAINTED.**  
Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings.  
Solvents of any kind must not be used to clean your helmet – use soap and water.  
Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.  
Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc.
- MINZ strongly recommends, on advice from manufacturers, that you do not use a helmet for more than three years.
- Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.
- 8.2n
- No items may be fitted to the helmet that could interfere with the structural integrity of the helmet in the event of an accident. A helmet is made to provide protection. A helmet is not to be used as a platform to attach foreign objects.
  - Tear offs, Roll offs and similar may be fitted to goggles/visors if approved for the event. All other accessories are strictly forbidden on any part of the riders head protection.
  - The Steward of the event has the right to reject the use of any helmet or any other accessory not covered elsewhere in this rule that they consider a safety concern.

## International Helmet Standards

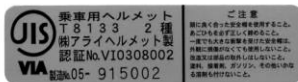
### ECE 22 - 05 (P, NP or J)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



E1 for Germany, E2 for France, E3 for Italy, E4, for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 (- vacant), E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Romania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Belarus, E29 for Estonia, E30 (-vacant), E31 for Bosnia and Herzegovina, E32 for Latvia, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (-vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 for New Zealand.

Below the letter E, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



JIS T 8133:2007 (valid until 31.12.2019)

JIS T 8133:2015



SNELL M2010 (valid until 31.12.2019)



SNELL M2015

- 8.3        **Footwear:**  
For speed events, boots must be well constructed, either all leather or leather uppers or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot.  
Scott, Vendramini and Heckle Plastic motorcycle competition boots and Sidi nylon boots are also approved for competition.
- 8.3a      **Non Speed Events:**  
For non-speed events such as Trials and Gymkhanas, rubber reinforced safety boots (fireman's type) having a steel reinforcing within the sole are an option to the above. Calf length boots constructed of leather or similar material would be more desirable.
- 8.3b      **Mini Motocross:** a purpose manufactured motocross boot is recommended, but a sturdy leather or gumboot (at least 200mm high) is acceptable.

## CHAPTER NINE – Public Safety (Off Road)

9.1 The position permitted to spectators at all forms of racing must always be chosen with due regard to public safety.

9.2 **Signs and Notices:** At all meetings to which the public has access, warning signs, prohibition signs and disclaimer notices shall be in place and worded as shown below.

These signs and notices are to warn the public that motorsport and competition is in progress.

9.2a Any signs shall be of sufficient dimension, be brightly coloured, use contrasting colours between the lettering and the sign material(s) and use a large and clear print type so that they are legible from a distance of 10 meters.

**Public warning signs:** Should be in place at main public access points to the meeting, (see 9.2b)

**Public prohibition signs:**

Advising the public to remain clear from certain areas to be prominently displayed wherever applicable. (see 9.2c)

**Disclaimer Notices:**

To be included on physical tickets, on-line entry ticketing, event programmes etc. (see 9.3, & 9.4)

9.2b **Public warning Sign:**

`Warning to the Public`  
MOTOR RACING IS DANGEROUS AND  
SPECTATORS ATTENDING THIS TRACK DO SO ENTIRELY  
AT THEIR OWN RISK. CHILDREN MUST BE SUPERVISED  
DANGER FROM MOVING VEHICLES THROUGHOUT THIS SITE

9.2c **Public prohibition Sign:**

`Warning to the Public`  
THIS IS A PROHIBITED AREA  
The Public are not permitted in this area.  
Extreme danger from moving vehicles  
Penalty of non-compliance = Exclusion from this event

9.3 **Admission at Motorsport Events Disclaimer notice:**

At all meetings to which the public is invited, admission, if controlled, should be by ticket.

Every physical or on-line ticket, each officials pass, and event programme, should bear the 'disclaimer notice' (see 9.4)

**Note:** Tickets should not be defaced of the disclaimer notice upon cancellation of the ticket.

#### **9.4 Admission at Motorsport events disclaimer notice:**

**“WARNING:** Motor racing is dangerous and persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners of the land and drivers and owners of the vehicles are absolved from any liability arising out of any accidents howsoever caused resulting in damage and/or personal injury to spectators.”

#### **9.5 Supercross and Street road race events:**

Special care may be required to protect the public from the proximity of the race course by using a safety zone restricting public access. The MNZ appointee may also demand the erection of suitable catch fencing



## CHAPTER TEN – Motorcycles Technical (Off Road)

- 10.1 A competitor entering a motorcycle for an event must sign a machine compliance disclaimer form even if the machine examination has taken place. Random checking of all other machines may take place before, during or after an event by a competent motorcycle examiner. Clubs who desire to check all machines at any event may do so with a machine examiner. Competitors may be penalised or disqualified for entering a machine that does not comply with minimum MNZ requirements. The steward of the meeting may also exclude any machine or equipment considered unsafe for the event.
- 10.1a At all times the onus is on the competitor to ensure that their equipment is being operated within the specifications and limits (if any) imposed by the equipment manufacturer or supplier.
- 10.1b Failure to present machine for technical inspection when requested by the meeting steward will result in automatic exclusion from the meeting results.
- 10.2 **Race numbers:** will start from one, no prefix numbers are permitted. All competitors must use the number as allocated to them on their MNZ Competition Licence, unless they have been requested to change/amend their number by the race secretary or official. Preference to the MNZ allocated number will be given in order – Senior, junior, mini. **Where multiple non MNZ allocated race numbers are received, the race secretary may request race number changes based on order of receipt of prepaid entries.** All overseas based competitors must use a letter or number allocated by MNZ upon receipt of their start permission and notified to the rider the host Club and the Commissioners (Overseas competitors will only be allocated a number to competition that they have earned numbered 1-10, from the previous years event). Riders must provide and have securely fitted to their machines number plates as follows;
- 10.2a **Enduro:**  
Front: Circular or square of a size that is clearly visible to officials and scorers.
- 10.2b **Motocross, Motocross TT, Grasstrack, Cross Country etc.:**  
Front and side number plates must be used, numbers to be a minimal height of 150mm and must be able to be read at speed.  
At Motocross and Supercross championship events, including NZGP championship classes competitors will have a legible number on either the back of their jersey or body armour, matching their bike number.
- 10.2c **Short Flat Track Stock Bike:**  
Front Rectangular shape 23cm x 28cm minimum  
Side same as above unless the side plates are part of the original construction of the machine.
- 10.2d All numbers are to be on non gloss backgrounds and must not be less than 25mm wide for Motocross, etc., and 15mm wide for Enduro and Trial.  
Numbers are to be as high as practicable.

10.2e Racing numbers will be in the colours specified for the engine capacity of the machine or the class of the rider and must be carried in all types of competition. Background colours shall approximate the following:  
Green, Yellow, Red, Blue: NZS 7702:1983

10.3 **Enduro:** Optional, but the figures must be clearly visible.

10.3a **Cross Country:** Blue Disc, Yellow number

10.3b **Motocross:**  
 MX 125 Blue disc, White number  
 MX 2 Black disc, White number  
 MX 1 White disc, Black number  
 Veterans (all classes) White disc, Blue number  
**Women's (all classes)** **Teal disk, Black number**

A red background and white number may only be used at the New Zealand Championship by the current point's leader.

A Junior licenced rider competing in a Senior Motocross event can compete with their Junior class colours and numbers as per rule 10.3f, unless a Senior Rider is competing with the same number. The Junior rider will then be required to alter their number to avoid a duplicate (either adding or removing a number as required), to the race secretaries approval.

10.3c **ATV Motocross:**  
 All ATV Classes White background, Black number  
 Super Quads Black background, White number  
 Mini ATV (all classes) Black background, White number

10.3d **Trial:**  
 Colours for Grade background; see **rule 23.7**

10.3e **Short Flat Track Stock Bike:**  
 All classes White background, Black number  
 (Figures to measure 15cm x 25cm)

10.3f Junior Motocross:  
 8-11 yrs 65cc Black background, White number  
 8-11 yrs 85cc White background, Black number  
 12-13 yrs 85cc Yellow background, Black number  
 14-16 yrs 85cc Red background, White number  
 12-14 yrs 125cc Blue background, White number  
 15-16 yrs 125cc White background, Red number  
 14-16 yrs 250cc Green background, White number  
**Junior Women's**  
**8-11 years: 85cc** **Teal background, Black number**  
**12-16 years: 85cc 60cc** **Teal background, Black number**  
**12-16 years: 125cc 2stroke/250cc 4stroke** **Teal background, Black number**

A Mini licenced rider competing in a Junior Motocross event can compete with their Mini class colours and numbers as per rule 10.3g, unless a Junior Rider is competing with the same number. The Mini rider will then be required to alter their number to avoid a duplicate (either adding or removing a number as required), to the race secretaries approval.

- 10.3g **Mini Motocross:**  
All classes Black background, White number
- 10.3h Number plates must not have any stickers or markings liable to cause confusion with the number.
- 10.4 All machines competing on tracks or courses other than approved Speedways or like tracks must be fitted with securely mounted footrests which when in the riding position do not touch the ground with the machine at an angle less than 45 degrees from the vertical.
- 10.5 Exhaust systems must be fitted and securely mounted. The exhaust pipe outlet must not direct exhaust gases directly to the ground or in any other direction, which will lead to the creation of dust. This will be cause for exclusion.
- 10.5a Exhaust mufflers are mandatory in all forms of competition. The Steward of the Meeting has the power to reject any machine considered to be unduly noisy.
- 10.6 **Noise:** Some venues may have specific noise level limits. These if included in the supplementary regulations may overrule rule 10.6.a
- 10.6a **Noise Emission:**  
No motorcycle at any event shall exceed the stipulated noise emission level of 96dBA. Failure to comply with noise level requirements will be grounds for disqualification.
- 10.7 All vehicles must be fitted with an efficient brake on both front and rear wheels except in the case of competitions held on circular, semi-circular or speedway tracks, when brakes, if fitted to the machine must be disconnected. Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop.
- 10.8 All motorcycles must have the top run of the primary chain completely covered by a guard of sufficient dimensions to keep riders clothing from coming in contact with the transmission, and the rear chain guard when considered necessary.
- 10.9 All machines must have rounded inner surfaces on clutch and brake levers, the outer end of such levers to be securely fitted with a rounded knob or ball of not less than the following diameters:  
Mini Class machines 13mm  
All other machines 16mm

- 10.9a Handlebars must not be of greater width than 92cm and must have the ends securely plugged.
- 10.9b Metal handlebar protection may not be used in any Supercross event or in any Motocross class race at a New Zealand or Island title event.
- 10.10 Side stands must be removed from motorcycles used in motocross and stadium Supercross events being ridden by all riders.
- 10.11 Steering dampers may be fitted but the attachment method must be of good commercial standard. Metal steering stops must be added to the frame if the existing stops are inadequate. The damper must not in any way act as a steering lock limiting device. Minimum steering lock must be 150 either side of the centre line of the motorcycle.
- 10.12 Every motorcycle which takes part in a competition on an open public road shall comply with all legal requirements. Warrants of fitness are not required for speed events on an officially closed road.
- 10.13 Fuel caps must not allow leakage and fuel lines must be secure.
- 10.14 Where necessary, machines will be sealed for measurement purposes. Machines must not be taken from the pits after a race without the consent of the Clerk of the Course. Failure to observe this rule may entail exclusion, suspension, or disqualification.
- 10.14a The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and the motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.
- 10.14b If the measure be to determine a protest, the party against whom the decision is made shall bear the cost and the motorcycle may if the engine is found oversized be retained until such costs are paid.
- 10.15 **The Formulae to Calculate Cubic Capacity:**  
Reciprocating piston motors: Diameter of cylinder bore in centimetres, squared, multiplied by 0.7854, multiplied by stroke in centimetres, multiplied by number of cylinders.
- 10.16 Fuel testing at any event may be ordered by the relevant MNZ Commissioner, in consultation with the Officials Commissioner and the meeting Steward; or, by the meeting Steward; or, by the protest committee to determine the outcome of a protest.
- 10.16a Such testing is to be carried out by MNZ officials using appropriate sampling methods.
- 10.16b Testing will be carried out using 2 methods; Initial screening will be carried out using an MNZ approved Digatron DT-47FT to give an indication of whether

any irregularity exists. Should irregularities be indicated/suspected then further fuel samples will be taken for forwarding to a recognised laboratory (ESR or similar) for detailed analysis. If no irregularity is detected, then no further testing will be required.

- 10.16c **Sampling Procedure:** Containers for holding samples must be clean and constructed of robust, fuel non-reactive, impermeable material. They must be sealable and have provision for identification.  
Equipment used for extraction of fuel from machines must be clean and constructed of fuel non-reactive material.  
Each sample must be divided in two and placed in separate containers (2 samples of a maximum 1 litre each). The containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on an MNZ "Fuel Sample Certificate" which must certify the date, place and time of taking the sample, the identity of the machine from which it was taken and the identity of it's rider.  
Both samples must remain in the control of the testing officials and the rider must sign the MNZ "Fuel Sample Certificate" acknowledging that a sample was taken and must be given a copy of the certificate.  
Refusal to submit to the taking of samples or signing of the certificate will be treated as an admission of guilt.  
At the conclusion of the event the samples are to be delivered either in person or by a recognised Courier to the nominated laboratory, as soon as is practicable.  
Fuel sampling may be carried out at any time during a meeting.
- 10.16d The results from the analysis must be attached to the laboratory's copy of the MNZ "Fuel Sample Certificate" and returned to MNZ as soon as practicable after the results have been obtained.
- 10.16e The results of the analysis must as soon as practicable be notified to the club at whose meeting the testing was carried out, the rider and the MNZ Judiciary for appropriate penalty(s) to be imposed should irregularities be confirmed.
- 10.17 **Fuel:** All petrol (gasoline) shall be from a public petrol (pump) station, avgas, a mixture of petrol and avgas, or a mixture of petrol/avgas and lubricant in the case of 2-stroke engines.  
The petrol or avgas or a mixture of both fuels will be used for Motocross, Stadium/Supercross, Motocross TT, Trial, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.  
  
For the avoidance of doubt this means the petrol (gasoline) must be available for sale on demand from a New Zealand public retail outlet  
  
Allowable fuels are to be publically available pump petrol not exceeding an advertised RON of 100 or MON of 92, or AVGAS not exceeding a MON of 108 (Aviation Lean Rating, equivalent).
- 10.17a Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other

engine power boosting additives; must in no way contribute to an improvement in overall performance.

10.17b **Note:** Refuelling, each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted.

10.17c Fuel Specifications see Appendix B.

## CHAPTER ELEVEN – All Terrain Vehicle (ATV) (Off Road)

- 11.1 These rules are supplementary to the Manual of Motorcycle Sport.
- 11.1a These rules apply to three and four wheeled competition.
- 11.1b ATV's may compete in all types of events provided that the course has been laid out with due consideration for the machines and does not encroach onto public roads.
- 11.2 Construction/Technical
  - 11.2a All ATV's used in MNZ sanctioned events must be constructed such that the rider sits astride a motorcycle type frame and controls the machine using a handlebar, and has a motorcycle engine and a maximum dry weight of 350kgs.
  - 11.2b All head and tail lights must be removed or securely taped.
  - 11.2c All non standard fittings that may be of a dangerous nature must be removed.
  - 11.2d Brakes are essential in all types of competition including speedway type events.
  - 11.2e All machines will be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that it may be overridden, and must be securely attached to the rider.
  - 11.2f Race numbers must be 150mm minimum. Black numbers with white background, centrally mounted on the front and rear of the bike. Accent colour or shadowing in immediate vicinity of all numbers is not allowed with all numbers having a clear zone of 15mm. Riders must also have clear 150mm high numbers on their back.
  - 11.2g Under no circumstances shall the forks protrude above the cross bar of the handle bar.
  - 11.2h Maximum width of an ATV will be 1350mm.
  - 11.2i Nerf bars – Nerf Bars are mandatory for Motocross, Speedway and Miniature TT events and are recommended for all other events. If these are fitted then the webs must also be fitted such that it is not possible to step inside the nerf bar.
  - 11.2j No anti roll bars shall be fitted (Anti roll over bar).
  - 11.2k Fuel – See 10.17
  - 11.2l No carriers are permitted on machines at any events

- 11.3 **Conduct of Competition:** Except in the following circumstances, juniors and seniors shall not compete or practice together for Motocross, Speedway or Miniature TT. The circumstances where juniors and seniors may compete or practice together are as follows:

**Juniors at club days:** At club days with up to four juniors over 12 years of age present, these riders can ride with Senior B grade riders provided that the Steward of the Meeting considers that this can be done safely. If there are more than four junior riders over 12 then a separate race is to be held.

From age 15, women in any all women class

From age 12, at any club day

At any event that MNZ may from time to time approve, such approval, and any conditions of approval to be noted on the event permit.

Competing or practicing with seniors in such circumstances will not affect the junior rider's status.

A Junior cannot compete in both junior and senior competition on the same day. If the steward considers that a junior rider is not competent enough to ride in senior competition (s)he may direct that rider to return to junior competition.

- 11.3a At club day's senior classes are optional.

- 11.4 Additional Rules that apply to Championship/**National/Island Title events** only:  
The following titles are available for annual competition in each senior capacity:

NZ ATV Motocross Championship – **Must have Championship licence**

NZ ATV Speedway **National**

NI ATV Motocross **Title**

SI ATV Motocross **Title**

NZ ATV TT **National**

**NZ ¼ Mile Flat Track National**

These championship/**National/Island Title** events are to be competed for in a calendar year.

- 11.4a Championship/**National/Island Title capacity classes:** see Appendix A  
One Bike/Rider combination  
Competitors must nominate the class for bike and rider. The top 5 riders of the Premier class can use their numbers from results of the previous seasons **NZ ATV Motocross Championship**.

- 11.4b **Superquad:**  
1500mm maximum width  
750cc multi cylinder 4 stroke and above.  
Must be a Motorcycle motor.

- 11.4c Each class will be run if six entries are received at entry closing time.



- 11.4d Should minimum entries not be received then the organisers may combine like performance classes for racing but championship/**national/island title** points can only be taken by machines eligible for the particular championship/**national/island title** class.
- 11.4e NZ ATV Motocross championships/**nationals/island titles** will be completed over a minimum of one round and maximum of three rounds. Early rounds will host 5 races per class at a one day event. The final round will have 7 races per class over two days. All races will count towards the title. Final round is compulsory.
- 11.4f Start areas for **ATV** MX championships/**nationals/island titles** must provide for single row starts with a minimum of 30cm between machines, measured from wheel to wheel.
- 11.4g Under 21 Cup  
Any senior rider under 21 years of age on the first day of competition is eligible from any championship class. Highest points tally over the ATV MX National Championship weekend. Once having won this Cup once, a rider is ineligible in the future.
- 11.5 Production Class (Junior ATV) See Appendix A
- 11.6 **Production class modifications (0-90cc, 250cc and 450cc):**  
These are production classes. The changes are for safety and cosmetic purposes only. The engine, chassis and suspension must be standard if it's not on the below list it is not allowed.
- 11.6a The use of aftermarket parts that are of OEM specifications is allowed along with OEM parts from one year model to another.

Parts	Rule
Gear Shifter/Brake Pedal	Free to amend
Air Filter	Free to amend – can change filter mount to filter
Brake Discs	Free to amend
Brake Pads	Free to amend
Radiator and Radiator hoses	Free to amend
Axle and Nuts	Free to amend
Bearing Carrier	Free to amend
Graphics	Free to amend
Chain & Sprockets	Free to amend
Handle Bars/Grips/Clamps/Steering Stem	Free to amend
Exhaust	Tail pipe slip on only (98dbA) 450cc class only

Plastics & Nose Cone	Free to amend
Skid Plates/Belly Plates	Free to amend
Starter Switch	Free to amend
Painting Frame/Powder Coating etc.	Free to amend
Bumpers/Grab Bars etc.	Free to amend
Handbrake	Free to amend
Clutch/Brake Levers	Free to amend
Bling Parts (Oil Plugs/Brake Covers etc.)	Free to amend
Tail Lights/Headlights	Free to remove
Handguards	Free to amend
Seat & Covers	Free to amend
Chain Guides	Free to amend
CDI/ECU/Cherry Bomb	Free to amend
Steering Dampeners	Free to amend
Carb	Re jetting only
Battery Box	Free to amend
Piston & Rods	Aftermarket okay, but must be standard compression specs.

- 11.6b Production 450:  
i. A maximum width of 1250mm is allowed. The caster and camber must be of original OEM specifications and must be fixed (non-adjustable).  
ii. Ride height adjustment allowed with brackets, linkages, struts or straps.
- 11.7 **ATV Speedway:**  
New competitors shall ride at three (3) compulsory practices prior to taking part in Open Competition & Speedway Competition, under the guidance of a mentor to be provided by the organising club.
- 11.7a The maximum number of ATV starters at a Speedway event is 12 per race, at the discretion of the Steward. This number may be reduced if necessary.
- 11.7b Should the track be loose surface; ATV's must use Off Road Tyres. Should the track be clay based ATV's must use Speedway Tyres. The permit application & entry form (should there be one) must state the type of tyres to be used.
- 11.7c Junior riders are required to wear high visibility vests, to be supplied by the host club. Any rider wearing a high visibility vest can only be overtaken on the outside.
- 11.7d For NZ Speedway titles a full field, rotating grid will be used so that each rider has at least one front row start.

## CHAPTER TWELVE – Beach Meetings (Off Road)

- 12.1 The attention of all clubs is drawn to the fact that control of all foreshore areas in New Zealand is administered by the Department of Conservation. The Department may on occasions transfer that control to a Local Body. The Department of Conservation or the appropriate Local Body set conditions on the use of beaches for race meetings, and clubs wishing to run beach meetings should be aware of and comply with these.
- 12.2 Any club wishing to hold a beach race meeting must apply to the local office of the Department of Conservation and/or to the Local Body controlling the beach for permission to hold the event, and the written consent of the controlling body must be forwarded with the application for a permit. It is recommended that clubs apply to the controlling body at least 3 months prior to the event to allow sufficient time for the application to be processed.
- 12.3 Regulations 4 and 5, Transport (Vehicular Road Closure) Regulations, 1965, must be complied with.
- 12.4 The Club holding the meeting is to advertise the meeting in a newspaper circulation in the district and is to inform the local Police Officer and Transport Officer of the meeting and of any objections received, at least seven days prior to the meeting.
- 12.5 Club Officials are to comply with any direction which officers of the Police or LTSA may give.
- 12.6 The Club holding the meeting accepts full responsibility for any accident that may occur as a result of the meeting.
- 12.6a Adequate measures for the protection of the public and the control of the traffic on the beach must be made by posting officials of the Club at essential points of access during the progress of the meeting to ensure the meeting is run in an orderly manner.
- 12.7 The Club must make provision for ensuring that litter and rubbish will not be left on the beach at the conclusion of the meeting.
- 12.8 The race is to be adequately flagged by the Club.
- 12.8a No practice runs are to be made on the beach except on the flagged course.
- 12.8b The flagged course is to be used only by competitors and such official cars or other vehicles are necessary for the good conduct of the meeting.
- 12.8c The course shall run in an anti clockwise direction.
- 12.8d The START/FINISH line shall be placed within the first half on one straight.

- 12.8e The course shall be set on hard flat sand below the previous high tide mark.
- 12.9 No person is to be refused admission to the beach other than the flagged race track and an adequate width of beach must be left so the public has access to those parts of the beach beyond the race track.
- 12.10 All vehicles must be parked off the beach when not racing, unless the beach is a designated road or an exemption has been sort and granted from the appropriate bodies.
- 12.11 **Beach Race Championship Classes:** see Appendix A
- 12.12 All beach championships shall be run over a minimum of 800 metre straights and the minimum distance for each class shall be:
- |                    |                        |                                  |
|--------------------|------------------------|----------------------------------|
| 0-125cc            | <b>6.4 kilometres</b>  | <b>(4 laps – 800m straights)</b> |
| 0-250cc            | <b>6.4 kilometres</b>  | <b>(4 laps – 800m straights)</b> |
| 0-500cc            | <b>9.6 kilometres</b>  | <b>(6 laps – 800m straights)</b> |
| 0-Open             | <b>12.8 kilometres</b> | <b>(8 laps – 800m straights)</b> |
| ATV's 0-750cc Open | <b>6.4 kilometres</b>  | <b>(4 laps – 800m straights)</b> |
| Super Quad         | <b>6.4 kilometres</b>  | <b>(4 laps – 800m straights)</b> |

**With the following proviso;**

All ATV's must be machine examined

## CHAPTER THIRTEEN – Cross Country (Off Road)

- 13.1 **Definitions:**  
Hare and Hounds are events where riders start in separate groups at timed intervals with the time difference taken into account at the finish of the event.
- 13.1a Cross Country are events where the riders start together.
- 13.1b The result will be determined on the number of laps ridden in the prescribed time allotted or the first rider to cross the finish line if more than one rider completes the same number of laps. The time handicap will be taken into account in the case of Hare and Hounds.
- 13.1c **Duration:**  
Club Events – Minimum 1 hour. It is suggested Clubs have an easy option for beginners.  
New Zealand or Island Championship events – 3 hours.
- 13.2 **The Course:**  
Cross Country tracks must be fast and flowing and held on natural terrain i.e. Similar to a long distance “Natural Terrain Motocross”. There should be no bottlenecks and riders should not have to dismount.
- 13.2a The minimum distance per lap should be 10km. (The longer the lap, the less laps per race, the less damage done to the track). The minimum lap distance for an Island or New Zealand Championship race shall be 10km.
- 13.2b In the case of long circuits there shall be no more than 50km between designated fuel points. These shall be clear and unmistakable to a fast moving rider.
- 13.3 **Track Marking:**  
Arrows must be day-glo and must contrast with the surrounding environment. They must be triangular and at least 240mm long by 100mm wide. Danger points must be clearly marked with two arrows pointing straight down. Wrong way must be marked by two crossed arrows. Riders must pass within 10 meters of an arrow. All arrows are to be clear and unmistakable to fast moving riders. Where pegs with arrows are used riders must stay between the pegs.
- 13.3a Failure to follow track marking arrows may result in a Stop/Go penalty being imposed by a meeting official; such penalty shall not exceed 5 minutes.
- 13.4 No point to point timing or any other method of scoring is to be used.
- 13.5 **Pre Riding of the Course:**  
In a National Cross Country Championship event, no National title contender shall ride on the marked course prior to the start of the event. A marked course is defined as a commencement of arrowing. Penalty to be at the Stewards discretion.

- 13.6 **The Start:**  
A Cross Country start shall be a Le Mans start with riders running a minimum of 5 metres to their machines.
- 13.7 **Classes:**  
The classes shall be as determined by the Cross Country Commissioner.  
Numbers 11-69 have been reserved to be allocated to the riders as they finished in previous New Zealand Championship. E.g. first in class 1 would receive plate number 11, first in class 2 would receive plate number 21.  
Class 1: Numbers 11-19  
Class 2: Numbers 21-29  
Class 3: Numbers 31-39  
Class 4: Numbers 41-49  
Class 5: Numbers 51-59  
Class 6: Numbers 61-69
- 13.8 **Teams:**  
There will be a teams Championship. Each team will consist of three Championship riders.
- 13.8a The three team members of each team entered must be submitted to organising clubs prior to the start of the practice lap, i.e. No change after practice lap.
- 13.8b The team must have the same three team members for all rounds in which they wish to accumulate points for the Championships. (Class changing of team riders is permitted within the team).
- 13.8c Teams must have all three members finish the event to be eligible for a placing in that event and to gain championship points.
- 13.8d **Teams Points Juniors & Seniors:**  
Team member's class points will be added together.  
  
The top team scores 25pts for that round, second team scores 22pts, then 20,18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 13.9 **New Zealand Championships:**  
The Championship will be held over four National Championship rounds; with one round dropped.  
Points awarded using rule 13.8d total maximum points will be 75.
- 13.9a Series riders gain series points. No reallocation.
- 13.9b Riders may only enter one class.
- 13.10 No refuelling or transferring of fuel from one vehicle to another is permitted on the circuit except in an area designated by the organising Club.

- 13.11 All riders must leave the course immediately after the chequered flag or “finish sign” is displayed. To be classified as a finisher, a competitor must complete at least one full lap.
- 13.12 A practice lap is to be offered to competitors at the discretion of the Club Officials regardless of the length of the track.  
However, Junior competitors will have a practice lap.
- 13.13 The MNZ Cross Country Championship, format, classes and grading each year, shall be organised by the Cross Country Commissioner.

A pre-requisite to acceptance into a New Zealand or Island Senior Cross Country event is that the rider must have ridden in a minimum of 3 permitted Senior Club Cross Country events. This shall be evidenced by entries in the rider logbook.

**Junior Cross Country; to be read in conjunction with the above rules:**

- 13.14 Riders have three options for licences when they turn 15;  
Option 1 – Remain on their junior licence until their 17<sup>th</sup> birthday.  
Option 2 – Return their junior licence for a senior licence.  
Option 3 – When a junior licence holder reaches 15 years, they may choose to ride as a Senior in Cross Country whilst keeping their junior licence for Motocross.  
Once you have ridden Senior Cross Country you cannot return to Junior Cross Country.
- 13.15 Junior maximum capacity is 200cc 2 Stroke and 300cc 4 Stroke.
- 13.16 The course shall be as close as practicable to 10kms and the duration shall not exceed one and a half hours.  
Cross Country tracks must be fast and flowing, held on natural terrain. There should be no bottlenecks and riders should not have to dismount.
- 13.17 The minimum age for New Zealand & Island Championship events is 12 years and maximum age is 16 years.
- 13.17a The minimum age for Club events is 10 years and maximum age 16 years. 10-12 year olds may only ride 65cc-85cc 2 Stroke and up to 150cc 4 Stroke only. These competitors ride at the Stewards discretion as per rule 13.22 in a class restricted to this age group only.

Riders must be able to pick up their own machine unaided as per rule 13.22. The Club will provide a minimum of one MNZ Licenced riding marshal per 6 riders to circulate during the event. At all points on the track where it is possible for a rider to fall into water a Safety Marshal must be present at all times. The course shall not exceed 5kms and the duration shall not exceed 1 hours.

Events where shadow riders are used are not Cross Country.

**Note:** Clubs are encouraged to hold “Trail Ride” type non competitive events for under 12 year olds. At these events the competitor shall be accompanied by a parent or guardian who shall shadow rider them throughout the entire course. Riders must be able to pick up their own bike.

- 13.18 The organising club will provide at least three competent and responsible senior riders, preferably not related to a competitor in the Championship, who will circulate during the Junior race and will be on hand to assist any Junior competitor in difficulties. Their details will be advised to the Steward prior to the commencement of riders briefing.  
The Steward is to be advised of any assistance given.  
The Rider Representative shall be a competent rider who may also circulate on the track. All safety equipment shall be worn if riding. A non-riding Rider Representative may also be appointed as per rule 6.4.

**Notes:** These rules are designed to foster and promote junior distance racing. Organisers are requested to bear in mind the size and ability of the competitors when laying the course out. Attention is drawn to rule 13.16.

- 13.19 All Junior championships shall comply with rule 13.9. MNZ will allocate the Championship rounds.
- 13.20 Trophies in this championship shall only be awarded to first, second and third place. If clubs wish to acknowledge other riders in their events this shall only be done with a standard acknowledgment of entry certificate stating the finishing position.
- 13.21 Juniors shall not under any circumstances ride with seniors, with the exception of Senior Ladies who may ride with 12-16 year old Juniors at Club level only.
- 13.22 Prior to starting in an event, a Junior competitor must demonstrate their ability to lift their motorcycle, engine NOT running, from horizontal position without any outside assistance; the competitor must then restart their machine without assistance. Failure to complete either or both of these tasks will result in exclusion at the discretion of the Steward.
- 13.23 MNZ will appoint a component officials to inspect the track before the event commences. At all points on the circuit where it is possible for a rider to fall into water a safety marshal must be present at all times during the event to assist riders as required.
- 13.24 A pre-requisite to acceptance into a New Zealand or Island Junior Cross Country event is that the rider must have ridden in a minimum of 3 MNZ permitted Club Cross Country events. This shall be evidenced by entries in the rider logbook.
- 13.25 No Junior who has competed in a Senior Cross Country event shall be eligible for the Junior Cross Country Championship.



## CHAPTER FOURTEEN – Enduro (Off Road)

- 14.1 The object of an Enduro is to test the reliability of machines and the skills of riders to cover large distances of unknown terrain to a prescribed average speed.
- 14.2 Riders will comply with all MNZ regulations in accordance with speed events and in particular with chapters 3–10.
- 14.3 **The Course:**  
For Championship events, the course should be at least four hours long per day.
- 14.3a Check points should be set to separate different types of terrain and should not be more than one (1) hour riding apart.
- 14.3b All Public road riding **MUST** be kept in separate sections from off-road terrain and a generous time given to riders to cover the road sections to discourage speeding and callous riding.
- 14.3c Events that use public roads must either obtain a road closure or machines must meet the requirements of local and territorial authorities.
- 14.3d Direct crossing of public roads is possible by the rider pushing his/her machine across. These crossings must be clearly marked and manned.
- 14.3e Gas stops **MUST** be provided at least every fifty kilometres and immediately before a known check stop.
- 14.3f Corners **MUST** be marked with arrows at least 240mm long and 100mm wide.
- 14.3g On course marker squares **MUST** be at least 70mm by 70mm.
- 14.3h Arrows and squares must be of uniform bright colour, normally Dayglo orange. Different colours may only be used to mark the same or adjacent tracks on a two (or more) day event or for terrain tests using the same or adjacent tracks. Tapes and barricades are only to be used to accompany arrows and squares, not to replace them. Different markers or colours may be used for different grades.
- 14.3i Danger points **MUST** be clearly marked with arrows pointing straight down.
- 14.3j Riders must follow the arrow of their grade. The arrows for other grades may be ignored. Grade Splits must be clearly marked with signs at least 600mm by 900mm.
- 14.3k Time check points will be set up at the start of the day's ride, and at intermediate points no more than 50 kilometres apart.

- 14.3l The distance between checks in kilometres together with average speeds expected of the riders and the time it should take the riders must be posted as early as possible before the first rider starts.
- 14.3m Manual check points must have at least two officials and must keep a record of rider's clock-in times. They must have spare rider time cards available to riders who have lost their card. Automated electronic check points (such as dippers or proximity sensors) may be unmanned.
- 14.3n The starters clock is official time and should be posted at least one hour before the first rider is due to start.
- 14.3o Checks should have a yellow flag or marker placed five metres before and after the check which, the riders are forbidden to pass before their scheduled clock-in time at that check. The rider's time is taken once the rider has entered the check zone with a dead engine.
- 14.3p Riders must stop at the first yellow flag and push in and out of the check with a dead engine.
- 14.3q Checks must have their check time clearly available to riders either by Time Clocks or Voice Calling Time.
- 14.3r Observation or route checks must be manned by an official who will mark the rider's card. This official is to take note of any rider visible but not on the track.
- 14.3s Riders can be no more than sixty minutes later than their due time at any check, **except the final check where riders can be no more than ninety minutes later than their due time.**
- 14.3t There must be at least two special tests per day. Special tests must be at least two minutes long and no more than fifteen minutes long without covering the same ground twice, except that one test can be of a multi circuit type. More than two special tests per day are permitted. Particular attention must be given to marking any possible danger points.
- 14.3u Special tests will have the rider's time accurately timed to the second.
- 14.4 **Machines:**  
In addition to Chapter 10, Enduro machines must adhere to the following:
- 14.4a For Enduro's with public road sections, machines must have full road registration and a current WOF.
- 14.4b Electrical circuits must be insulated.
- 14.4c Machines must have an effective silencer (and in addition a spark arrestor where required).
- 14.4d Tyre patterns are optional.

- 14.4e Headlights are not required to operate but complete units should be fitted, note rule 14.7f where forest regulation and Supplementary Regulations require operational lights, machines without lights may be excluded.
- 14.5 **Operation and Control:**  
No machines are to be started on the morning of the event before their start time.
- 14.5a At the beginning of each event, the starting signal will be given at the exact time a rider is due to start. Within one minute of the starting signal having been given, the rider must have started his/her engine by normal starting method at the starting line and crossed another line 20 metres from the starting line under engine power.
- 14.5b At the end of the first day's ride in a multiple day event, the rider must push his/her machine into an impound area immediately after the final check.
- 14.5c Riders must leave immediately and no person except officials will be allowed to enter the impound area until the official work period the next morning, except for refuelling with the organisers permission and official present.
- 14.5d No work is to be allowed on the machine after the official check.
- 14.5e Riders are allowed back to service their machines fifteen minutes before their start time on multi day events. They may not start their engines during this period.
- 14.5f Riders are able to replace any part of their machine, excluding the following: Front/rear wheel, front number plate, frame, engine cases. Other parts may only be obtained at check points and refuelling areas.
- 14.5g The rider can receive no assistance during the entire time of the event to aid his/her working on a machine. Other time card carrying competitors are not deemed as outside assistance and can assist fellow competitors to overcome obstacles on the track. The rider is permitted outside assistance for refuelling and tyre pressurisation of the machine at given fuel stops.
- 14.5h Support riding by another whether competitor or not, who rides to assist a competitor is not permitted.
- 14.5i Riders who are excluded on any day of a multi day event can not compete for points or trophies but may ride at the organiser's discretion in order to have a further day's outing or may enter any other one day event held on subsequent days.
- 14.5j To deter speeding on transport sections open to the public only, an organiser may set a secret check with the check time calculated to the maximum speed limits applicable to the road. This check will not be listed on the speed schedule. Once in sight of the check, the rider must ride directly into the check. Should a rider, once sighted, not ride into the check, his/her time of sighting

will be deemed his/her entry time to the check. Once checked in, riders may ride out directly.

14.5k At secret checks 50 points will be lost for each minute early over a two minute early arrival allowance. There is no penalty for late arrival.

14.5l Speeding on public roads is not allowed, note rule 14.8i

14.6 **Scoring:**

The event will be scored by the use of penalty points which will be as per penalty points list 14.7

14.6a The rider with the least number of points totalled against him at the end of the event will be the winner.

14.7 **PENALTY POINTS:**

	Points
14.7a Starting engine before start time each morning	60
14.7b Being late at a time check-for each complete minute	60
14.7c Checking in early at a time check for each complete minute	60
14.7d Failure to start (14.5a)	20
14.7e Elapsed time on special tests for every one second	1
14.7f Failure to have complete headlight fitted	20
14.7g Riding inside a check time	500
14.7h Missing a route check	4000
14.7i Missing a time check	4000
14.7j Replacing excluded parts	4000

14.8 **Reasons for Exclusion:**

14.8a Refuelling with engine running or outside the refuelling zone.

14.8b Outside assistance from non-competitor or retired competitor.

14.8c Riding in the reverse direction of the track.

14.8d Tampering with time card.

14.8e Altering course markers or not replacing markers accidentally disturbed.

14.8f Being over one hour late at any time check.

14.8g Machine found outside capacity.

14.8h Riding in the area within three weeks before the event, excluding organisers of meetings unless riding at a Motorcycling New Zealand event.

14.8i The Jury may exclude a rider at the completion of the day's riding for inconsiderate or dangerous riding on roads open to the public, or for actions likely to bring the event into disrepute.

- 14.8j Not following the complete course as intended.
- 14.8k Working on machine while impounded.
- 14.8l Exceeding noise emission 96dBA as per rule 10.6a
- 14.9 **The Jury:**  
The Jury will be set up and held in accordance with Rules 7.1.6 through 7.1.8 with the added provision that the Enduro Coordinator may sit on any Enduro Jury but only as a non-voting member.
- 14.9a Riders may protest in accordance with the 'Manual' Chapter 7 and appeal in accordance with Chapter 7.
- 14.10 **Championship:**  
The MNZ Enduro Championship format, classes and grading shall be organised by the Enduro Commissioner in conjunction with the North and South Island Coordinators for the next Championship season.
- 14.11 **Junior Enduro:**  
Object of Junior Enduro is to give the juniors an opportunity to ride safely in longer distance trail events with no penalty time taken to negotiate the trail and have controlled speed tests to give a competitive aspect and result for 12–16 year olds.
- 14.11a There will be no New Zealand, or Island Junior Enduro Championships.
- 14.11b The course will be marked as per Enduro's over ride able terrain, bearing in mind the size and ability of the riders.
- 14.11c Check points should be at regular intervals not greater than 15 kilometres apart. Where a rider's card shall be marked and a record kept of riders passing the check point. Officials may hold back the faster riders and short cut slower riders to control the spread of riders and keep to the event schedule.
- 14.11d There shall be no incentive or penalty associated with the check points.
- 14.11e Special tests shall be timed to the second with the total of the time taken at all tests added to determine individual placing. One point per second.
- 14.11f Entrants are to have at least one practice lap on a special test before the test is timed.
- 14.11g Cross country tests shall be no more than 5 kilometres long.
- 14.11h Motocross shall be no more than 10 minutes in duration.
- 14.11i No refuelling except in the designated fuel areas.
- 14.11j Support riders are encouraged to provide assistance and confidence.

- 14.11k The organising club will provide at least three competent and responsible senior riders to the Stewards satisfaction. They will ride at spaced intervals during the event to assist any junior in difficulties. One of these riders will sweep the course immediately behind the last rider.
- 14.11l Juniors will comply with all other Enduro conditions.
- 14.11m Riders have four options for Licences when they turn 15;  
 Option One – Remain on their Junior Licence until their 17th birthday.  
 Option Two – Return their Junior Licence for a Senior Licence.  
 Option Three – Choose to ride as a Senior in Enduro whilst keeping their Junior Licence for all other disciplines.  
 Option Four – at non championship events and with approval of the Steward, CoC and Organiser ride in Senior without change to their Licence status.
- Once they have a Senior Licence they cannot return to Junior status.
- 14.12 **Extreme Enduro**
- 14.12a An Extreme Enduro is defined as any Off Road event with an intended duration of more than four hours with extremely challenging sections designed to test the very best riders.
- 14.12b At the discretion of the Enduro Commissioner an Extreme Enduro Championship can be run within any calendar year.
- 14.12c Extreme Enduro Championship Events must be scheduled so as not to clash with any other Off Road Championship Event where possible.
- 14.12d The Championship will be titled The New Zealand Extreme Off Road Championship so as to avoid any confusion with Time Card Enduro.
- 14.12e The Extreme Off Road/Enduro Events will run as entirely separate events from Time Card Enduro Events.
- 14.12f The Extreme Off Road Championship Series will be an entirely separate series from the Time Card Enduro Championship.
- 14.12g Event formats can be one of, a combination of, Motocross, Supercross, Trials, Cross County, Scott Trial and Time Card Enduro.
- 14.12h The specific event rules from the MNZ Manual of Motorcycle Sport (Off Road) will be nominated for each event. Each event must be sufficiently challenging to test the top riders in each grade with a minimum duration of four hours.
- 14.12i **Class Structure:**  
 The classes shall be – Gold, Silver and Bronze – defined as follows:
- Gold – Designed to test top level riders, very challenging with extreme sections

Silver – Competitive and confident riders with a good level of skill to attack challenging obstacles

Bronze – Trail riders class with an Enduro flavour and hard challenging sections

Juniors – 12-16 years

Juniors will be restricted to riding the Bronze course and must be accompanied by an Adult Rider.

### 15.1 MINI MOTOCROSS

**Introduction:** Mini riding is intended to be an introduction to off road motorcycling sport, providing an outlet for youthful energies under controlled conditions.

Mini Motocross has age appropriate bikes, along with bikes having to be homologated. The age appropriate bikes along with the homologated bikes can be found on the MNZ Website

For more information about Homologation refer to Appendix C

Entering the sport of Motocross may be new to many, it is important that you read this Chapter and also make reference to Chapter 8 which advises of all Safety Gear that is required.

Motorcycle Clubs are expected to take full responsibility for the training of prospective Mini riders and for the adequate control of races. In larger clubs it would probably be desirable to appoint a Mini Competition Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to Mini competition.

### 15.2 Licencing:

To encourage new riders into the sport, a new rider from the age of 4 years old can compete at two events at Club level only, using a free one event licence supplied by the Club. These licences can be filled out & signed by the legal guardian of the child. Competitors will still be required to pay the appropriate entry fee and club membership fee.

For more information regarding Licencing, refer to Chapter 5.

### 15.3 After the two free rides mini competitors are required to have an MNZ Mini licence **or purchase a One Event Licence if being offered for purchase by the host club & eligible for the event being run.** Applications **for an annual competition licence** are made via the office of MNZ, or by way of online application. A birth certificate is required with a first time application.

The application form must be endorsed by a parent or legal guardian. Note that parents or legal guardians can restrict licences simply by drawing lines through the classes they do not approve of on the application form.

Mini Competition Licences can be only issued for the following types of competition: Motocross, Motocross TT, ATV, Gymkhana, Flat Track, Grass Track.

Before competing in a New Zealand National or New Zealand Grand Prix event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV) **or proof from results of Electronic Lap scored Events.** The original copies of the licences must be supplied – no reproduction copies.



15.4

**The goals are to:**

- A: Encourage and support our young riders
- B. Give an introduction to motorcycle riding in the disciplines
- C. Undertake training, coaching and fun day's events
- D. Give an introduction to the spirit of racing

It is an ideal stage for Clubs to introduce and educate young riders and their parents into the sport thus encouraging club participation and ensuring that our new mini riders are at least conditioned and have some understanding of the sport.

15.5

The Manual of Motorcycle Sport of MNZ apply. Rules not covered in this chapter may be found elsewhere in the 'Manual' (e.g., Conduct of Competition Chapter 6 and Safety Gear Chapter 8, Look at the Chapter Index for others).

15.6

From age 8 a mini rider may, without affecting their mini status, compete in a non-championship junior competition on either a mini 65 class or junior 85 class machine.

If a Steward considers that a mini rider is not competent enough to ride in junior competition, they may direct that rider to return to mini competition. Prior to competing as a Junior at a New Zealand or NZMXGP, a Mini rider must first upgrade to a Junior licence and is no longer eligible for Mini competition.

15.6a

Overseas/visiting riders aged 8 years old and above (at the date of the event) cannot compete in Mini Competition. These riders can compete, with the correct licence/starting permission in Junior Competition in the correct age and capacity class.

15.7

When a mini licence holder reaches 8 years they may remain as a mini until their 12th birthday, or they may return their mini licence for a junior licence. For more information regarding Junior Motocross please refer to rule 15.18.

15.8

**Mini Riding Classes:** These are as outlined in Appendix A. All motorbikes taking part in Mini Motocross must be Homologated, for more information about Homologation refer to Appendix C Homologated bikes can be found on the MNZ website.

15.9

- a) Mini competitors shall compete in age groups. Subject to rule 15.9.(b), except for those turning 12, the age of a mini competitor on the first day of an event or series shall determine their age group for that event or series.
- b) If a mini competitor's birthday falls during an event or series, (s)he may commence and complete that event or series in the new age group. However, nothing in this rule shall allow a mini competitor to ride a capacity or type of mini machine under age.

15.10

**Maximum number of starters:**

The number of starters in any one class can be up to 20. However, if the circuit meets the following criteria a maximum of 30 is permitted.

All start lines must provide for a single row start, with a minimum of 1 metre between each bike. Measured from wheel to wheel. (500mm for ATV's).

The first one hundred metres of the circuit from the start should be where the terrain allows no less than half the width of the start line and the rest of the track to be a minimum of four metres, except in a chicane for lap scoring purposes.

15.10a

**Starting:** Stationary with motor running behind either, backward falling independent start gate or elastic barrier cord or flag.

15.11

**Track Specifications:**

Before any mini track is used for mini competition the Steward in conjunction with the Clerk of the Course shall inspect the track to ensure that it is safe and complies with the following requirements.

- Tracks may be laid out over natural or man improved terrain.
- The track must be rideable for all competitors and classes. Note: Mini competition is primarily about encouraging participation and tracks should not be overly technical or difficult so as to discourage participation. The track may however have separate sections/extensions that are more challenging for older age groups/classes.
- Where practicable, the edge of the track must be at least 3 meters away from any fence, post, tree, vehicle, or ditch, or any other object, structure or feature ("a hazard") that is likely to cause injury if ridden into. The edge of the track may be within 3 meters of a hazard if the hazard is able to be safely eliminated by using a safety barricade (eg: a wool bale filled with plastic milk bottles).
- All potential problem areas must be identified and designated as a yellow flag station and must be manned at all times during practice and racing.
- The start line shall be sufficiently wide to accommodate the number of starters as per rule 15.10
- The lead up to any jump of more than 1 meter, man made or natural terrain must not exceed 20 meters unless a chicane is included in a straight that is longer than 20 meters leading up to the jump.
- If backward falling independent start gates are being used, the height shall be checked to ensure they are safe if a rider starts prematurely (Note: this is particularly important if senior start gates are being used with Mini Motorcycles).

Note: Where practicable, the first corner after the start should be a left hand corner to enable use of the foot brake.

15.11a

A mini track may include the following, jumps, whoops, berm'd turn's (up hills & down hills if natural terrain) provided that a Clerk of the Course & Steward are satisfied & deem these obstacles not to be dangerous.

- 15.11b 65cc class machines may race on a senior track provided that, in the opinion of the Steward in conjunction with the Clerk of the Course it is safe to do so and the track is rideable for all competitors in the class.
- 15.12 **Race Specifications:**  
(a) Race duration will be **maximum 9 minutes** plus one lap for the race winner. The start of the race will be deemed to be the fall of the gates.  
(b) A competitor is limited to a maximum of 6 races per day. A mini competitor cannot compete in both Mini and Junior competition on the same day, unless they are directed to do so by a Steward who considers that a mini rider is not competent enough to ride in junior competition and they are directed to return to mini competition. For avoidance of doubt, practice does not constitute a race.
- 15.13 No prize money for racing.
- 15.14 **Rider Assistance:**  
This is limited to lifting a fallen rider's machine only and pointing it in right direction and restarting the motor. No outside pushing is permitted to assist the rider.
- 15.15 Side-stands must be removed from all motorcycles in mini riding events.
- 15.16 Tether kill switches on ATV's to be fitted in accordance with rule 11.2e.
- 15.17 **National Events:**  
New Zealand Nationals, and New Zealand Motocross Grand Prix. Classes see Appendix A.
- 15.17a At a National, or New Zealand Grand Prix Event, where riders exceed the 30 gate start, qualifying will take place to determine the top 30 competitors. The remaining riders will then ride in a support class.
- 15.17b At a New Zealand National, or New Zealand Grand Prix event, riders must compete on a MNZ Mini Licence.
- 15.17c The New Zealand Nationals & New Zealand Grand Prix events shall consist of a minimum of three and a maximum of five races (plus qualifying if necessary) held over either one or two days. However, no mini competitor shall race more than six races (plus qualifying, if necessary) in a single day.  
For avoidance of doubt, practice does not constitute a race.
- 15.17d The New Zealand Nationals or GP Motocross track must not be used for riding at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the event.

**Introduction:** Junior Motocross is intended to be an introduction to motorcycle sport, providing an outlet for youthful energies under controlled conditions. Motorcycle clubs are expected to take full responsibility for the training of prospective junior competitors and for the adequate control of races. In larger clubs, it would probably be desirable to appoint a Junior Motocross Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to junior competition.

Entering the sport of Motocross may be new to many, it is important that you read this Chapter and also make reference to Chapter 8 which advises of all Safety Gear that is required.

### **Licencing:**

All junior competitors are required to have a MNZ Club or Championship licence **or purchase a One Event Licence (if being offered for purchase by host club & eligible for event being run)**. Applications **for an annual competition licence** are made via the office of MNZ, or by way of 'online application'. A birth certificate is required with a first time application.

Before competing in a New Zealand Championship event or NZGP (Championship classes only) a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV) **or proof from results of Electronic Lap scored Events**. The original copies of the licences must be supplied – no reproduction copies.

Junior competitor's age shall be from and including the eighth birthday until the seventeenth birthday.

When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may return their junior licence for a senior licence.

- a) Subject to rule 15.19c(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.
- b) If a junior competitor's birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However, nothing in this rule shall entitle a junior competitor to ride in the 125 classes under age 12.
- (c) Juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT. Except in the following circumstances when juniors and seniors may compete or practice together are:

Juniors from aged 15 and limited to 150cc 2-Stroke or 250cc 4-Stroke machine.

Competing or practicing with seniors in such circumstances shall not affect the rider's junior status.

If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition.

15.19d Where a Juniors birthday falls during a consecutive multi day event the competitor may complete that event, in that class.

15.20 **Motorcycle Capacity Restrictions:**

The maximum machine capacity is 200cc 2 stroke & 300cc 4 stroke.

To ride a 126cc – 200cc 2 stroke or 250cc – 300cc 4 stroke machine the rider must be a minimum age of 14 years.

15.21 **Number of Starters:** The number of starters in any one class can be up to 30. However upon application to MNZ any request to a maximum number of 40 riders can be lodged. This application will only be granted with full agreement of MNZ, the club, and the Steward of the meeting.

15.21a The intermixing of classes/age groups is permitted but the total number of riders cannot exceed 30.

**If a 40 gate start permission has been approved then the intermixing of classes to a maximum of 40 competitors is allowed.**

**All intermixing is at the discretion of the steward.**

15.22 **Rider Assistance:**

This is limited to lifting a fallen rider's machine only and pointing it in right direction and restarting the motor. No outside pushing is permitted to assist the rider.

15.22a Prior to starting an event, a junior competitor may be required to demonstrate their ability to lift their motorcycle, engine not running, from the horizontal position without any outside assistance. The competitor must then mount their machine without assistance. Failure to complete either of both of these tasks may result in exclusion at the discretion of the Steward.

**NZ JUNIOR MOTOCROSS CHAMPIONSHIPS and NZ MOTOCROSS GRAND PRIX**

15.23 **New Zealand Junior Motocross Championships and New Zealand Motocross Grand Prix:**

Classes see Appendix A.

15.23a The New Zealand Junior Motocross Championship shall be run over a minimum of two days.

15.23b The New Zealand, North or South Island or New Zealand Grand Prix Championship track must not be used for riding at least ten (10) days prior to the event, unless the event or track has been approved and permitted by MNZ

to be used prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.

15.24 **Track Safety:**

Course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed and as far as possible be coloured red on the right and white on the left.

- 15.24a A Motocross track must be constructed or laid out with the safety of the riders foremost in mind. Hay bales or other shock absorbent material to protect the riders from dangerous obstacles must be used. Special consideration must be given to the angle of jump faces and landing zones.

The race course shall have a minimum of 3 meters distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. Where pegs are used to mark out tracks, the pegs are to be placed with a slight lean away from approaching riders.

- 15.24b **Watering of the Track:** Where possible the track must be properly watered if necessary in ample time before and between races to ensure proper racing condition, complete safety and to protect the public and riders from dust.

- 15.24c The track width for New Zealand Junior Motocross Championship and New Zealand Grand Prix events shall be a minimum of five (5) meters, except in a chicane for lap scoring purposes.

- 15.24d
- a. Altering of track in front of the gates by a rider or his entourage will be deemed altering the track in terms of these rules and is not permitted.
  - b. Where ruts are in front of the start gate it is the responsibility of the starter of the meeting to have these corrected if they are deemed dangerous.
  - c. Behind the center pole of the start gates is also under the control of the starter and may not be altered without the express permission of the starter. Alterations made without the approval of the starter will be deemed altering the track under the rules.
  - d. A line and/or bunting is to be placed 4-metres behind the rear of the start gates and all persons other than the riders must retreat behind this line prior to the 10-second board. The Starter shall not start the race until such time as all riders' entourage and assistants are behind the 4-metre line.
  - e. No person other than the starter and/or their assistants shall re-enter the 4-metre area after the 10-second board until all riders have left the start gate. This area is deemed to be under the starter's control and

only the starter and/or their assistants can enter it to relieve a rider for any reason i.e. engine failure, stuck under the gate etc. Failure to comply is already covered by the rules as outside assistance.

- 15.25 **School Events:** These shall be run under MNZ MoM'S regulations and in accordance with section 15.18 Junior Motocross. For National and Island Events, classes will be as the MNZ School Guidelines, see Appendix **A**.

## CHAPTER SIXTEEN – Motocross and Motocross TT (Off Road)

- 16.1 All starts must be clutch starts.
- 16.2 All New Zealand Championship motocross races are to be started by use of independent backward falling starting gates. An alternative system may be used if the start gate becomes non functional.
- 16.3 New Zealand Motocross TT, Island and National event races may be started with an elastic (barrier cord) starting gate or an approved alternative starting system.
- 16.4 All start areas must provide for single row starts, with a minimum of one metre between machines, measured from wheel to wheel.
- 16.5 **Start Procedure:**
- A check helmet strap board will be displayed.
  - A 10 second board will be displayed.
  - Approximately 5 seconds later a 5 seconds board will be displayed.
  - Approximately 5 seconds later that board will be turned sideways.
  - The gate will drop within 3 seconds after the board has been turned sideways.
- Or;
- After the check helmet strap board has been displayed an alternative clock countdown system may be used. A full explanation of a clock/electronic countdown procedure must be undertaken at riders briefing.
- 16.6 For all events where prize money is over \$2000 there must be a minimum of three lap scorers, unless transponders are used.
- 16.7 Championship and National Classes for Senior New Zealand Motocross and New Zealand Motocross Grand Prix: see Appendix A.
- 16.8 A New Zealand or GP Championship track must not be used by the Championship classes at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.
- 16.9 At Mini Nationals, Senior and Junior Championship events an appointee of MNZ accompanied by the Clerk of Course must inspect the track and safety aspects at least fourteen days prior to the official start of the meeting.
- 16.10 **New Zealand Motocross TT National Classes:** see Appendix A.
- 16.11 **New Zealand and Island Veteran Motocross Nationals:**



- 16.11a **Classes:** see Appendix A.
- 16.11b The track is to be marked out on natural and/or Veteran friendly man made terrain – technical in layout that could include tabletops but must not include double or triple jumps and/or large drop offs. The track must be approved by a MNZ appointed track inspector prior to approval to host this event.
- 16.11c The start will be a single row by independent backward falling starting gates or elastic (barrier cord).
- 16.11d These Nationals are to be run on a one event basis.
- 16.11e Competitors must have an MNZ competition licence and current membership to an affiliated Club.
- 16.12 **New Zealand and Island Women's Nationals:**
- 16.12a **Classes:** see Appendix A.
- 16.12b These Nationals are to be run on a one event basis.
- 16.13 Except in the following circumstances, juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT. The circumstances when juniors and seniors may compete or practice together are as follows:
- From aged 15 provided they are riding a 90cc 2 stroke up to 150cc 2 Stroke bike or 150cc 4 stroke up to 250cc 4 Stroke maximum capacity. Competing or practicing with seniors in such circumstances shall not affect the rider's junior status.
  - From aged 12 , women in any all women class providing they are on an 85cc up to a 125cc 2 stroke or a 150cc 4 Stroke capacity machine and from aged 14 provided they are riding a bike 85cc 2 Stroke up to 150cc 2 Stroke or 150cc 4 Stroke up to 250cc 4 Stroke maximum capacity.

However, women may not ride a capacity bike that they are not entitled to ride in junior competition (refer appendix A)

However, if any competitors bike exceeds 150cc 2 stroke or 250cc 4 stroke (in the combined all women class), no competitors under 15 can compete or practice together.

If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition. It is recommended that a junior licensed rider competing in the Senior event should be identified i.e. vest, fluoro back guard etc, to enable the Steward of the event to easily recognize these riders if required.

- 16.13a **A women's class may be split start with a Juniors class providing they are on 85cc 2 stroke and maximum capacity of 250cc 4 stroke and of 12 years of age or over.**
- 16.14 **Inter Island Motocross:** The regulations for the running of this event will be set between the Island Selectors/Managers and the Host Club.
- 16.15 **Championship Points:** To gain points and/or prize money the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.
- 16.16 **Track Safety:**  
Course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed and as far as possible be coloured red on the right and white on the left.
- 16.16a A Motocross track must be constructed or laid out with the safety of the riders foremost in mind. Hay bales or other shock absorbent material to protect the riders from dangerous obstacles must be used.  
Special consideration must be given to the angle of jump faces and landing zones.  
The race course shall have a minimum of 3 meters distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. Where pegs are used to mark out tracks, the pegs are to be placed with a slight lean away from approaching riders.
- 16.16b **Watering of the Track:** Where possible the track must be properly watered if necessary in ample time before and between races to ensure proper racing condition, complete safety and to protect the public and riders from dust.
- 16.16c The track width for New Zealand Senior Motocross championship or NZGP events shall be a minimum of five (5) meters plus one (1) meter either side of the track for rider run-off safety.
- 16.17d
- a. Altering of track in front of the gates by a rider or his entourage will be deemed altering the track in terms of these rules and is not permitted.
  - b. Where ruts are in front of the start gate it is the responsibility of the starter of the meeting to have these corrected if they are deemed dangerous.
  - c. Behind the center pole of the start gates is also under the control of the starter and may not be altered without the express permission of the starter. Alterations made without the approval of the starter will be deemed altering the track under the rules.

- d. A line and/or bunting is to be placed 4-metres behind the rear of the start gates and all persons other than the riders must retreat behind this line prior to the 10-second board. The Starter shall not start the race until such time as all riders' entourage and assistants are behind the 4-metre line.
- e. No person other than the starter and/or their assistants shall re-enter the 4-metre area after the 10-second board until all riders have left the start gate. This area is deemed to be under the starter's control and only the starter and/or their assistants can enter it to relieve a rider for any reason i.e. engine failure, stuck under the gate etc. Failure to comply is already covered by the rules as outside assistance.

## CHAPTER SEVENTEEN – National Hill Climb Championship (Off Road)

- 17.1 The timing of all Hill Climb Championships are to be by electric or similar timing equipment.
- 17.1a All entrants to have a minimum of two practice runs before the start of competition followed by a maximum of three official timed runs in each class entered.
- 17.1b Competitors must nominate the class entered before the run is timed.
- 17.1c Two practice runs shall be deemed sufficient if more than one class is entered on the same machine.
- 17.1d A rider's fastest timed run for the day will only count towards the class nominated before the run.
- 17.1e See Appendix A for classes.

- 18.1      **Introduction:**  
There are 4 types of oval track racing recognised by these rules.  
They are:  
ClubSpeedway  
Grass Track (1/4 mile) 400m  
Long Track  
Short Circuit Flat Track
- 18.2      **Jurisdiction:**  
MNZ Competition licences are required for all oval track racing permitted by MNZ. Oval track racing is also controlled by the 'referee' system. Apart from the steward of the meeting the referee controls all aspects of actual racing. That is to say that once the competitor's machines leave the pit area onto the track until they return after the race all competition is under the referee's control. Any protest against the referee must be made to the steward of the meeting. Please note however that "no protest can be made against a statement of fact pronounced by the referee".
- 18.3      **Duties of the Referee:**  
Accompanied by the steward, the Referee must inspect the track and safety barriers before practice and the meeting begins.
- 18.3.1      The Referee must ensure that all his/her decisions which effect or vary the published programme, such as exclusion of a competitor, postponement of a race etc. are communicated immediately to the steward for action.
- 18.3.2      The Referee must confine his/her duties to refereeing and he/she must NOT undertake additional duties during a meeting.
- 18.3.3      a. A Referee has the authority to issue a reprimand.  
b. Fine up to \$50 (Fifty Dollars).  
c. Exclude a competitor from a particular race or meeting.  
d. He/She may relegate or promote race positions.
- 18.3.4      Control the two minute bell.
- 18.3.5      The Referee will enforce all regulations pertaining to the actual racing.
- 18.3.6      The Referee may, after making such enquiry's as he/she may consider necessary, postpone, stop or cause to be abandoned a meeting or part thereof, only after consultation, where possible, with the Clerk of the Course and Steward.
- 18.3.7      The Referee shall start motorcycle events if another starter has not been delegated in the position, who so ever does the starting will also operate the green light indicating a start is imminent.

- 18.3.8 UNLESS OTHERWISE PROVIDED IN THESE RULES, if an accident has occurred, and in the opinion of the Referee it would be dangerous for the race to continue he/she shall cause the race to be stopped by giving the stop signal, and the race shall then be run or re-started.  
The Referee and Steward are only empowered to stop a race, and no other official shall initiate the 'stop' signal during the course of a race.
- 18.3.9 The Referee shall penalise immediately a competitor who in his/her opinion indulges in foul, unfair or dangerous conduct including any competitor who steers or drifts from his/her course in such a manner as to impede any competitor who may be attempting to pass, or in the case of a non-team event, jeopardising the fair chance of one or more of other competitors.
- 18.3.10 The Referee may immediately penalise any competitor who, in his/her opinion, crowds, or bores whether intentionally or not, or otherwise indulges in any foul or unfair practice during a race.
- 18.3.11 The referee must make himself/herself conversant with the Racing Rules of the particular class(es) racing at the track.
- 18.3.12 The Referee is responsible for displaying the Black Flag during warm ups he/she can however delegate this to the Clerk of the Course.
- 18.3.13 The Referee shall be entitled to forbid the access to his/her box by any person during the meeting and nobody shall approach him/her without his/her permission.
- 18.3.14 A Referee has the duty to respect the right of drivers who consider themselves to be unjustly penalised, to expect a reasonable and courteous explanation.
- 18.4 **Duties of the Steward:**  
To see that the rules of MNZ are carried out in conjunction with the referee.
- 18.4.1 The Steward must be in attendance at any official practices and official meetings.
- 18.4.2 The Steward is responsible for the examination of protective equipment of the competitors firefighting equipment.
- 18.4.3 The Steward shall ensure that control lights and communication apparatus, including flags, are in order.
- 18.4.4 To ensure that all aspects of Chapter 6 'Conduct of Competitions' are controlled in a proper manner where, in his/her judgement, they apply to oval track racing.
- 18.4.5 To ensure all aspects of the MNZ Manual are adhered to.
- 18.4.6 **Classes:** see Appendix A.

## CHAPTER NINETEEN – Oval Track Machine Specification (Off Road)

### 19.1 **There are 7 types of eligible machines:-**

- a. Speedway Solos
- b. Speedway Sidecars
- c. Grass Track Sidecars
- d. Longtrack Solos
- e. Stockbike Solos
- f. ATV
- g. Juniors

**SPEEDWAY SOLOS** (a) Only modifications specifically mentioned in this chapter are approved - no other modifications are allowed.

### 19.2 **ENGINE:**

19.2.1 Motorcycle engine shall not exceed 500cc.

19.2.2 Engine must be Single-cylinder, four-stroke type equipped with not more than one spark plug and not more than one carburettor.

19.2.3 No motorcycle shall exceed noise emission see Chapter 10.

### 19.3 **EXHAUST SYSTEM:**

19.3.1 The exhaust pipe must be fitted securely to the engine and frame of the machine in two separate locations (cylinder head not included) or one place if held on the front engine plate and the silencer must be secured to the frame in at least two separate locations which must be at least four inches (100 mm) apart. Springs may not be used.

19.3.2 The outlet of the exhaust system must discharge horizontally and parallel to the centre line of the rear wheel and must not extend beyond the tangent at the rear of the rear tyre.

19.3.3 The gap between the silencer and the rear tyre must not exceed 60mm.

19.3.4 If, during a race, a silencer or any part of the exhaust system becomes displaced or detached so that all the exhaust gases fail to pass through the silencer, the rider must be immediately excluded from that race.

### 19.4 **FOOTRESTS:**

Right-hand footrests must be of rigid construction, but may be able to swing and not be more than 12 inches (30cm) from the centre of frame to the outside end of footrest rod, the outer edge of the footrest to be suitably protected with rubber or other suitable material (Donald Smith type footrest acceptable) and auxiliary footrests of no greater length than 2 inches (50mm) may be fitted to front left engine plate.

### 19.5 **BRAKES:**

Any brake on a motorcycle is prohibited.

- 19.6      **CLUTCH LEVERS:**  
All clutch levers shall be ball ended, the ball to be not less than 3/4" in diameter, and to be braised or welded on to the clutch lever. The clutch lever shall not exceed seven inches in length from the fulcrum to the end of the ball inside of the clutch lever to be rounded.
- 19.7      **HANDLE BARS:**  
Handle bars must not be of greater width than thirty-six (36) inches (92cm), and must have the ends securely capped or plugged.
- 19.7.1      **Racing Numbers:** All motorcycles to have front number-plate 20cm in diameter with maximum 2 digit numbers 150cm high and 30mm thick - black numbers on white background, i.e. BMX type plastic number plate.
- 19.8      **WHEELS:**  
All spokes must be tight. Rear wheel rim to be 19".
- 19.9      Rear tyre shall not exceed 110mm.
- 19.10      **PRIMARY CHAIN GUARD:**  
A guard which ensures that the chain and sprocket cannot be touched accidentally must be fitted.
- 19.10.1      If made of metal it must be substantial enough to prevent a broken chain throwing upwards and causing injury to rider.
- 19.10.2      If plastic guard is fitted a steel stud or bolt of not less than 10mm diameter must be fitted close to the clutch sprocket and in the area of lower rear quadrant of the sprocket to prevent a broken chain throwing upward. Stud to protrude 10mm outside clutch sprocket.
- 19.11      **SEALING:**  
All motorcycles to have top front crank case bolt or screw head to be drilled with 1/16" hole and a 1/16" hole to be drilled in the bottom fin in a position relative to the crank case bolt or screw for sealing when necessary.
- 19.12      **IGNITION CUT-OUT:**  
A device must be fitted to ensure that the ignition is automatically interrupted if the rider is thrown from his/her machine and must be mounted on the handle bar or the handle bar clamp and attached to the RIGHT WRIST. The interrupter must operate in the primary (low-tension) circuit of the ignition system.
- 19.13      **DANGEROUS CONSTRUCTION:**  
The Steward of the meeting may exclude any vehicle the construction of which he/she deems to be dangerous and will give full effect to these Regulations by requiring the Machine Examiner to examine every vehicle prior to its taking part in a competition. Unnecessary equipment (such as - inter alia lamps, horns and speedometer, exhaust pipes directed so as to raise dust, spikes or other attachments to tyres) may be deemed dangerous. The direction of all officials must be strictly obeyed.



- 19.14      **Impounding a Motorcycle:**  
The Steward of the Meeting may order any motorcycle which he/she has reason to believe may not be in accordance with the Rules or Supplementary Regulations to be impounded or sealed and such motorcycle shall be retained as may be directed by the Steward for such a period as may reasonably be necessary for its examination.
- 19.15      **FUEL:**  
The use of Nitro Methane blends and other comparable additives are prohibited from all competition.  
Standard penalty for use of Nitro Methane - 12 month suspension from the date of the offence.
- 19.16      **SPEEDWAY SIDECAR SPECIFICATION (b)**  
19.16.1      The maximum track of a sidecar to be no more than 3ft 6in (107cm).
- 19.16.2      No part of the sidecar frame shall extend forward beyond the steering head.
- 19.16.3      Any frame member on outside of side car wheel is prohibited.
- 19.16.4      Any brake on motorcycle sidecar is prohibited.
- 19.16.5      The cubic capacity of the machine is limited to 1000cc plus 50cc tolerance and only the rear wheel of the machine shall be driven.
- 19.16.6      The sidecar wheel shall be adequately shielded either with one piece metal discs extending from the hub to the rim, or total enclosure of upper portion of the wheel. The axle of the sidecar wheel shall not be less than 16mm diameter mild steel. One sided alloy ex-brake hubs are not to be used as sidecar wheels.
- 19.16.7      Two wheels in straight line, one fore one aft with the sidecar wheel axle being no further forward than half the distance of the wheel base. Any wheels with slotted hubs must have bolts fitted between the spoke heads.
- 19.16.8      Front wheels of motorcycles to be fitted with knock-out spindle or an approved clamp to fasten on fork tips.
- 19.16.9      Any tyres with knobs or lugs protruding out past the side walls are not permitted on the front wheel.
- 19.16.10      The one rear wheel and one rear tyre of a sidecar shall not exceed (8 inches) or 203.2mm maximum tread width. The tyre and wheel to be of motorcycle configuration.
- 19.16.11      Rear wheel to have guard on both sides, to prevent passenger's hand being caught in chain or spokes. The rear guard of the machine to extend not less than 35 degrees measured from the vertical centre line of the axle of the rear wheel. Use of front guard is optional. All sidecar machine rear fork legs to have an enclosed axle eye.

- 19.16.12 All sidecars must be inspected by an approved official who shall have the authority to bar any machine or equipment he/she considers unfit for racing purposes, such decision to be final.
- 19.16.13 The sidecar floor to be of sound construction and to fully cover area from front of crankcase to rear of sidecar chassis.
- 19.16.14 A 4 point suspension for sidecar chassis must be used, the positioning being optional, providing that two points are at the top side of the motorcycle frame and two points at the bottom.
- 19.16.15 **Handle Bars:** Handle bars must not be of greater width than thirty-six (36) inches (92cm), and must have the ends securely capped or plugged.
- 19.16.16 Sidecar wheel must be staggered inwards. No outward stagger is allowed.
- 19.16.17 A suitable hand hold must be provided for the passenger on the offside of the rear wheel of machine. Offside is left hand side when standing at rear of machine facing forward.
- 19.16.18 **Ignition Cut-Out:** A device must be fitted to ensure that the ignition is automatically interrupted if the rider is thrown from his/her machine and must be mounted on the handle bar or the handle bar clamp and attached to the RIGHT WRIST. The interrupter must operate in primary (low-tension) circuit of the ignition system.
- 19.16.19 **Dangerous Construction:** The Steward of the meeting may exclude any vehicle, the construction of which he/she deems to be dangerous and shall give full effect to these Regulations by requiring the Machine Examiner to examine every vehicle prior to its taking part in any competition. Unnecessary equipment (such as inter alia lamps, horns and speedometer, exhaust pipes directed so as to raise dust, spikes or other attachments to the tyres) may be deemed dangerous. The direction of all officials must be strictly obeyed.
- 19.16.20 **Impounding a Sidecar:** The Steward of the meeting may order any Side-car which he/she has reason to believe may not be in accordance with the Rules or Supplementary Regulations to be impounded or sealed and such sidecar shall be retained as may be directed by the steward for such a period as may reasonably be necessary for its examination.
- 19.16.21 **Fuel:** The use of Nitro Methane blends and other comparable additives are prohibited for all competition. Standard penalty for use of Nitro Methane is 12 months suspension from the date of the offence.
- 19.16.22 **Racing Numbers:** All motorcycles to have front number plate 20cm in diameter with maximum 2 digit numbers 150mm high and 30mm thick – black numbers on white background, i.e. BMX type plastic number plate.
- 19.17 All outfits that have pneumatic or hydraulic adjusting sidecar chassis must comply with the following safety requirements:

- a. Each competitor must produce a current Certificate of Inspection for their storage bottles at the beginning of each season.
- b. Only small commercial type recognised storage bottles may be used.
- c. Storage bottles must be clamped around centre and secured from lateral movement at top and (no rubber bands).
- d. Compressed nitrogen or compressed air may be used. Oxygen is not allowed.
- e. High pressure hose and fitting to be used.
- f. A safety catch, wire cable or chain must be used to prevent outfit opening out like a hinge in the event of ram shaft or piston failure.
- g. System to be used for initial start only and not to be activated after first corner.

19.18 GRASS TRACK SIDECAR SPECIFICATIONS (c)

19.19 Unless otherwise stated in these specifications, Sidecars will adhere to the technical requirements in Chapter 10.

19.20 The sidecar shall be rigidly attached to the left side of the motorcycle.

19.21 All combinations must have two wheels in straight line fore and aft with the sidecar wheel centre being no further forward than half the distance of the wheelbase.

19.21.1 The wheel track, measured between the centres of the points of contact of the rear and sidecar tyres with the ground surface shall be not more than 105cm and no less than 82cm.

19.22 No part of the frame structure or body may extend forward of the steering head.

19.22.1 No part of the sidecar frame or body shall extend sideways more than 8cm from the outer edge of the sidecar tyre.

19.22.2 No part of the sidecar frame, other than suspension or body supports if carried outside the sidecar wheel, shall be higher than the sidecar wheel centre, measured with the sidecar wheel suspension fully depressed.

19.23 The minimum shielding of the sidecar wheel shall be a full disc covering the outer face of the wheel.

19.24 Where any combination wheel is fitted with a hub having spoke slots instead of holes, such slots must be fitted with security bolts to prevent the spikes pulling out.

19.25 LONG TRACK (d)

19.26 **Eligible machines:**

- Type A - Speedway solos (previously described).
- Type B - Non Speedway solos.
- Type C - Speedway Sidecar (previously described).
- Type D – Long Track Solos.

- 19.26.1 **Type B:**
1. Capacity Limit - 1300cc.
  2. All machines must have at least 2 forward gears that they may use to change up and down during racing.
- 19.26.2 **LONG TRACK SOLO:**  
As per FIM Rules.
- 19.27 **STOCKBIKE SOLOS (e)**
- 19.28 **Flat Track Stockbike Technical:**  
A Stockbike must be derived from either a road legal or motocross motorcycle of which at least 200 machines of the same model must have been produced by the manufacturer. The responsibility lies with the competitor for proof (i.e. no one-off specials).
- 19.28.1 **Frame:** Standard production Frame - Modifications allowed include alteration of steering head angle, engine position and swing-arm pivot position (up to 70mm in any direction). If the machine was manufactured post-1960 the swing-arm must be retained (rear suspension optional).
- 19.28.2 **Frame:** Non Factory Production frames may be used but they must closely resemble the original frame. Steering head, swing-arm pivot and engine mounting positions only, may be altered by up to 70mm in any direction along the centreline of the frame from their original position on the original frame. Non factory production frames must be made of chrome-moly or mild steel seamless tubing of no less than 16 gauge (1.6mm) wall thickness.
- 19.28.3 **Tank and Seat:** Tank must be of a saddle design (unless original tank is different) and of a capacity of no less than 5 litres. The Stockbike must have an adequate seat (the rider's pants should not be able to touch the frame), with covered padding. Seat and tank must be secured firmly to the frame.
- 19.28.4 **Forks:** Forks must be hydraulically damped telescopic type and must have straight stanchion tubes (i.e. steering geometry cannot be altered by bending any part of the fork's construction). If the fork caps protrude through the top yoke higher than the handlebar clamps, bars with a brace must be used. If the fork caps are higher than the handlebar brace, fork caps must be used.
- 19.28.5 **Engine and Gearbox:** Engine must be that of a road legal or Motocross motorcycle of which at least 200 machines of the same model have been produced by the manufacturer. Capacity to be no larger than 750cc. External appearance of the head, cylinder and crankcase cannot be altered. No turbo or superchargers allowed.  
Stockbikes must retain an operational gearbox of no less than three gears.
- 19.28.6 **Primary Cover:** The primary drive (engine to gearbox) must be fully enclosed.
- 19.28.7 **Fuel:** See rule 10.17

- 19.28.8 **Exhaust Pipe:** See 10.5. If the silencer is not welded to the exhaust pipe it must be secured to the frame. Exhaust noise shall not exceed 98 dba with 2 dba tolerance measured from the infield.
- 19.28.9 **Wheels:** Rim sizes to be no greater than 21" front, 20" rear.  
Interpretation of rule 'wheel sizes' - should a motorcycle have fitted as standard a front wheel of greater than 21" as in the case of a Honda XR500 A model, this is eligible.  
However these wheels cannot be fitted to other makes or other models of the same brand.
- 19.28.10 **Rear Tyre:** Rear tyre must have either trials universal, speedway or road pattern tread (11mm max. tread depth, 9mm gap between knobs). Motocross tyres are not allowed.
- 19.28.11 **Brakes:** An effective rear brake fitted. All cables, levers or hydraulics to front wheel brake must be removed.
- 19.28.12 **Rear Mudguard:** A guard must be fitted over the top quarter of the rear wheel.
- 19.28.13 **Handlebars:** No wider than 92cm. See 10.9. Grips not lower than top yoke and well clear of tank at full lock.
- 19.28.14 **Number Plates:** - Refer to 10.2c and 10.3e.
- 19.28.15 **Foot Rests:** Left-side footrest must be of the folding type if longer than 75mm. Right side footrest to be no lower than bottom main frame rail or bottom of original engine case and must be of the folding type if longer than 75mm.
- 19.29 Juniors are permitted an operational rear brake.
- 19.30 **Protective Clothing:** Speedway solo and sidecar same as for S.C.B. of MNZ. Stockbike refer rule 8.1b (Road) with protection in addition for left knee, hip and elbow.
- 19.31 **ATV (f):**  
ATV's must conform to the requirements of Chapter 11
- 19.32 **Classes:** see Appendix A

## CHAPTER TWENTY – Oval Track Racing Rules (Off Road)

- 20.1 CLUB SPEEDWAY - SOLO/SIDECAR
- 20.2 The following conditions shall apply when clubs affiliated to MNZ wish to conduct Club Speedway Meetings, on oval, dirt and grass tracks.
- 20.3 Club Speedway Meetings may be licensed only for Speedway Solo Motorcycles, Flat Track Stockbikes and Speedway Sidecars and ATV.
- 20.3.1 MNZ Club Speedways cannot contract competitors.
- 20.3.2 Club Speedway tracks must have a minimum length of 375 yards (343 metres) measured one metre from the pole line and a maximum length of 500 yards (457 metres). Shorter loose surfaced oval tracks operate under short circuit flat track rules.
- 20.3.3 Applications for a permit to conduct meetings must be made to the MNZ Office.
- 20.3.4 No permit to promote such a meeting will be granted until the track to be used has been inspected and passed by a Steward of MNZ.
- 20.4 Applications for permits must be made to and will only be issued by the Regional Coordinator who will endorse on the permit such conditions as are considered necessary.
- 20.4.1 All applications to conduct such Speedway shall also be endorsed by the MNZ Regional Coordinator.
- 20.4.2 Every club shall pay the current permit fee required by MNZ. Such fee must accompany the application form.
- 20.5 All club Speedway meetings shall be under the complete control of the MNZ Steward and referee who shall be responsible for the safe conduct of the meeting.
- 20.5.1 The promoting Club must satisfy the Steward that all precautions have been taken as to the safety of both spectators and competitors.
- 20.6 New competitors shall ride at three (3) compulsory practices prior to taking part in Open Competition. Each licensed competitor must hold a log book for the appropriate class of vehicle. The log book must be produced before machine examining takes place.
- 20.6a Junior riders are required to wear high visibility vests, to be supplied by the host club. Any rider wearing a high visibility vest can only be overtaken on the outside.

- 20.7 **Punctuality in Starting:** Starting times published in the programme shall be adhered to as closely as possible, but no competition may be started before the published time except with the consent of all the competitors in such competition. Competitors shall always be prepared to start in accordance with the programme and when called on to do so. Any competitor not prepared to start within a reasonable time after being called upon may be excluded from the race. A competitor shall be excluded from the race if he/she delays the start by more than two (2) minutes in total in any one race. The two (2) minutes shall be calculated from the times or estimated by the Referee until his/her vehicle is again running under its own power.
- 20.7.1 **Starting Position:** Starting position: In scratch races starting positions will be balloted for in two (2) men match races of three (3) heats, the competitor winning the ballot in the first heat takes outside position in the second heat and the positions are again decided for ballot for the third heat. In three (3) men match races a ballot shall be taken for the first heat only and the competitors shall take alternate positions there-after.
- 20.7.2 **Heats:** Starts may be arranged in heats. The arrangement and constitution of heats will be determined by the club and shall be published in the programme, if any. A competitor shall start in the heat which has been allotted to him/her unless by permission of the Clerk of the Course of the meeting. Only those competitors qualified in their heats shall take part in the semi-finals and only those competitors qualified in the semi-finals shall take part in the final.
- 20.7.3 **Consolidation of Heats:** The Clerk of the Course of the meeting shall be empowered to consolidate or otherwise modify the arrangements and constitution of heats if the number of entrants at the start or other conditions warrant his/her doing so.
- 20.7.4 **Starts:** Three (3) lines shall be indicated across the track, namely the starting line, the forward foul line, thirty (30) metres in front of the starting line, and the back foul line, four (4) metres behind the starting line. There shall be two (2) recognised methods of starting: The flying start and the standing start with engine running.  
In the case of a standing start the starter may allow two (2) pushers-off to assist a competitor whose machine stalls in moving up to the forward foul line.  
In the case of a flying start the speed preparatory to the start shall be set by the inside competitor and may be limited. The starting signal may only be given when both wheels of each competing motorcycle are within the four (4) metres space between the starting line and the back foul line. If two false starts have occurred the starter may, at his/her own discretion, waive this last requirement.  
A competitor may change his/her vehicle in subsequent heats, semi-finals or finals provided the Clerk of the Course is notified.
- 20.7.5 **Standing Start:** On the order of the Clerk of the Course, drivers must together leave the pit area and proceed by the shortest practical route to the starting tapes where they shall stop under the control of the Starting Marshall with front wheels close to the tapes. The Referee or Starting Marshall once satisfied that the drivers are correctly positioned and stationary, shall switch on the

green light indicating to the Starting Marshall that the start is imminent and that he/she must leave the course.

After a pause sufficient to enable the drivers to open up their engines and fix their attention on the tapes, the Referee or Starting Marshall shall release the gate.

A driver taking up the wrong position or not complying with the instructions of the Starting Marshall or for any other reason impeding the gate to rise, or the race to start, shall be either fined or excluded.

A driver who breaks one tape or tapes or crosses the starting line with both wheels of his/her motor-cycle shall be excluded. In a Teams Meeting he/she shall be replaced by his/her own Teams Reserve, provided that the Reserve is kitted up and able to be at the starting gate within two minutes.

In individual events he/she shall be replaced by a track reserve. A driver who has been excluded for breaking the tapes shall not be entitled to start money. If, because of faulty operation of the gate or for any other reason, the Referee or Starting Marshall considers the start to be incorrect, he/she shall immediately stop the race with the 'stop' signal and order a re-start in which the drivers shall occupy their original starting positions. After the green light has been switched on, no time allowance can be given and no outside assistance can be rendered to drivers except to a driver who has fallen or if the engine has stopped after the signal, then, after the gate is up, he/she may be assisted by two pushers for a distance of thirty metres in the direction of the race, if, at that point, the engine does not start, the driver in question shall be excluded from the race.

In the case when the starting gate does not operate, the Referee or the Starting Marshall can use the green light or any other approved starting method to indicate to the drivers that they shall come up to their starting positions. The start being controlled by the switching off of the green light.

- 20.7.6 **Starting Tapes:** For all New Zealand, North and South Island Speedway Championships only a starting gate approved by the Steward may be used and definitely not to be a rubber band stretched across the track. Approved starting tapes must rise vertically and evenly with no sagging in the middle gates. Tapes are to be divided into four equal parts or six equal parts where applicable. Only four competitors will be permitted in a Scratch Race but subject to approval being given by the Steward during Track Inspections six competitors may compete in a Handicap Race or a Scratch Race provided the track in use has adequate width at the start line.
- 20.7.7 **Crowding or Foul Riding:** The Referee may immediately exclude any competitor who in his/her opinion, crowds or bores, whether intentionally or not or otherwise indulges in any foul or unfair practise during a race.
- 20.7.8 **Driving in Wrong Direction:** Under no circumstances shall a competitor, at any time during a meeting or during a practice, be permitted to ride a vehicle in the wrong direction on the track.



- 20.7.9 **Looking Back:** Looking back is forbidden and competitors doing so render themselves liable to a fine or exclusion with exception of sidecar passenger, or during Team Racing.
- 20.7.10 **Outside Assistance:** If during a race any competitor receives assistance whether after an accident, spin or any other reason he/she shall retire.
- 20.7.11 **Defective Machines:** In the event of any defect developing in a machine during a race which may endanger other competitors, the Starter on instructions from the Referee, may give the competitor the black flag when the competitor concerned must immediately retire from the event.
- 20.7.12 **Overtaking:** All races excepting sidecars shall be run left hand inwards and the Referee shall exclude immediately a competitor who in his/her opinion indulges in foul, unfair or dangerous conduct including any competitor who steers or drifts from his/her course in such a manner as to impede any competitor who may be attempting to pass, or in the case of a non-team event, jeopardising the fair chance of one or more of the other competitors.
- 20.7.13 **Leaving the Course:** Any competitor who, through his/her own action or otherwise, rides off the course with one or more wheels during a race, may thereby be liable to exclusion, reversal of position, or fine.
- 20.7.14 **Re-run Races:** If an accident has occurred, and in the opinion of the Referee it would be dangerous for the race to continue he/she shall cause the race to be stopped by giving the "Stop" signal and the race shall then be re-run. The Referee or Steward only are empowered to stop a race and no other official shall initiate the 'stop' signal during the course of a race. Any race so stopped shall be re-run or re-started. The Referee shall permit any competitor who has fallen or spun up as a result of being fouled or in the interests of safety to take part in the re-run or re-start. Any competitor who fails to start in, has retired from or has been excluded during the course of the race, which is ordered to be re-run shall be ineligible to take part in the re-run or re-start. Any competitor who is not proceeding under power at the time of the incident which results in the display of the "Stop" signal shall be deemed to have retired. Any competitor who is primarily the cause of a race being stopped shall be ineligible to take part in the re-run or re-start and shall be excluded and a reserve competitor, if any is not permitted to take the excluded competitor's place in the re-run or re-start.  
If in the interests of safety the Referee has stopped a race after one or more competitors have crossed the finishing line, the race shall not be re-run or re-started.
- 20.7.15 **Dead Heats:** In the case of a dead heat, the entrants tying for a place shall divide amongst themselves any prize or prizes attributable to their placing, provided that upon the request of all entrants tying for a place, the Referee and Steward/s of the meeting may authorise a fresh start and may, with the consent of the said entrants, impose modified conditions for the re-run.

- 20.7.16 **False Finish:** When a race has been stopped by the display of the black and white chequered flag before the required number of laps have been completed by the leading driver, the Referee shall declare the race void and it must be re-run. If however, the Chequered Flag has not been shown after the completion of the requisite number of laps, it shall be considered to have been properly shown.
- 20.8 **ADDITIONAL SIDECAR RACING RULES:**
- 20.8.1 All side-car races shall be run in a clockwise direction and the chair must be fitted to the left-hand side of the machine.
- 20.8.2 In order to qualify for a place both competitor and passenger must be on board the machine when crossing the finishing line.
- 20.8.3 A competitor must withdraw from the race as soon as he/she has lost his/her passenger.
- 20.8.4 In Sidecar Scratch Races, no competitor shall alter his/her course until after the 30 yard foul line, which shall be clearly defined.
- 20.8.5 Any competitor who, through his/her own action or otherwise, rides off the course with one or more wheels during a race, may be liable to exclusion, reversal of position or fine.
- 20.8.6 Up to eight (8) Sidecars be allowed to compete in a handicap race on a track sufficient size and width as determined by the Track Steward on the night/day, and up to six (6) Sidecars be allowed to compete in a Scratch Race on a track of sufficient size and width as determined by the Track Steward on the night/day.
- 20.8.7 For sidecar handicap races, the starters up to 60 metres handicap shall be staggered i.e. competitor on scratch-grid one competitor on 10 metres grid two, competitor on 21 metres grid three etc.
- 20.8.8 In the event of a race stoppage during a sidecar race, red flags shall be displayed at the entrance to each bend in addition to the red lights.
- 20.8.9 **Motorcycle and Sidecar Combination:** Riders may change up to their driving gear only and then not be permitted to change gear thereafter (i.e. change down).
- 20.9 **ELIGIBLE MACHINES FOR CLUB SPEEDWAY:**
- a. Speedway Solo
  - b. Speedway Sidecar
  - c. Flat Track Stockbike
  - d. ATV
- 20.9a Should the track be loose surface; ATV's must use Off Road Tyres. Should the track be Clay based ATV's must use Speedway tyres. The permit application and entry form (should there be one) must state the type of tyres to be used.

- 20.10 No Grass Track Sidecars, or Longtrack permitted.
- 20.11 **GRASS TRACK RACING RULES:**
- 20.12 The following additional special by-laws shall apply to competitions on grass tracks:
- 20.13 MNZ competition licences are required respectively for riders or passengers.
- 20.14 On tracks up to 460 metres, only four (4) riders will be permitted in a scratch race but subject to the approval of the steward, up to six riders may compete in a handicap race.
- 20.15 There shall be two classes in solo grass track races, i.e. Speedway machines and all other types.
- 20.16 In case of scratch races starting position will be balloted for immediately before the race.
- 20.17 In two man match races of three heats, the rider winning the ballot in the first heat takes the outside position in the second heat.
- 20.17.1 In match races a ballot shall be taken for the first heat only and riders shall take alternative positions thereafter.
- 20.17.2 In case of handicap races, the limit man shall have the inside position and the scratch man the outside position.
- 20.17.3 Starts may be arranged in heats or each rider may be started singly.
- 20.17.4 A rider shall start in the heat in the order which has been allocated to him, unless by permission of the Clerk of the Course of the meeting, he/she shall start otherwise.
- 20.17.5 Only those riders qualified in their heats shall take part in the semi-finals and only those riders qualified in the semi-finals shall take part in the final.
- 20.18 The Clerk of the Course of the meeting shall be empowered to consolidate or otherwise modify arrangements and constitution of heats if the number of entrants at the start or other conditions warrant doing so.
- 20.19 In the case of a dead heat, the entrants tying for a place shall divide amongst themselves any prize or prize attributable to their placings, provided that upon the request of all entrants tying for a place the Clerk of the Course and MNZ Steward of the meeting may authorise a fresh start and may with the consent of the said entrant impose modified conditions for the re-run.
- 20.20 All solo races shall be run left-hand inwards and the leading riders in any race must ride on the inside as nearly as many be practicable.

- 20.21 A rider overtaking and passing another must pass on the outside unless the leading rider is so far from the inside to render it safe to pass on the inside, but in all such cases the rider passing on the inside shall be held responsible if any foul should result. After having passed on the outside, a rider shall not cross in front of the rider passed unless a safe lead has been established.
- 20.22 Any rider driving off the course with both wheels at any time during a race will be liable to exclusion.
- 20.23 The Referee may immediately exclude any rider who, in his/her opinion, crowds or bores, whether intentionally or not, or otherwise indulges in any foul or unfair practices during a race.
- 20.23.1 Under no circumstances shall any rider at any time during a meeting or during a practice be permitted to ride a motorcycle in the wrong direction on the track.
- 20.24 In the event of any defect developing in a machine during a race which may endanger other competitors, the Referee may give the rider the black flag, then the rider concerned must immediately retire from the event. Should a tyre become loose during a race the competitor concerned must immediately retire from the race.
- 20.25 If a rider falls so as to cause the red flag to be exhibited he/she shall not start if the race is re-run. Any competitor falling must endeavour to get himself and his/her machine clear of the track so as not to endanger other competitors.
- 20.26 Any competitor who looks behind during a race may be deemed guilty of careless riding and subject to penalty.
- 20.27 Unless otherwise laid down in the Supplementary Regulations no motorcycle having an engine capacity greater than 500cc solo and 1100cc for sidecars, shall take part in any race under these regulations.
- 20.28 Brakes are prohibited for races or practice on a grass track.
- 20.29 Competitors once started in a race may not change to a lower gear unless coming to a stop.
- 20.30 Juniors may compete.
- 20.31 **GRASS TRACK SIDECARS:**
- 20.31.1 The direction of racing shall be clockwise.
- 20.31.2 All sidecar combinations competing in open competition must carry a passenger. In order to qualify for a place, both rider and passenger must be on board the machine when crossing the finish line.
- 20.31.3 No change of motorcycle and sidecar combination will be permitted during a competition unless such a change is authorised in the Supplementary Regulations.

20.31.4 A maximum of four (4) starters will be permitted in scratch races and a maximum of six (6) starters in handicap races.

## 20.32 **LONG TRACK RULES**

### 20.32.1 **Track Layout:**

General Principles: The track must be on a level ground and formed by two straights joined by two semi-circles of identical radius.

Dimensions: Minimum 500m - Maximum 1300m.

- a. Width of Track: Measurements indicate the minimum width:
- b. Straights - 12m (tracks up to 800m); 14m (tracks 800m and over)
- c. Banking: If banking is provided it must in no case exceed 5% on the straights and 10% on the bends, and must remain constant from the inner edge to the safety fence. Any variation from a, b or c may be made only at the discretion of a senior or Regional Coordinator.

### 20.32.2 **Protective Barriers:**

If there is an outer fence, a barrier of hay bales or bales of a similar nature must be erected to protect competitors and machines from the permanent barrier.

If there is no outer fence the track shall be marked by small flags, cones or bales. There shall then be a 21 metre run off zone between the outer edge of the track and the spectator barrier rope.

Where there is an inside fence, adequate clearance should be maintained from it by flags, cones or bales. The steward of the meeting shall increase this clearance zone in the case of sidecars.

All decisions regarding protection from inside and outside fences shall be made by a Senior Steward or Regional Coordinator.

### 20.32.3 **Starting Line:**

A continuous, straight line must be marked across the full width of the track. The starting line should be positioned in the middle of the straight or not less than 75m after a bend.

20.32.4 Limit for receiving assistance from pushers: At a distance of 30m after the starting line a marker disc at a height of 0.5m on the infield 1m from the inner edge of the track must indicate the limit for drivers receiving assistance from pushers.

### 20.32.5 **Type of Classes:**

- a. Non speedway solo (fitted with effective rear brake).
- b. Speedway solo (no gearbox).
- c. Speedway sidecar.
- d. ATV Open 0-750cc.
- e. Super Quads.
- f. Long Track Solo.

- 20.32.6     **Engine Capacity:**  
Non speedway up to 1300cc maximum.  
Speedway up to 500cc maximum.  
Speedway sidecars up to 1050cc maximum.
- 20.32.7     All non speedway solos must have at least two (2) forward gears that they may use to change up and down during racing.
- 20.32.8     All races are to be run anti-clockwise direction with exception of sidecars which will run in a clockwise direction.
- 20.32.9     All solo races shall be run left-hand inwards and the leading riders in any race must ride on the inside as nearly as may be practicable.
- 20.32.10    A rider overtaking and passing another must pass on the outside unless the leading rider is so far from the inside to render it safe to pass on the inside, but in all such cases the rider passing on the inside shall be held responsible if any foul should result. After having passed on the outside, a rider shall not cross in front of the rider passed unless safe lead has been established.
- 20.32.11    The Referee may immediately exclude any rider who, in his/her opinion, crowds or bores, whether intentionally or not, or otherwise indulges in any foul or unfair practices during a race.
- 20.32.12    If a rider falls so as to cause the red flag to be exhibited he/she shall not start if the race is re-run. Any competitor falling must endeavour to get themselves and his/her machine clear of the track so as not to endanger other competitors.
- 20.32.13    Any competitor who looks behind during a race may deemed guilty of careless riding and subject to penalty.
- 20.32.14    There shall be a recommended maximum of 12 solos or 6 sidecars per race. Numbers exceeding this are at the steward's discretion.
- 20.32.15    The steward or his/her appointee shall ballot start positions. Non speedway machines may use the gearbox during a race to change into a higher or lower gear.
- 20.32.16    The race programme shall be at the discretion of the organisers but it is recommended that it is finalised before riders' briefing.
- 20.32.17    Should an international long track championship be run these rules shall be superseded by the F.I.M. C.C.P. Rules. Appendix 24:STRC.
- 20.32.18    Where MNZ recognised 3 and 4 wheeled motorcycle classes are being run according to long track rules, they shall have at least one braking system capable of stopping the two rear wheels in unison.
- 20.32.19    Juniors are not permitted to compete in long track events.

- 20.33      **SHORT CIRCUIT FLAT TRACKS**
- 20.34      Oval tracks under 500 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer oval tracks come under Club Speedway and Long Track Rules.
- 20.35      Except as modified by these rules and/or the SCB of MNZ. 'Racing Rules for Solo and Sidecar', the Manual of Motorcycle Sport of MNZ apply.
- 20.36      Unless otherwise laid down in the Supplementary Regulations no motorcycle having an engine capacity greater than 500cc solo, 1100cc sidecar, 750cc Stockbike, shall take part in any race under these regulations.
- 20.37      Except where modified by these rules Speedway Solos and Speedway Sidecars shall conform to the SCB of MNZ regulations in all respects.
- 20.38      **Stock Bike Racing Rules:**  
SCB of MNZ racing rules for solo motorcycles apply except as follows:
- 20.39      **Number of Riders Per Race:** No more than 12 riders per race, and no more riders than 5 per line. Scratch starts are to be in loose surfaced oval tracks under 343 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer loose surfaced oval tracks come under Club Speedway Rules.  
Maximum of 3 lines, each line is to be 10 metres apart.
- 20.39.1      **Gear Changing:** Riders may change up to their driving gear only then not be permitted to change gear thereafter, i.e. no change down.
- 20.39.2      **Stalled Engine:** If a rider stalls his/her engine during a race, he/she is out of the race and must move themselves and his/her machine to the infield as soon as possible, thus clearing the track.
- 20.39.3      **Championship Races:** Where 6 or more competitors are competing in one race, there shall be no fewer than 6 laps in that race. Spaced down to a maximum of 10 placings, a graduated system of points to each competitor's results is awarded per race.
- 20.39.4      **Speedway Solo and Speedway Sidecar Racing Rules:** No more than four machines are allowed in a scratch race, no more than six in a handicap race.
- 20.40      **Foul Line:** The forward foul line shall be 21m for all classes.

## CHAPTER TWENTY ONE – Sidecar Grass Track Specifications (Off Road)

- 21.1 Unless otherwise stated in these specifications, Sidecars will adhere to the technical requirements in Chapter 10.
- 21.2 The sidecar shall be rigidly attached to the left side of the motorcycle.
- 21.3 All combinations must have two wheels in straight line fore and aft with the sidecar wheel centre being no further forward than half the distance of the wheelbase.
- 21.3a The wheel track, measured between the centres of the points of contact of the rear and sidecar tyres with the ground surface shall be not more than 105cm and no less than 82cm.
- 21.4 No part of the frame structure or body may extend forward of the steering head.
- 21.4a No part of the sidecar frame or body shall extend sideways more than 8cm from the outer edge of the sidecar tyre.
- 21.4b No part of the sidecar frame, other than suspension or body supports if carried outside the sidecar wheel, shall be higher than the sidecar wheel centre, measured with the sidecar wheel suspension fully depressed.
- 21.5 The minimum shielding of the sidecar wheel shall be a full disc covering the outer face of the wheel.
- 21.6 Where any combination wheel is fitted with a hub having spoke slots instead of holes, such slots must be fitted with security bolts to prevent the spokes pulling out.



## CHAPTER TWENTY TWO – Stadium/Supercross (Off Road)

### 22 Stadium/Supercross Track Certification:

22.1 Permanent Circuit: An initial inspection at least 14 days prior and a final inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.

22.2 Temporary Circuit: An inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of the Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.

22.3 All Stadium/Supercross events will be run using the referee system.

### Duties and Responsibilities for all Stadium/Supercross Race Events:

22.4 Policing and Security (unless otherwise stated): The club shall provide a sufficient number of policing personnel and/or security marshals to keep the track, pit and fences clear of spectators to ensure safety.

22.5 **Track Maintenance:** The club shall provide the necessary equipment and personnel for track preparation and maintenance.

22.6 **Ambulance and First Aid Personnel:** Clubs shall provide at least one ambulance or equivalent Mobile First Aid Unit, and an attending doctor or certificated personnel present at the track before practice starts. A doctor or certificated first aid person must be at the track at all times when a motorcycle is on the track. Races will not be allowed to continue unless a doctor or certificated first aid person is at the track at all times.

22.7 **Fire Control Equipment:** The club shall provide a sufficient number of fire extinguishers, and personnel instructed in the use of these extinguishers, in the pit area and on the course. Extinguishers must be fully charged.

22.8 **Rider Pit area:** The club shall provide a pit area with the following provisions:

- a. This area shall be separate and protected from the spectator area by adequate fencing.
- b. Have access to actual race track.
- c. Have sufficient sanitary facilities (portable toilets accepted)
- d. Have sufficient area to accommodate all riders their vans and trailer; otherwise, rider vehicles parking should adjoin the pit area.  
Separate parking areas shall have adequate guards to ensure the safety of vehicles and equipment.

- 22.9 **Spectator Sanitary Facilities:** The club shall provide in accordance with health regulations sufficient sanitary facilities for spectators.
- 22.10 **Track Marshal/Flag Marshals:** The club/promoter shall provide a sufficient number of flag marshals, which must be briefed prior to the first practice.
- 22.11 **Prize Money Requirements:** Seven (7) days prior to the event the club shall deposit into the MNZ Trust Account, the advertised prize money. This shall be returned on the first banking day after the event to the club.
- 22.12 **Rider Gate Passes:** Clubs shall provide at no charge two gate passes to each rider contesting the Stadium/Supercross event he/she has entered.
- 22.13 **Lap Scorers Facilities:** The club shall provide a suitable scoring facility, which shall include good visibility, security, tables and chairs, protection from weather and provide sanitary facilities. The lap scoring facility must be in line with the finishing line.
- 22.14 **Starting Gates:** At any Stadium/Supercross event, an independent backward falling starting gate must be used. The starting gate, its operations, maintenance and installation will be the responsibility of the club.
- 22.15 **Course Specifications:** A course shall not be less than 175 metres and not less than 5 metres wide. If circumstances do not permit this width, and as long as there are ten (10) or less starters the track width could reduce to a minimum of 4 metres excluding the start area. The free vertical space between the track and any obstacle above ground must be 3 metres minimum.
- 22.16 **Obstacles:** All obstacles must be made of dirt. However, the base of the structure may consist of hard material as long as the earth layer covering it meets the required standards and provided that the earth is laid in such a way that the structure does not become exposed during competition by dirt being dug up by the machines.
- 22.17 **Rider Safety:** A Stadium/Supercross race course must be constructed with the safety of the riders foremost in mind. Hay Bales or other effective shock absorbent material to protect the riders from danger must be used. Special consideration must be given to the angle of jump faces. The race course shall have a minimum of 3 metres distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. The race course shall be identified with continuous lengths of flags, banners, tape or hay bales. If marker stakes are used they shall be of flexible material, and be no less than 800mm above the surface of the track.
- 22.18 **Watering of Track:** The track must be properly watered, if necessary in ample time before and between races to ensure proper racing conditions, complete safety, and to protect the public and riders from dust.

22.19 **Official Signals:** In addition to the other flags as listed in the MNZ Manual of Motorcycle Sport the blue flag waved may be used. Blue Waved - Warning, you are about to be lapped.

22.20 **Starting Line:** The number of motorcycles admitted to start depends upon the width of the starting gate. There must be at least 1 metre for each machine. Starts from two lines are not permitted. The starting line must be placed so that it allows a regular start with equal chances for all participants.

**Starting Straight:** The maximum length of the starting straight after the start must not exceed 125 metres.

**Qualifying Format:** The grouping of riders for the first four heats is made by the organiser. The order of entrance to the gate is determined as follows:  
Qualifying Heats - By ballot.

Second Chance - According to results in qualifying heats.

Semi-finals - Riders from qualifying heats according to results, thereafter riders from second chance.

Last Chance Heat - According to results of semi-finals.

Final - Riders from semi-finals according to results, thereafter riders from last chance heat.

**Start Procedure:** The following order of events shall take place leading up to the start of all races:

- a Starting gates for New Zealand, North and South Island Championship titles shall provide for a minimum of fifteen (15) starts. All riders participating in the race will be asked to enter the starting gate as allocated.
- b After all riders are in their starting gate positions they will be asked to start their engines.  
Note A: No rider shall start his/her engine prior to being asked.  
Note B: After the riders have been asked to start their engines there shall be a maximum time allowed of 29 seconds before moving into the countdown procedure.
- c After the starter is happy all engines are running and riders are ready, the countdown procedure will start.
- d The countdown procedure will be as follows;
  - a. A '10' second board or clock will be displayed to all riders.
  - b. Approximately '5' seconds later a '5' second board or clock will be displayed to riders.
  - c. Approximately '5' seconds after that the board or clock will be dropped.

- i.e.:
- a. 

10
5
  - b. 

5
---
  - c. Dropped

- 22.21 **Starting Gate Area Restraint:** Only the riders and the organising officials are allowed at the starting gate from the moment the first rider is placed behind the starting gate. A rear barrier must be installed to prevent riders from moving machines backwards.
- 22.22 **False Starts:** The starter shall indicate all false starts by waving a red flag and the heat shall be stopped.
- 22.23 **Stadium/Supercross Championship Racing Classes:** see Appendix A.
- 22.23a New Zealand and Island Supercross Championships are to be run over a minimum of three final races per class. **If any part of the Championship Series is being run in conjunction with an International programme (i.e. Australian SX Open) then an exemption for the 'minimum of 3 final races' may be applied for to reduce the minimum number of races to what can practically be included in the programme.**
- 22.23b Where multiple finals are held at one event total accumulated points are carried forward.
- 22.23c **Supercross Championship points scheme:**  
**1st - 20, 2nd - 17, 3rd - 15, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2 and 15th - 1 point.**
- 22.24 **Stadium/Supercross Racing Disc Colours:** All riders competing in Stadium/Supercross competition, will ride under their allocated racing disc colours that relates to the class they compete in, in motocross.
- 22.25 **Stadium/Supercross Racing Numbers:** The top 10 riders of each Class will use their numbers from results of the previous Stadium/Supercross championship.
- 22.26 **Outside Assistance:** Any outside assistance on the Course is forbidden unless it is carried out by a marshal appointed by the organiser carrying out his/her duties in the interests of safety.  
Signallers, however, may operate from a designated area.
- 22.27 **Practice:** A minimum of two 5 lap practice sessions must be made available to all riders on the day of the meeting. The supplementary regulations must stipulate the conditions and time available for practice.
- 22.28 **Protest and Grievance Time Limit:**
- Any protests relating to an error; irregularity or fraudulent action must be lodged within 10 minutes of a rider leaving the finishing zone.
  - Grievances are the means to handle all problems relating to on-track incidents and must be acknowledged to the referee before leaving the finishing zone.
- 22.29 **Definitions (not covered in Chapter 2 by MNZ Manual of Motorcycle Sport):**  
**Finishing Zone:** Shall mean that zone that all riders will wait in immediately after the finish of a race. Riders will not leave this zone until told.

- 22.30a **Stadium/Supercross:** Stadium/Supercross motocross is defined as a motorcycle race, conducted in a stadium type facility, open to fully enclosed, using motocross type motorcycles and staged on a temporary motocross track made up of natural material only (sand, dirt, etc.).
- 22.30b **Waiting Zone:** Shall mean the zone immediately behind the start gates (i.e. dummy grid).
- 22.31 **REFEREE - Duties and Authority**  
The Referee is responsible for overseeing the conduct of competition to ensure that it is safe, fair and just.
- 22.32a The Referee is responsible to MNZ and is not authorised to alter MNZ rules but is entitled to make decisions concerning the safety of competitors, officials and the public.
- 22.32b The Referee is the sole judge of fact on any incident arising during racing. Any penalties must be in accordance with MNZ rules.
- 22.32c The Referee is in control from the time that the riders enter the waiting zone until they return to the pits.
- 22.32d Accompanied by the Steward of the Meeting and the Clerk of Course the Referee must inspect the track for safety and compliance before practice, and during the meeting ensure that the track condition is maintained.
- 22.32e The Referee must ensure that decisions which effect or vary from the published programme, such as exclusions or postponements are communicated immediately to the Steward for implementation.
- 22.32f The Referee may after making such enquiries as considered necessary, postpone, stop or cause to be, a meeting or part thereof, only after consultation with the Clerk of Course and the Steward.
- 22.32g If an accident has occurred the Referee may stop a race. The Referee will then decide if a re-run, a restart, or a result will be declared. Only the Referee may stop a race before the published distance or laps.
- 22.32h The Referee may use or cause to be used the red or black flags during a race.
- 22.32i The Referee shall be entitled to restrict access to himself and nobody may approach without permission during a race. Any rider (or parent in the case of juniors or underage seniors) with any matter that they require to be brought to the Referee's attention, must first bring the matter to the attention of the Steward, who will approach the Referee on the riders behalf. The Referee has the duty to respect the rights of riders who consider themselves unjustly penalised and at the appropriate time must give a reasonable and courteous explanation regarding the decisions made.

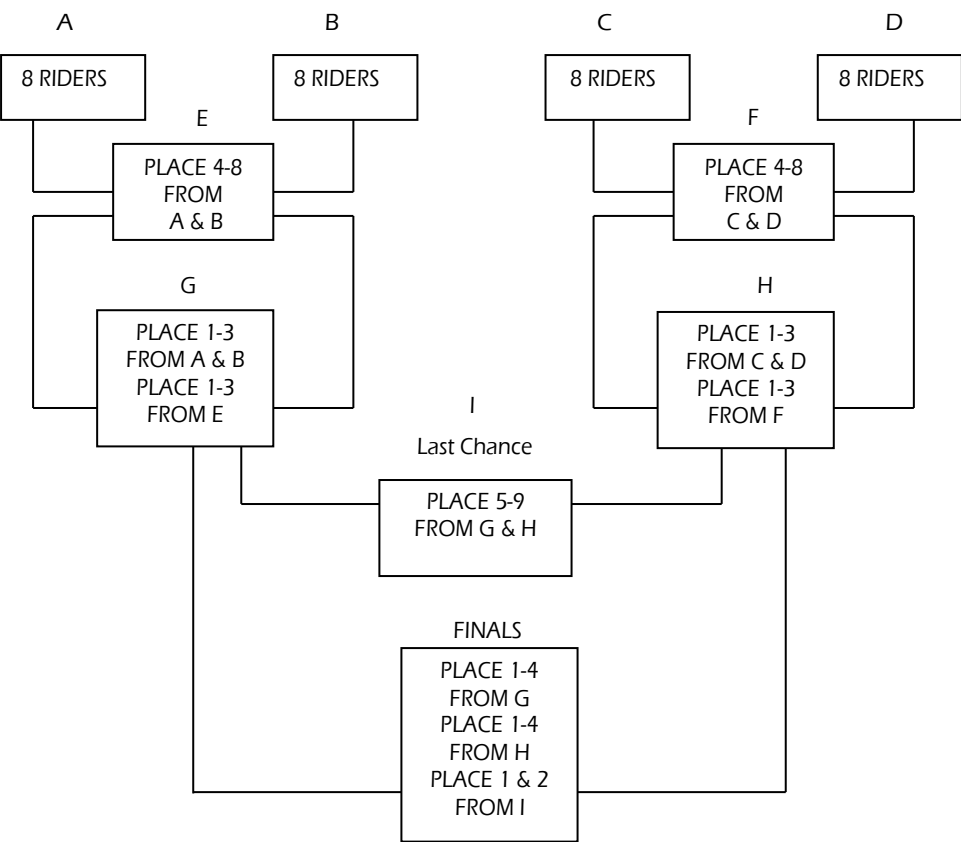
- 22.32j

The Referee must acknowledge any rider who waits in the finishing zone after a race and hear any grievance.
- 22.32k

Any dispute not related to racing is controlled by the Steward of the Meeting under MNZ Manual of Motorcycle Sport.

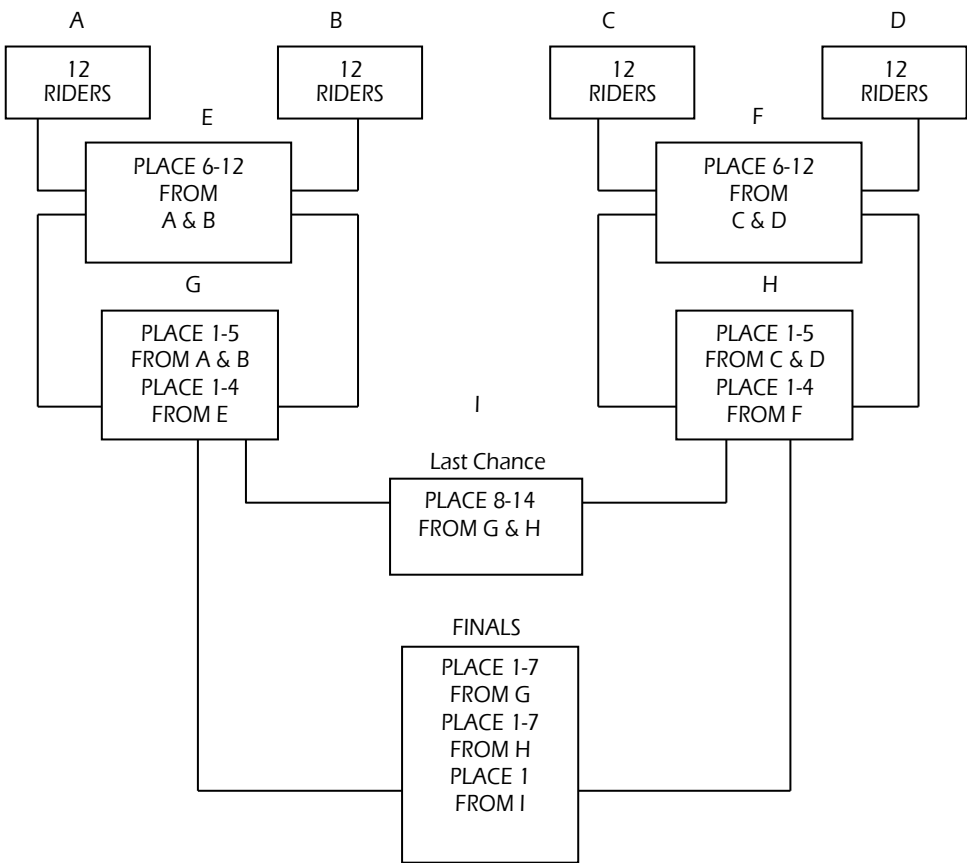
22.33

10 GATE START  
MAXIMUM ENTRIES 32 PER CLASS

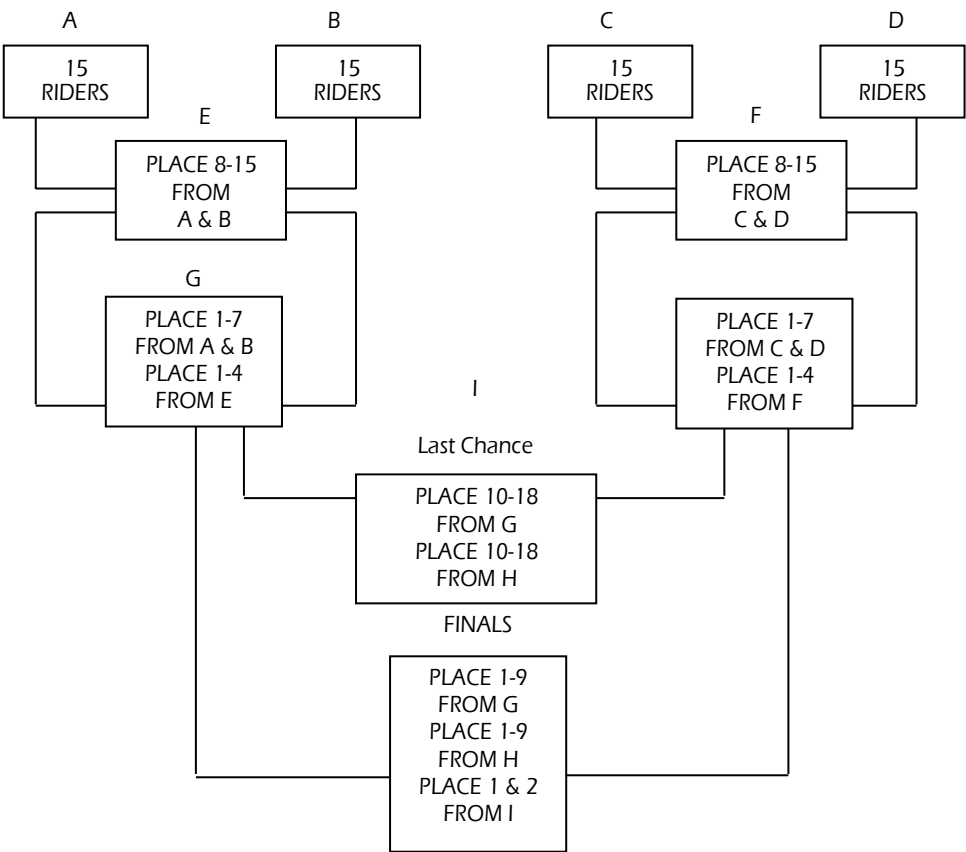


22.34

15 GATE START  
MAXIMUM ENTRIES 48 PER CLASS



22.35      20 GATE START  
MAXIMUM ENTRIES 60 PER CLASS

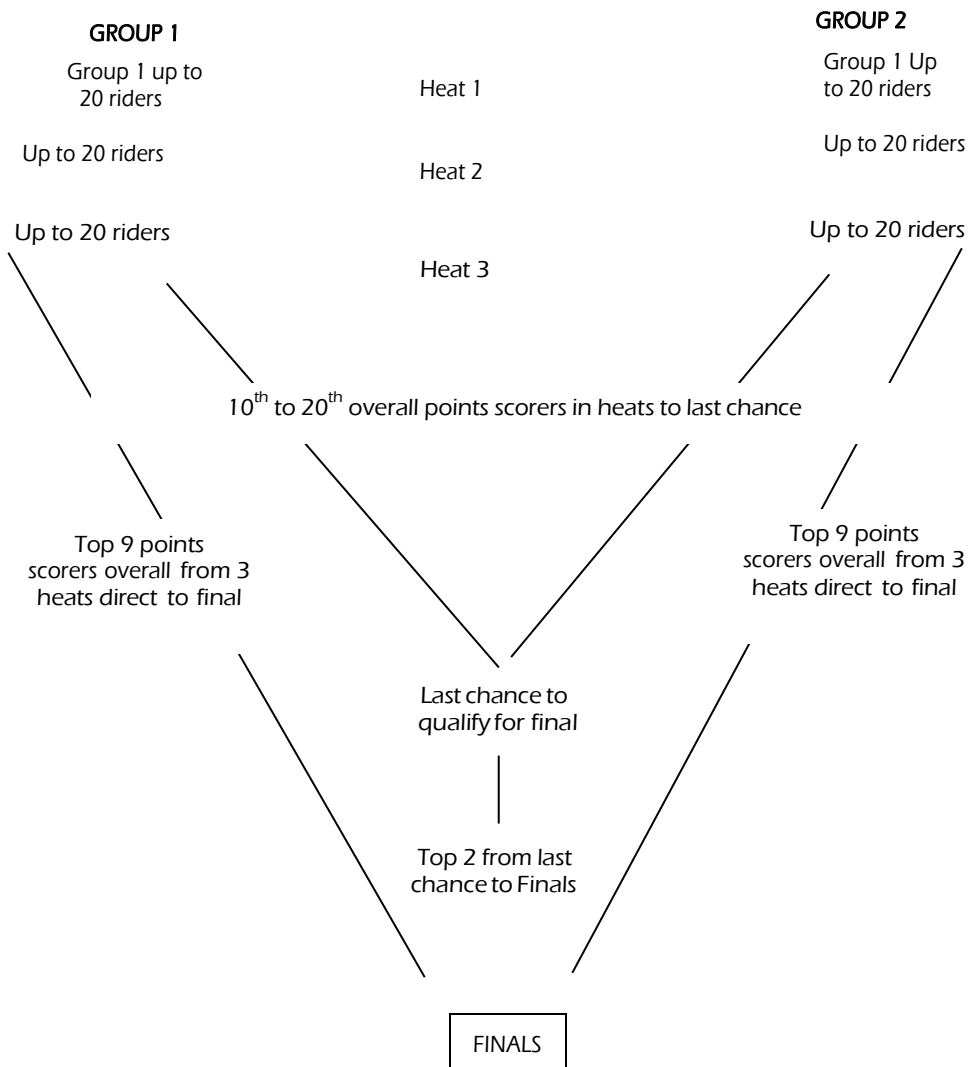


22.36      Should insufficient entries be received to meet one of the formats of 29-33, 34, 35 then a class may be run over a number of heats.

22.37      **Alternative Format:**  
This format gives all riders at least 4 races each and some 5 races. None eliminated at the first round.

NOTE: The groups of riders are mixed up between each other in heats 2 and 3, so the riders are not racing the same riders through the heats. Also this system can be modified for fewer start gates e.g. 12 or 15.





## CHAPTER TWENTY THREE – Trial (Off Road)

- 23.1 The object of Trial is to test the ability of Riders in varying terrain and over obstacles, within prescribed bounds, with the least support from feet or other parts of the body and normally maintaining forward motion.
- 23.2 **Protective Clothing:** Boots, helmets etc.; see Chapter 8.
- 23.3 **Rear driven sprocket**
- 23.3a A chain guard must be fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.
- 23.3b Either:  
i. The external side of the rear sprocket must be completely covered by a solid protective cover. No holes on the sprocket may remain visible. Or;  
ii. A solid disc rear sprocket be used.
- 23.4 **Front disc brake guard**
- 23.4a Either:  
i. The external side of the front disc brake must be completely covered by a protective cover. No holes on the disc may remain visible. Or;  
ii. A solid disc from the hub to the outer diameter be used.
- 23.5 **Championship & non-Championship classes:** See Appendix A.
- 23.5a **Championship class sizes:**  
At closing date for entries, if a minimum of 3 entries have not been received then the championship class MNZ award will not be presented should the organising club continue to run that class.
- 23.6 **Identification Plates:**  
Identification plates must:  
a) Measure 120mm x 80mm minimum  
b) Have the rider's name displayed on the identification plate, using lettering 25mm high minimum.
- 23.7 Rider and Grade Identification and colour of line to be ridden.  
The following grades will have the following identification plates and will follow the coloured arrows to match their background colour:

Class	Name board background colour	Colour of lettering	Grade/Course (Arrow Colour) Degree of difficulty
Expert	Orange/Red	Black/White	First/Second most difficult
Intermediate	Yellow	Black	Third most difficult
President	Green	White	Fourth most difficult
Sportsman	Green	White	Fifth most difficult
Clubman	Blue	White	Sixth most difficult

Junior	Same as nominated Grade		VCS
Women	Same as nominated Grade		VCS
Air-Cooled	Same as nominated Grade		VCS
Post Classic/ Twin Shock	Same as nominated Grade		VCS
Classic/Pre '65	White	Black	Least difficult
Sidecar	White	Black	Least difficult

23.7a

**Definitions:**

**Class:** A group or division of riders based on, either skill level, age, gender or motorcycle specification (e.g., Expert, Sportsman, Intermediate, Presidents, Clubman, Junior, Women and Twin Shock Classes).

**Grade:** Variable standards in level of difficulty of courses (lines) for riding Trial (e.g. Orange, Red, Yellow, Green and Blue grades).

23.8

**Frames & Parts:**

**Tyre Types**

With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all machines.

23.8a

**Ignition cut-out switch:**

All competitors and minders must be fitted with an effective motor cut out switch operating on the primary ignition /electrical circuit and attached to the handlebars. From the 1<sup>st</sup> January 2016 these cut out devices are to be of lanyard design and must be tethered to the rider at all times when actively practising or competing in sections.

While in transit between sections it is not deemed compulsory to be tethered.

23.9

**Machine Class Specifications:**

23.9a

**Classic Trial:**

Trial Bike based on an image of a machine built before the end of December 1964.

A machine using an engine and gearbox available at the time, unit or pre unit, or a derivative of this engine or gearbox, maximum of four speeds, the basic design even though up rated over the years past 1964 was still a development of that basic design.

- a. Front Forks should be of Pre 65 appearance; internals can be of late manufacture, maximum stanchions diameter of 35mm.
- b. Carburettor: Open.

- c. Frame:  
Should be a silhouette of one built before 1965 but not necessarily one in production, and a replica of a known frame design should be sufficient.
- d. Brake Drums, rims, etc., should be ones available at the time or copies, no disc type brakes permitted.
- e. Ignition systems can be of electronic design.

23.9b

**Post Classic (Twin Shock):**

Machined based on an image of a motorcycle that was built with two rear shock absorber units, drum brakes both front and rear and engine/gearbox unit that was available at the time when 'twin shock' was the standard in suspension and "drum brakes" were the standard braking system. Brake drums, rims, etc., should be ones available at the time or copies, no disc type brakes permitted.

23.9c

**Air-Cooled Mono:**

Engine must be Air-Cooled (Liquid cooling is not permitted) and the chassis must use a single rear shock absorber.  
Factory fitted Oil Coolers are allowed.

23.10

**Sidecar – Trial:**

Designs and Dimensions

There must be a platform and nose cone or platform and front plates with the following dimensions:

- a) Overall length must be at least 775mm,
- b) The wheel track must be at least 750mm,
- c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
- d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
- e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the motorcycle.

23.10a

The sidecar and machine wheels, if exposed, must be valanced on the inside.

23.10b

Passenger grab rails, handles and straps may be fitted.

23.10c

Sidecar wheel drive is prohibited.

23.10d

An effective cut out device must be attached to an easily accessible area of the bike.

23.10e

Identification plates are required.

23.10f

Efficient brakes must be fitted to the front and rear wheels.

- 23.10g Trial sidecars will observe the same as for solo riders with the following exceptions
- 23.10h A failure will occur when the machine ceases to move in a forward direction relative to the course.
- 23.10i A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.
- 23.11 **Competition Rules Trial – General:**  
The result of a Trial or any class of Trial [with the exception of ‘Gated Trial’] is decided on the total number of points lost, the winner being the competitor who loses the least number of points.
- 23.11a In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.
- 23.12 In the event of a tie in points, the tie is to be broken as follows:  
In the case of ties, the rider with the greatest number of ‘cleans’ (o’s) will be the winner. If a tie still persists, the greatest number of 1 point then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who completes the trial in the shortest time measured by the official clock will be deemed the winner.
- 23.13 Meetings may be held in the following categories:  
a) Trial,  
b) No-Stop Trial,  
c) Arena Trial,  
d) Gated Trial,  
e) Scott Trial.
- 23.13a Trial Meetings [also known as ‘rounds’ and will conclude within a day] may be run collectively to comprise an ‘event’. Several events may run over a period to comprise a ‘series’.
- 23.13b Unless otherwise stipulated in Supplementary Regulations all meetings will run using the Trial rules described under MNZ **rule 23.11**.
- 23.13c New Zealand Championship and Island Championship events will be run under category “Trial” as under rule **23.13 (a)**.
- 23.14 **Sections:**  
The course shall be divided into a number of parts known as sections which shall be sequentially numbered from 1 up.
- 23.15 **Courses:**  
Observed sections.  
a) Must be clearly numbered,  
b) Must have a clearly marked start and finish,  
c) Must have clearly marked boundaries,  
d) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,

- e) May be reduced in places by the use of gates at a recommended minimum width of 1200mm for solos and 2000mm for sidecars.
- 23.15a A machine is deemed to be in an observed section from the time the front axle passes the "Section Begins" gate until the front axle passes the "Section Ends" gate.
- 23.16 Riders must attempt sections in numerical order or as directed by Clerk of the Course.
- 23.16a Passage through sections shall be clearly defined with coloured markers or tape. Where markers/tape is used, red marking shall be placed on the right and white marking on the left of the passage. These markings will define the extreme outer bounds of the section and coloured grading arrows may be placed within to indicate the different courses for each grade. Where coloured grading arrows are used they will be Orange, Red, Yellow, Green or Blue.
- 23.16b Riders must follow the coloured grading arrow markers of their class which is indicated by the colour of their identification plate.  
Grading arrows for other classes may be ignored with the exception of the Expert class which must follow Red and Orange grading arrows.  
The Classic, and "Social" class have NO grading arrows to follow and may ride anywhere between the section boundary markers.
- 23.16c Riders may dislodge grading arrow markers within the bounds of a section provided that the dislodged markers do not pertain to the course that the rider concerned is required to ride.
- 23.16.d Markers should have a visible area of not less than 60sq cm for boundary markers, 50 sq. cm for grading arrows and 40 sq. cm for grading arrow markers on "traffic light peg". Pegs should be flexible with no-impaling tops. Tops of pegs and tape should be no more than 50cm from ground.
- 23.17 Different start and end lines may be provided for Clubman/President/Junior, Intermediate and Social/Twin Shock riders by the placement of Blue, Yellow and White markers respectively, which shall be marked Start or End as required. (End pegs should be placed at least two metres clear of the last obstacle where possible).
- 23.18 Sections may be divided into subsections, which are to be ridden as one section but scored as more than one. The start of each subsection is to be clearly marked "SUB".
- 23.19 The bounds of the section between markers shall be defined by the Clerk of the Course. Where no specific instruction has been given by the Clerk of the Course, the Observer at the section shall define the section's bounds.
- 23.20 Gardening or altering of the state of the section as it is found is not permitted by the rider or a minder during the full course of the day. Sections must be ridden in the same condition they are found in. The Clerk of the Course or the

observer, are the only persons able to alter the sections during the competition based on safety, unfair or impassable conditions.

23.21

**Clerk of the Course:**

- a) May nominate at which section a competitor must begin the event and advise riders at or before riders briefing. Any objection to allocated starting section will be settled at event by Clerk of Course and MNZ Steward.
- b) May modify the design of a section between the passage of the last competitor on 1 lap and the first competitor on the following lap, and
- c) Must give adequate notice to competitors of these modifications provided that such modification will not justify a supplementary time allowance for the modified section to be inspected.

23.21a

**Observers:**

Observers are officials in charge of admitting riders to observed sections and recording their scores.

Scores are assigned by an Observer are 'Penalty' points.

The maximum penalty that can be assigned by Observer at any one ride attempt is 5 (five).

An Observer only has the power to assign points for facets of section observation.

An Observer can recommend that a rider be penalised for infringements beyond the observer's jurisdiction to the Clerk of the Course, which, if upheld will be imposed by the Steward.

23.22

**Penalties – Competitions:**

The following terms have the following respective meanings:

- a) **Footing occurs when:**
  - i) Each contact that is used to gain/main part of the rider or their machine (excluding tyres, footrests and engine protection plate) with the ground or fixed object (tree, rock, bank etc.).
  - ii) Sliding a foot along the ground is deemed to be footing more than twice,
- b) **Stopping occurs when:**
  - i) Stopping occurs when the machine fails to maintain forward progress.
- c) **Failure occurs when:**
  - i) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.
  - ii) Course [section] was not completed or bike went outside of markers.
  - iii) Handlebars touch ground or rider takes hand off handle bar while stationary and footing.

## 23.23 The full list of penalties apply:

INFRINGEMENT	POINTS LOST		
	TRIAL	NO-STOP TRIAL Scott Trial	ARENA TRIAL
Footing once	1	1	1
Footing twice	2	2	2
Footing more than twice	3	3	3
Stopping without footing	0	5	0
Stopping whilst footing once	1	5	1
Footing twice whilst stopped	2	5	2
Footing more than twice whilst stopped	3	5	3
Moving backwards without footing	5	5	0
Moving backwards whilst footing	5	5	5
Moving either wheel sideways whilst stopped, without footing	0	5	0
The machine crosses a boundary with either wheel, that wheel being on the ground	5	5	5
The machine passes the wrong side of a boundary or grade marker for a riders own grade with either wheel, that wheel being on the ground.	5	5	5
The machine jumps over a boundary or marker for a riders own grade with both wheels to avoid part of a course.	5	5	5
Breaking a boundary tape or dislodging a boundary marker	5	5	5
Riding over or riding on or dislodging a grade marker for a riders own grade.	5	5	5
Missing a gate or riding through a gate in the wrong direction, for riders own grade.	5	5	5
Rider does not have both hands on the handlebar when he foots, whilst stationary	5	5	5
Engine stopping whilst rider stationary and rider footing or leaning	5	5	5
Engine stopping whilst stationary (Side cars only)	5	5	5
Crossing machine tracks whilst moving forward with either or both wheels	5	5	5
The handlebar of the motorcycle touches the ground	5	5	5
Dismounting from the machine with both feet on the ground, on the same side or behind the machine	5	5	5
Any part of sidecar passenger touching ground or other obstacle	5	5	5
Rider receives outside assistance	5	5	5
Practising on course prior to event	Exclusion		
For disorderly conduct towards an official	30		
Rider or Minder arguing with an official	20		
Not vacating a section after failure	10		
Handing in scorecard after finish time (per minute)	1		
Handing in scorecard more than 30 minutes after finish time	Exclusion		
Losing a scorecard (per section)	5		
Rider or Minder altering a section	5		
Missing a section	5		
Refusing to attempt a section	5		
Minder obstructing or conversing with observer regarding scoring	5		
Not attempting sections in numerical order (unless otherwise instructed by clerk of course)	20		



- 23.23a The greatest penalty incurred in a section is the only one to be taken into account for each competitor.
- 23.23b A competitor who receives the maximum 5 point penalty in a section must vacate that section either:
- At the first available opportunity, or
  - As directed by an official.
- 23.24 Riders must not argue with any Observer but may consult the Clerk of the Course and if not then satisfied may put forward an official protest as provided for in Chapter 7.
- 23.25 If there is any question concerning penalties, the rider will always be given the benefit of the doubt.
- 23.26 The finishing time and an official timepiece must be displayed by the organisers in a conspicuous place throughout the meeting. The finishing time shall be stated by the Clerk of the Course at rider's briefing. (Time allowance of six minutes per section has been found adequate for most Championship Trial. More time may be necessary for factors such as: long distances between sections; unusually difficult sections; queuing due to observation difficulties or subsections; large numbers of Riders). There will be penalty of one point per minute added to all riders returning their last lap card past the official finish time. Sections will close no later than 30 minutes after the official finish time.
- 23.27 **Minders:**
- All minders must be entered into the event by the rider on the official entry form. They must also sign on, on the day and attend the official riders briefing.
  - Minders may use any form of motorcycle to get around the course but must be of a safe operating standard, and is at the discretion of the Steward of the day.
  - Minders must wear supplied Bibs (if available) to clearly define them from the riders.
  - Minders are only allowed in the section whilst their rider competes, and must stand clear while other riders attempt the section. Minders should make themselves known to the observer and advise them that they will remain in the section to catch and call at particular hazards while their rider passes through.
  - Minders must wear helmets and gloves at all times while riding on the course or minding in sections.
  - Minders must not enter any discussion about their or any other riders score with an observer or any other official.
  - It is the rider's responsibility to get their cards punched by the observer and not the minders.
  - Any other competitor on the day that is also fulfilling the role of a minder from time to time must also adhere to all of the above points except points B and C.
- 23.28 **Championship Trial (General):**  
Sections at Championship Trials shall generally be marked over natural terrain.

- 23.29 At Championship Trials a minimum of ten sections must be set. The number of times they are ridden must be such that the total number of sections ridden is thirty or more.
- 23.30 At Championship Trials competitors must be scored at every section by an Observer nominated by the Clerk of the Course.
- 23.31 The Championship year will be from 1 January to 31 December every year.
- 23.31a Ties at the end of the Trial  
In the case of ties, the rider with the greatest number of 'cleans' (0's) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who completes the Trial in the shortest time measured by the official clock will be deemed the winner.
- 23.32 When Trials are held as a series competitors will be awarded series points according to their placing in each Trial, where points will be added together to determine series placing. Where a tie of Club or Championship points exists at the end of a series refer to rule 6.7a
- 23.33 At New Zealand and Island Championship Trials, a rider must attempt 80% of the sections to gain Championship points. If a rider attempts over 80% but fewer than 100% of sections, a penalty of 5 points per non attempted section shall apply.
- 23.34 **New Zealand Trial Championship:**  
The New Zealand Championship will be decided over three one-day Trials held on consecutive days. Riders will gain Championship points (see 6.14a) for each one day Trial. Points will accumulate over duration of event or series. The event will alternate between the North and South Islands providing that it is applied for by a Club from each Island in turn.
- 23.34a "Trial" rules (scoring) will apply.
- 23.35 **North & South Island Trial Championships:**  
The North and South Island Championships will be decided over an unlimited number of rounds in each island. Riders will gain Championship points (see 6.14a) for each one day Trial. Points will accumulate over duration of event or series.
- 23.35a "Trial" rules (scoring) will apply.
- 23.36 A South Island rider may compete for the North Island title and vice versa.
- 23.37 Island Trial coordinators may decide not to include some of every rider's worst scores when calculating series totals. The number of scores not counted shall not exceed 20% of the rounds contested and must be made known to the preceding year's Championship organisers and to the MNZ Office before each year's first round.

- 23.38 **North vs South Island Trial Championships:**  
The Trial is to be a one day event held alternately in the North and South Islands.
- 23.38a "Trial" rules (scoring) will apply.
- 23.39 A selected team of riders shall compete from each Island.
- 23.40 The team's selector shall be appointed by the MNZ Trial Commissioner.
- 23.41 The team will be selected over various competition classes, by agreement of the individual Island selectors.  
Within each class the winning rider will be allocated Championship points equal to the number of selected riders in that class of competition. The next rider will be allocated one less down to the last rider who will receive one point.
- 23.42 Summation of the individual rider's Championship points will determine the winning Island Team.  
In case of tied points a 'tie' will be declared and the shield shared for 6 months by each Island.
- 23.43 The shield is to be presented to the highest placed rider in the winning team and remain his/her responsibility until the next challenge.
- 23.44 **New Zealand Expert Trial:**  
This will be a one day event which riders who have qualified may compete for In the Expert Class only.
- 23.44a Qualifiers will be all riders who have previously competed in New Zealand Championships at Expert level.
- 23.44b **Vertical Class System (Qualifying Classes):**  
Winners from the 'vertical class system' will be taken first, from the 'highest' (most difficult) grades and will be ranked from the best scores in the highest grades down to the worst scores in the lowest grades. Competitors will be able to choose which grade (line) they contest when entering each event and will gain Championship points according to their ranking at each Trial. Competitors will automatically qualify for any class according to their age and/or their gender and/or their motorcycle specifications. Expert Class riders and the previous A-Grade Class riders will compete for Expert using the vertical class system choosing from the Red or Orange grades only. Riders following the Red grade may be awarded special awards.  
Competitors will only be classified as finishers in each trial where they reach a threshold of less than 65% failures (5's) unless competing in the lowest available grade.
- 23.45 **Arena Trial:**  
Definition of an Arena (Indoor) Trial

A Trial held within the confines of an Arena (usually indoor) in which the skill and regularity of the riders form the basis of the results. Man-made sections are included within the arena where the skill of the rider negotiating them is observed and penalties given. A time limit is usually set for part of, or for the whole course. Special sections in the form of a "high jump" or "double lane" section (where two or more riders ride in parallel) may also be included.

**23.46 Additional Penalties:**

Sections marked with a (speed) double lane:

- When a section is marked in a double lane for the passage of two riders simultaneously then the following penalty shall be added to the rider's total score together with any time penalties:
  - first riders finished: 0 point.
  - second rider finished: 1 point.
  - if both riders arrive at the same time with the same section penalty points the section is repeated with different section penalty points: 0 additional points to either rider.
  - If both riders fail (5 points) 0 additional point to either rider.
- A maximum of 5 points per section, including the time penalty and the additional penalties would be applied to the riders.
- Any penalty awarded by the section observer which is subsequently agreed by the Clerk of the Course to be within the Trial Appendices, shall be deemed a statement of fact.

**23.47 Elimination:**

When the Trial consists of a single lap then the results will be decided on the total points lost, the winner being the rider with the lowest score. When the Trial comprises several laps, it is the total of points gained in the last lap that will count. For the riders not selected for the final lap it shall be their performance in the final lap for which they qualify that shall decide their result.

**23.48 Gated Trial:**

23.48a Each Trial will comprise a minimum of 32 sections.

23.48b Each lap will comprise a minimum of eight sections.

23.48c Each section will comprise several 'gates' including a numbered start gate and a numbered end gate.

23.48d Each section has defined boundaries (usually taped).

23.48e Each gate is defined (usually by a pair of inward-pointing arrows).

23.48f Sections are to be ridden consecutively in ascending numerical order.

23.48g Trial rules (scoring) will apply.

23.48h No practice rides within any section will be allowed – every attempt is to be scored

23.48i No rider is to attempt a section unless observed by an independent person.

- 23.48j Finishing positions are determined by the marks gained.
- 23.48k The rider who gains the most marks over the course of the Trial is the winner.
- 23.48l A rider is given +5 marks each time his front wheel spindle passes through a gate.
- 23.49 After his front wheel spindle has passed through the start gate, the rider is given -1 mark each time he gains/maintains control by making bodily contact with a fixed object (including the ground). This action shall be termed a "footing".
- 23.49a If a rider suffers a 'failure' within a section:  
They cease to accumulate points beyond the position at which they suffered the failure.  
They retain the marks gained up to the position at which they suffered the failure.
- 23.49b A failure is defined by:
- Both of the rider's legs are on one side of the bike
  - Both of the rider's legs are in front of the bike
  - Both of the rider's legs are behind the bike
  - The handlebars touch the ground
  - Either wheel touches the ground outside the section
  - The rider's bike travels in a backwards direction (relative to the direction of the section)
  - The rider fails to make forward progress within the time limit (set at rider's briefing)
  - The rider fails to pass the end gate within the time limit (set at riders' briefing)
- 23.50 **Scott Trial:** A Scott Trial shall cover a minimum distance of 30 kilometres, with a minimum number of 30 sections.
- 23.51 Prior to the start of competition, a machine examination as provided for in Rule 10.1 shall be carried out.
- 23.52 Tyres shall be Trial tyres as provided for in **Rule 23.8**.
- 23.53 A circuit inspection and exploratory lap shall be held prior to the start of the competition.
- 23.54 **Starting:** Two or three competitors at a time should start at one minute intervals (depending on number of entries, length of circuit and conditions). All competitors should be away from the start before the first rider completes the first lap.
- 23.55 **First Lap:** Competitors are timed from the start, but may (at organisers discretion) have a free ride through the observed sections; the observers mark the score sheet with a tick to indicate that the rider has passed through his/her section on

his/her first lap. (This avoids a build-up on the first lap of riders stopping to inspect sections before attempting them).

- 23.56 **Circuit Markers:** Marking shall consist of red pegs on the right; white pegs on the left.
- 23.57 **Observed Sections:** as per Observed Trial Rule 23.1.
- 23.58 **Observers:** There shall be a minimum of two (2) on every observed section, one to control riders entering the section, the other to be the points marker.
- 23.59 **Points Lost on Observation:** As per Observed Trial **Rule 23.23**.
- 23.59a **Plus:** 10 points for barging into a section with another rider still under observation unless permitted by an observer.
- 23.59b **Points Lost on Time:** 1 point lost for every two (2) minutes in excess of standard time.
- 23.59c **Standard Time:** This shall be the time as set by the rider who completes the trial in the shortest time.
- 23.60 **Finish Time:** To determine Finish Time, take the average time of the first three finishers, plus 50%. This time is then added to each rider's starting time to give individual rider's maximum finishing time. Provided individual lap times are recorded on the master sheet, officials will be able to notify any rider not able to complete the trial inside his/her finishing time.
- 23.60a The Clerk of the Course will leave control and proceed around the circuit and close the sections. Any competitor on his/her last lap in front of the Clerk of the Course then has time to complete his/her last lap, providing he/she has no breakdowns.
- 23.60b **Result:** This is determined by the lowest points on observation and time combined. In the event of a tie the rider with the most clean sections should be declared the winner. If still a tie, after time combined refer to **rule 23.12**.
- 23.61 **Trial Sidecars:**  
Trial Sidecars will observe the same rules as for solo riders with the following exceptions:
- 23.61a A failure will occur when the machine ceases to move in a forward direction relative to the course.
- 23.61b A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.

### 24.1 Pit Bikes may not practice or compete with minis.

### 24.2 Where pit bikes and minis are practicing or competing at the same event and on the same track:

- There shall be a second steward present to exclusively carry out stewarding functions in respect of the mini/pit bike track.
- The track design shall comply with any rules relating to mini competition. However, the track may have a separate extension with more challenging obstacles provided that the extension is used exclusively by the pit bike classes, and not the mini classes.

### 24.3 The maximum number of starters in a pit bike race shall be 15, but this may be extended to 30 if the track is suitable, and with the approval of MNZ, the host club, and the appointed steward.

### 24.4 **Safety Gear:** see Chapter 8.

### 24.5 **The Classes:** These class rules shall apply to Pit Bike events.

These classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider age and ability, or performance of bikes etc. In varying, altering or combining classes (particularly age groups), safety shall be the paramount consideration.

### 24.5a **Stock Classes:** Except for the following, all machines competing in stock classes shall comply with Appendix C:

- Triple clamps are free.
- Exhaust systems are free but must comply with any rules relating to noise control (see Chapter 10).

For avoidance of doubt, machines competing in stock classes are not required to be homologated.

### 24.5b **Open Classes:** Except for rules relating to class specifications, modifications are permitted but machines must comply with any rules relating to general competition.

### 24.6 **Age Groups:** The senior pit bike classes are open to junior and senior licence holders who are aged 13 or over. If a competitor holds a junior licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a senior licence holder. The junior pit bike classes are open to mini and junior licence holders who are aged 8 to 13 years. For avoidance of doubt, competitors may ride until they are 12 years 364 days, but not on or after their 13th birthday. If a competitor

holds a mini licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a junior licence holder.

- 24.6a      **Senior Open 125 Big Wheel**  
91 to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 12 inch
- 24.6b      **Senior Open 125 Small Wheel**  
91 to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch
- 24.6c      **Senior Open 90**  
Up to 90cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch
- 24.6d      **Senior Stock 50**  
Up to 50cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch
- 24.6e      **Junior Open 125 Big Wheel**  
Up to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 12 inch
- 24.6f      **Junior 50 Stock**  
Up to 50cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch
- 24.6g      **Women's Open 125**  
Up to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 12 inch

This class is open to all women who are aged 10 and over and who hold a mini, junior or a senior licence.



## APPENDIX A – Championship Classes (Off Road)

### **ATV: Senior**

All engines must be ATV based (except Super quad).

Championship/**National/Island Title** classes:

Premier 0-750cc

Veteran (40 years plus male, 35 years plus female) 0-750cc Open

Woman (15 years plus) 0-750cc Open

450cc Production; (see restrictions in Chapter 11)

Open Trike

Super Quad; Open Motorcycle Engine (Super Quads must be machine examined)

### **ATV: Junior**

All engines must be ATV based.

Championship/**National/Island Title** Classes:

125cc Production 9-14 years; (see restrictions in Chapter 11)

250cc Production 12-16 years; (see restrictions in Chapter 11) Or if the rider has spent 2 years in 125 Production with Commissioner or Club Stewards approval.

5-11 years; 0-90cc No expansion chambers (see restrictions in Chapter 11)

### **Support Classes:**

At any National or Island **Title event**, the host club may in addition to the Championship/**National/Island Title** classes run the following support classes:

Senior:

Clubman 0-750cc ATV or Motorcycle based engine

### **BEACH RACING:**

0-125cc	<b>6.4 kilometres</b>	<b>(4 laps – 800m straights)</b>
0-250cc	<b>6.4 kilometres</b>	<b>(4 laps – 800m straights)</b>
0-500cc	<b>9.6 kilometres</b>	<b>(6 laps – 800m straights)</b>
0-Open	<b>12.8 kilometres</b>	<b>(8 laps – 800m straights)</b>
ATV's 0-750cc Open	<b>6.4 kilometres</b>	<b>(4 laps – 800m straights)</b>
Super Quad	<b>6.4 kilometres</b>	<b>(4 laps – 800m straights)</b>

With the following proviso; All ATV's must be machine examined

### **CROSS COUNTRY:**

**Senior & Junior Championship Classes:** As per rule 13.7.

### **ENDURO:**

**Senior Championship Classes:** As per rule 14.10.

### **GRASS HILL CLIMB:**

**Championship classes:**

Up to 200cc

201 - 250cc

251cc to open

Super quad (must be Machine Examined).

## **LONG TRACK:**

### **Championship Classes:**

Non speedway solo (fitted with effective rear brake).

Speedway solo (no gearbox).

Speedway sidecar.

ATV Open 0-750cc.

Super Quads.

Long Track Solo.

## **MOTOCROSS CHAMPIONSHIP CLASSES:**

All competitors must hold a MNZ Championship Licence and meet the minimum standards to compete in a Championship Class.

### **MOTOCROSS: Senior**

#### **Championship classes including NZ Motocross Grand Prix:**

MX1                      151cc to open 2 stroke & 251cc to open 4 stroke

MX2                      126cc to 150cc 2 stroke & 250cc 4 stroke

MX 125                  90cc to 125cc 2 stroke only

An Under 19 Championship Class may be included within the MX2 class. Age will be determined by the age of the competitor on the day of the event, if the class is run as a series, the competitor must be under 19 on the first day that the competition starts.

### **MOTOCROSS: Junior**

#### **Championship classes including NZ Motocross Grand Prix:**

8-11 years 65cc                  60-65cc 2 stroke 'stock'  
(these capacity bikes when used in Junior Motocross competition only will remain as per the homologated mini performance objectives in Appendix C, with the exception of exhaust, hubs and spokes and hole shot device which shall be free)

8-11 years 85cc                  60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke  
(including modified 60-65cc bikes)

12-13 years 85cc                  60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

14-16 years 85cc                  60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

12-14 years 125cc                  90cc to 125cc 2 stroke only

15-16 years 125cc                  90cc to 125cc 2 stroke only

14-16 years 250cc                  151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke

#### **Junior Women's**

8-11 years: 85cc                  60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

12-16 years: 85cc                  60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

12-16 years:                  90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke &  
126cc to 150cc 2 stroke  
(Minimum age 14 to ride 250cc 4 stroke or 126cc to 150cc 2 stroke)

The addition of "Support Classes" may be run with a championship. This will allow support classes to be added to the junior or senior championship programme at the discretion of the commission. Support classes will be for competitors on either a One Event Licence, Club or Championship Licence, but a competitor cannot compete in both a support class and championship class at the same event, unless they are directed to do so by race officials, or if it is permitted by the commission and included in the supplementary regulations of the event.

### **STADIUM SUPERCROSS:**

#### **Senior Supercross:**

SX 1      151cc to open 2 stroke & 251cc to open 4 stroke

SX 2      **90cc** to 150cc 2 stroke & 250cc 4 stroke

#### **Junior Supercross:**

Junior Lite      11-16 years 60cc-85cc 2 stroke & 100cc-150cc 4 stroke

Junior 125/**250**      12-16 years 90cc-125cc 2 stroke & **14-16 years 151cc to 250cc 4 stroke**

At all Supercross Championships support and demonstration classes may be run. These classes must be included and approved on the permit application.

However, riders are not permitted under any circumstances to ride a machine in any competition unless they have attained the required age for that class/type of machine.

### **MOTOCROSS NATIONAL AND ISLAND CLASSES**

All competitors must hold a MNZ Competition Licence and meet the minimum standards to compete in a National Class.

North and South Island Events: The motocross commission will set the format, classes and grading for the North and South Island events in conjunction with the host club. These classes will be announced at the time of the event being allocated to the host club.

### **MOTOCROSS TT: NZ Nationals**

#### **Senior Classes:**

Class 1: MX1 151cc to open 2 stroke & 251cc to open 4 stroke

Class 2: MX2 126cc to 150cc 2 stroke & 250cc 4 stroke

Class 3: 90cc – 125cc 2 stroke

#### **Junior Classes:**

Class 4: 8-11 years Max cap 85cc 2 stroke & 150cc 4 stroke

Class 5: 12-16 years Max cap 85cc 2 stroke & Max cap 200cc 4 stroke

Class 6: 12-16 years 90cc-125cc 2 stroke

Class 7: 14-16 years 126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke

## **Women:**

**Class 8: 8-16 years Max cap 85cc 2 stroke & 150cc 4 stroke**

**Class 9: 12-16 years: 90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke**

**(Minimum age 14 to ride 250cc 4 stroke or 126cc to 150cc 2 stroke)**

**Class 10: Senior Women (refer to rule 16.13)**

## **MINI MOTOCROSS**

**Classes for New Zealand Nationals and NZ MX Grand Prix events:**

Intro Trail 4-7 years, 50cc air or liquid cooled, auto clutch

Intro MX 4-7 years, 50cc air or liquid cooled, auto clutch

MX 50cc 6-8 years, air or liquid cooled, auto clutch, max capacity 53cc

MX 65cc 7-8 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch

MX 65cc 9-11 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch

Trail 7-9 years, 4 stroke air cooled 53cc to 110cc

Trail 8-11 years, 2 stroke air cooled 53cc to 82cc; 4 stroke air cooled 53cc to 149cc

All motorcycles taking part in Mini Motocross must be homologated. For more information about homologation refer to Appendix C. A list of homologated motorcycles can be found on the MNZ website.

**NOTE:** At all other MNZ permitted events, these classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider ability, or performance of the bikes. However, mini riders are not permitted under any circumstances to ride a mini machine in any competition unless they have attained the required age for that class/type of machine. **At club level, a club may run a 7-11 year 65cc class, with either mini and junior licensed riders combined, this will be a 65cc only class and cannot be split started or combined with any other mini or junior class.** Mini ATV classes will not be held in conjunction with 2 Wheel (Motocross) National events. Clubs may choose to run these as support classes.

## **WOMEN'S New Zealand Women National events,**

Senior Women (refer to rule 16.13)

Veteran Women 30-39 years All in  
40 years plus All in

## **Classes for New Zealand Motocross Grand Prix:**

Senior Women (refer to rule 16.13).

## **MOTOCROSS: Veteran**

For the New Zealand and North and South Island Veteran **National** events, competitors can compete on a MNZ Club licence. Classes are as follows:

- 30-34 Years All in
- 35-39 Years All in
- 40-44 Years All in
- 45-49 Years All in

- 50-54 Years All in
- 55-59 Years All in
- 60+ Years All in
- Women's 40 Years plus All in
- Women's 30-39 Years All in

Classes for New Zealand Motocross Grand Prix:  
Veteran **35+** years open capacity.

NOTE: For non-National or Island motocross and supercross events these classes may be combined and/or broken into different age groups to accommodate such things as the time available for the event, the number of likely entries per class, rider age and ability, and the performance of the various machines. However, riders are not permitted under any circumstances to ride a machine in any competition unless they have attained the required age for that class/type of machine.

These classes then can be used as a guide. All National and Island events support classes may be added at the commission's decision.

### **MOTOCROSS: Schools Events**

For Secondary School events (Year 9 to Year 13) competitors must be registered and be attending Secondary School and aged under 19 years on the first of January of the current year. (As set by the New Zealand Secondary Schools Sports Council).

**Secondary School event classes are as follows:**

#### **Novice Classes:**

- 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
- 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). The minimum age is 12 years to enter 2 stroke class and the minimum age is 14 years to enter 4 stroke class.

#### **Championship Classes:**

- 12 – 16 year 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
- 12 – 14 year 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). You must be aged 14 years to ride a 4 stroke in this class.
- 15 – 19 year 125cc class (90cc to 125cc 2 stroke).
- 15 – 19 year 250cc class (151cc to 250cc 4 stroke and 126-150cc 2 stroke).
- Women's class.

The minimum number of entries for a class to run is six paid entries and three for women's.

#### **Novice Rider definition**

A "Novice" rider is a competitor that has not held a MNZ licence or a competitor that has a MNZ Club licence that was obtained within the last 12 months. However, if a Steward considers that a rider is not competent enough to ride in the competitive class (whether they hold a MNZ licence or not), (s)he may direct that rider to compete in the novice class.

Note: Novice riders do not contribute to the overall School Points total in a Schools competition event.

## **OVAL TRACK:**

### **Championship Classes:**

Non speedway solo (fitted with effective rear brake)

Speedway solo (no gearbox)

Speedway sidecar

ATV Open 0-750cc

Super Quads

Long Track Solo

There shall be two classes in non-speedway competition:

0 - 250cc

251 - 750cc

Junior Solo

8-11 Years Max Capacity 85cc MX Bike

12-16 Years Max Capacity 125cc MX Bike

12-16 Years Max Capacity 200cc Enduro Class Machine

ATV's must conform to the requirements of Chapter 11

## **PIT BIKE:**

### **Championship Classes:**

Open Classes

Except for rules relating to class specifications, modifications are permitted but machines must comply with any rules relating to general competition.

Age Groups

The senior pit bike classes are open to junior and senior licence holders who are aged 13 or over. If a competitor holds a junior licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a senior licence holder.

The junior pit bike classes are open to mini and junior licence holders who are aged 8 to 13 years. For avoidance of doubt, competitors may ride until they are 12 years 364 days, but not on or after their 13th birthday. If a competitor holds a mini licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a junior licence holder.

Senior Open 125 Big Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Senior Open 125 Small Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Open 90

Up to 90cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Stock 50  
Up to 50cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch

Junior Open 125 Big Wheel  
Up to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 12 inch

Junior 50 Stock  
Up to 50cc, air cooled, 4 Stroke  
Max rear wheel size = 10 inch

Women's Open 125  
Up to 125cc, air cooled, 4 Stroke  
Max rear wheel size = 12 inch

This class is open to all women who are aged 10 and over and who hold a mini, junior or a senior licence.

### **SHORT CIRCUIT FLAT TRACK:**

#### **Championship Classes:**

Speedway Solo  
Speedway Sidecar  
Flat Track Stock Bike  
Junior  
All other types including ATV

#### **TRIAL: Championship Classes/Grades:**

<b>Class</b>	<b>Name board background colour</b>	<b>Colour of lettering</b>	<b>Grade (Arrow Colour)</b>
Expert	Orange/Red	Black/White	VCS (Orange/Red)
President	Green	White	Green
Junior	Same as nominated Grade		VCS
Women	Same as nominated Grade		VCS
Air-Cooled	Same as nominated Grade		VCS
Post Classic/Twin Shock	Same as nominated Grade		VCS
Classic/Pre '65	White	Black	N/A
Sidecar	White	Black	N/A

Note: Air-Cooled, Post Classic/Twin Shock, Juniors and Woman may nominated and ride any of the lines provided. Expert may nominate and ride either Orange or Red Grades (arrows). The highest placing will be awarded to the highest placed rider in the highest Grade and work down (through the Grade if required) from there known as the Vertical Class System (VCS) see Chapter 23.

**TRIAL: Support Classes / Grades**

<b>Class / Grade</b>	<b>Background Colour</b>	<b>Lettering Colour</b>	<b>Colour of line Ridden</b>
Sportsman	Green	White	Green
Intermediate	Yellow	Black	Yellow
Clubman	Blue	White	Blue
Social	White	Black	White



## APPENDIX B – Fuel Specifications (Off Road)

AVGAS			
Characteristics/ Property	Test Method	Avgas 100	Avgas 100LL
Colour		Green	Blue
Aviation Lean Rating (MON Equivalent)	ASTM D2699	108 Maximum	108 Maximum
Lead Content , gmPb/L	D5185 mod B	1.06 Max	.53 Max
Distillation % volume	ASTM D86		
10% Distillation, % at degree C		Max 75	Max 75
40% Distillation, % at degree C		Min 75	Min 75
50% Distillation, % at degree C		Max 105	Max 105
90% Distillation, % at degree C		Max 135	Max 135
Final Boiling Point, degree C		Max 170	Max 170
Sum of 10% and 50%, degree C		Min 135	Min 135
Residue, % volume		Max 1.5	Max 1.5
Vapour Pressure at 37.8 degree C	D323	38min/49max	38min/49max
Existent/Potential Gum, mg/100ml	D381	3 Max	3 Max
Sulphur, Wt %	D1266 or D2622	0.05% Max	0.05% Max
Lead Precipitate, mg/100ml		3 Max	3 Max
Oxygenates, Wt %	D4815	0.1% Max	0.1% Max
Aromatic Content, % volume	D5580 or D5443		
Benzene, Wt %	D5580 or D3606		

UNLEADED PETROL (GASOLINE) available from a public petrol (pump) station			
Characteristics/ Property	Test Method	Unleaded Pump Petrol (Gasoline)	
Research Octane Number (RON)	ASTM D2699	100 Maximum	
Motor Octane Number (MON)	ASTM D2700	92 Maximum	
Cetane Index			
% Volume Evaporated at 70 degree C (E70)	ASTM D86	22% Minimum	50% Maximum
% Volume Evaporated at 100 degree C	ASTM D86	45% Minimum	71% Maximum
% Volume Evaporated at 150 degree C	ASTM D86	75% Minimum	
End Point degree C	ASTM D86	210 degree C Maximum	
Benzene, % volume	D5580	1% Maximum	
Ethanol, % volume	D4815	10% Maximum	
Other Oxygenates, Wt %	D4815	0.1% Maximum	
Olefins, % volume	D1319	18% Maximum	
Manganese, mg/L	D5185 mod B	2.0 Maximum	
Phosphorus, mg/L	D3231	1.0 Maximum	

METHANOL			
Characteristics/ Property	Test Method	Methanol	
Colour		Water White	
Density, kg/L	D1298 or D4052	0.796-0.797	0.796-0.800 for 2 strokes
Distillation	ASTM D86		
Initial Boiling point, degree C		55.6-64.5	
40% Evaporated, degree C		64.5% Maximum	
50% Evaporated, degree C		64.5% Maximum	
90% Evaporated, degree C		64.5% Maximum	
Residue, % volume		1.5% Maximum	3.0% Maximum for 2 strokes

## 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.

Parts	Rule
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  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.  <u>Additional Notes:</u> For avoidance of doubt: <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	OEM

shims	
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.