

2022 PROPOSED RULE CHANGE - ROAD

RULE: 3.2c	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
3.2c At major Road Races on private circuits (except Miniature Road Races) and at all Road Races on closed public roads there shall be two Stewards in attendance, one being a minimum of National Grade and the other a minimum of Club Grade. Such a meeting shall not be controlled by only one Steward.	
PROPOSED NEW RULE	REASON FOR CHANGE
3.2c At major Road Races on private circuits (except Miniature Road Races) and at all Road Races on closed public roads there shall be two Stewards in attendance, one being a minimum of National Grade and the other a minimum of Club Grade. The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area. Such a meeting shall not be controlled by only one Steward.	Adding " The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area." allows for clarity to the shared role of Stewarding the event. The idea behind this is to spread the work load and for Stewards cover more of the event. It may be that these roles are introduced as "defined roles" at a later date.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 3.2g then moving other 3.2s down a letter	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
Addition	
PROPOSED NEW RULE	REASON FOR CHANGE
A Championship grade Steward not being a member of the host club is to officiate at NZ Championship, GP or Grand Prix, and TT or Tourist Trophy title events. Should this not be possible, written application to the Officials Commissioner requesting dispensation is required.	To provide a neutral Steward for the avoidance of and perceived home club advantage.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 3.5 Off Road and Road (Move current 3.5 and following rules down a	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
Addition	
PROPOSED NEW RULE	REASON FOR CHANGE
Technical Steward. The Technical Steward may at any time attend any meeting in the capacity of the Technical Steward. The Technical Steward must on arrival at an event introduce themselves to the Meeting Steward and Clerk of Course. They must also sign in on any official documentation.	To allow the Technical Steward to act within their role at any permitted meeting.

2022 PROPOSED RULE CHANGE - ROAD AND OFF ROAD

RULE: Addition to Chapter 5 Possibly a new 5.2	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
Additon	
PROPOSED NEW RULE	REASON FOR CHANGE
<p>i. Junior competitor's age shall be from and including the eighth birthday until the seventeenth birthday.</p> <p>ii. 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. See specific disciplines for details on how it may affect different types of riding.</p> <p>iii. a) Subject to rule 5.2?(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 or compete at a junior event once the rider has turned 17. (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.</p> <p>iv. Where a Juniors birthday falls during a consecutive multi day event the competitor may complete that event, in that class except when the rider turns 17.</p>	<p>The above is a current rule in Chapter 15, but this applies to license types, not specific disciplines. For clarity, a generic version iof this rule needs to be in Chapter 5.</p>

2022 PROPOSED RULE CHANGE - ROAD

RULE: 5.2e	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING <p>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.</p> <p>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.</p>	
PROPOSED NEW RULE <p>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.</p> <p>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.</p> <p>A competitor holding a current MNZ Club Licence may compete in Non-Championship classes (Support classes) at a Championship Events provided that they have competed in more than; three Senior previous MNZ permitted events; or six Junior previous MNZ permitted events in the class entered at Club level, proof of which shall be in the riders log book or proof from results of Electronic Lap scored MNZ permitted events.</p>	REASON FOR CHANGE <p>To provide clarity around the use of a club licence at championship events</p>

2022 PROPOSED RULE CHANGE - ROAD

RULE: 5.2g

CLUB/COMMISSIONER: Officials Commissioner

CURRENT WORDING

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 previous MNZ permitted events in the class entered at Club level, proof of which shall be in the riders log book or proof from results of Electronic Lap scored MNZ permitted events.

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.
 d) The provision of Special Event Upgrade Licence must not contravene Rules 5.2a and 5.2f.
 e) No provision of Special Upgrade Licence will be made by MNZ for Street Road Racing Events.
 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.

PROPOSED NEW RULE

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 previous MNZ permitted events in the class entered at Club level, proof of which shall be in the riders log book or proof from results of Electronic Lap scored MNZ permitted events.

A competitor holding a current MNZ Club Licence may compete in Non-Championship classes (Support classes) at a Championship Events provided that they have competed in more than; three Senior previous MNZ permitted events; or six Junior previous MNZ permitted events in the class entered at Club level, proof of which shall be in the riders log book or proof from results of Electronic Lap scored MNZ permitted events.

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.

d) The provision of Special Event Upgrade Licence must not contravene Rules 5.2a and 5.2f.
 e) No provision of Special Upgrade Licence will be made by MNZ for Street Road Racing Events.
 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.

REASON FOR CHANGE

To add clarity to the rule regarding licence classes for Support or Non-Championship classes at Championship events.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 5.2j

CLUB/COMMISSIONER: Officials Commissioner

CURRENT WORDING

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.

PROPOSED NEW RULE

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. **Riders may sign in using the MNZ App where available, and must hand their logbook and licence to the Steward for the duration of the event.**

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.

REASON FOR CHANGE

The current wording leads riders to believe they do not need to carry and hand in their licence and/or logbook when signing into the event. This is still required, even if signing in digitally.

RULE: 6.21	CLUB/COMMISSIONER: Road Race Commissioner
<p>CURRENT WORDING</p> <p>6.21 Stopping and Re-starting a Race: Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags.</p> <p>a. Upon sighting the red flag, all riders are to: signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.</p> <p>b. The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.</p> <p>c. Any red flagged race may only be re-started or continued once.</p> <p>d. Points can only be awarded to riders that were racing at the instant of the red flag.</p> <p>e. The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:</p> <p>i. If no more than two laps of the stopped race were completed:</p> <ol style="list-style-type: none"> 1. The stopped race will be declared null and a re-start will take place, 2. This will not count for laps completed but does count as a start, 3. The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped. If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded. 4. The re-started race will be for the full original race distance, <p>5. The original grid positions will be used.</p> <p>6. The place of any machine unable to take part in the re-started race will be left vacant.</p> <p>7. Machines can be repaired or replaced. However, they must meet the requirements of being on the track in terms of class eligibility and any machine checks etc.,</p> <p>8. Only those riders that took place in the original start can take part in the re-start,</p> <p>9. All riders who took part in the first start are eligible to re-start.</p> <p>ii. If more than two laps, but less than 65% of the original race distance, have been completed:</p> <ol style="list-style-type: none"> 1. The second part must occur no more than 60 minutes after the race has been stopped. If it cannot be continued within this time it shall be null and void. This shall cause all parts to be null and void and no points will be awarded. 2. The second part race distance will be the remainder of the original race distance, 3. The original grid positions will be used, 4. The place of any machine unable to take part in the second part of the race will be left vacant, 5. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the continued race, 6. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining, 7. The final race classification will be established according to the finishing order of the last part of the race only and include only those who were racing at the instant of the red flag (if any), <ol style="list-style-type: none"> a. If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded. b. If less than 65% of the original scheduled race distance (in total), but more than two laps, is completed half points will be awarded. <p>iii. If 65% or more of the race distance is completed:</p> <ol style="list-style-type: none"> 1. This shall be declared a full race, 2. The finishing order shall be at end of the last full lap completed by the lead rider and include only those who were racing at the instant of the red flag, 3. Full points will be awarded. <p>PROPOSED NEW RULE</p> <p>6.21 Stopping and Re-starting a Race: Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags.</p> <p>a. Upon sighting the red flag, all riders are to: signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.</p> <p>b. The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.</p> <p>c. Any red flagged race may only be re-started or continued once.</p> <p>d. Points can only be awarded to riders that were racing at the instant of the red flag.</p> <p>e. The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:</p> <p>A) If no more than two laps of the stopped race were completed:</p> <ol style="list-style-type: none"> i. The stopped race will be declared null and a re-start will take place, ii. This will not count for laps completed but does count as a start, iii. The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped. If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded. iv. The re-started race will be for the full original race distance, <p>v. The original grid positions will be used.</p> <p>vi. The place of any machine unable to take part in the re-started race will be left vacant.</p> <p>vii. Machines can be repaired or replaced. However, they must meet the requirements of being on the track in terms of class eligibility and any machine checks etc.,</p> <p>viii. Only those riders that took place in the original start can take part in the re-start,</p> <p>ix. All riders who took part in the first start are eligible to re-start.</p> <p>B) If more than two laps, but less than 65% of the original race distance, have been completed, then the race shall be in two parts:</p> <ol style="list-style-type: none"> i. The second part must occur no more than 60 minutes after the race has been stopped. If it cannot be continued within this time it shall be null and void. This shall cause all parts to be null and void and no points will be awarded. ii. The second part race distance will be the remainder of the original race distance, iii. The original grid positions will be used, iv. The place of any machine unable to take part in the second part of the race will be left vacant, v. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the continued-race second part of the race, vi. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining, vii. The final race classification will be established according to the finishing order of the last-second part of the race only and include only those who were racing at the instant of the red flag (if any), <ol style="list-style-type: none"> a. If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded. b. If less than 65% of the original scheduled race distance (in total), but more than two laps, is completed half points will be awarded. <p>viii. If no more than two laps of the second part of the race are completed, the final race classification will be established according to the first part of the race and include only those who were racing at the instant of the first red flag, with half points being awarded.</p> <p>C) If 65% or more of the race distance is completed:</p> <ol style="list-style-type: none"> i. This shall be declared a full race, ii. The finishing order shall be at end of the last full lap completed by the lead rider and include only those who were racing at the instant of the red flag, iii. Full points will be awarded. 	<p>REASON FOR CHANGE</p> <p>Splitting this into Part A, B or C is a no brainer, it's part of how this rule functions. It was dropped due to a clerical error.</p> <p>The addition of Part B viii., is in response to an oversight (or omission), when this rule was re-written a few years ago. This addition is required to avoid the kind of confusion that occurred during NZSBK at Ruapuna a couple of years ago, when this exact situation occurred during a National TT race. The first red flag created a Part B situation and the second red flag a Part A. So technically no points could be awarded despite the first part of the race completing more than two laps. It is important this proposed change is ratified so that half points can be awarded in this situation, which could occur at any time.</p>

2022 PROPOSED RULE CHANGE - ROAD

RULE: 6.27f	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
Addition	
PROPOSED NEW RULE	REASON FOR CHANGE
The use of radio or digital communications between a rider (or their machine) and the pit's in either direction is strictly forbidden and any competitor found guilty of this is subject to exclusion from the event. The use of Pit Boards is allowed in approved areas only. One way telemetry from machine to pits is allowed.	Reported cases of pit to rider communication in both road and off road events has been reported. This can cause a distraction to the rider creating a safety issue and/or an unsafe and unfair advantage (or disadvantage) to competitors. Communication of this nature is not allowed in other countries and MNZ should follow suit.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 8.1b	CLUB/COMMISSIONER: Officials Commissioner
<p>CURRENT WORDING</p> <p>8.1b Road Racing, Road Hill Climbs & Record Attempts: Safety Helmets - as per rule 8.2a Boots - as per rule 8.3 Clothing - Complete suits of leather or Kevlar Back Protectors - A certified back protector of composite material must be worn at all times. The standard for back protectors is EN1621-2, level 2 is recommended. Shoulder, elbow, knee etc. protection is EN1621-1 Gloves - Leather only is approved Eye Protection - as per rule 8.2i Chest Protectors - A certified chest protector of composite material must be worn at all times. This is compulsory for all solo competitors and discretionary for sidecar crews. The current standard required for Chest Protectors is prEN1621-3, level 2 (sometimes written as EN1621-3 level 2).</p>	
<p>PROPOSED NEW RULE</p> <p>8.1b For all MNZ permitted events Safety Helmets - as per rule 8.2a Boots - as per rule 8.3 Clothing - Complete suits of leather or Kevlar Back Protectors - A certified back protector of composite material must be worn at all times. The standard for back protectors is EN1621-2, level 2 is recommended. Shoulder, elbow, knee etc. protection is EN1621-1 Gloves - Leather only is approved Eye Protection - as per rule 8.2i Chest Protectors - A certified chest protector of composite material must be worn at all times. This is compulsory for all solo competitors and discretionary for sidecar crews. The current standard required for Chest Protectors is prEN1621-3, level 2 (sometimes written as EN1621-3 level 2).</p>	<p>REASON FOR CHANGE</p> <p>This will ensure that safety gear is worn at all MNZ permitted events and ensures our duty of care is across all road race disciplines running under an MNZ permit</p>

2022 PROPOSED RULE CHANGE - ROAD

RULE: 8.2a

CLUB/COMMISSIONER: Road Race Commissioner

CURRENT WORDING

8.2a All helmets manufactured, as evidenced by the manufacturers date of manufacture labelling, more than 10 years prior to the date of an event may not be used under the terms of rule 8.2d. 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.

PROPOSED NEW RULE

8.2a All helmets manufactured, as evidenced by the manufacturers date of manufacture labelling, more than 10 years prior to the date of an event may not be used ~~under the terms of rule 8.2d~~. 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.

REASON FOR CHANGE

2022 PROPOSED RULE CHANGE - ROAD

RULE: 8.2d	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
8.2d The Steward or his/her deputy is empowered to impound helmets or any safety equipment considered of insufficient standard or, if of approved design, in a damaged or unsound condition.	
PROPOSED NEW RULE	REASON FOR CHANGE
8.2d The Steward or his/her deputy shall not allow any rider to take part in the event if the safety gear requirement does not conform to the required standards to enter the event. This includes, compliance, damage or not fit for purpose, but not limited too either.	

2022 PROPOSED RULE CHANGE - ROAD

RULE: 10.2	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
Click HERE	
PROPOSED NEW RULE	REASON FOR CHANGE
Click HERE	

2022 PROPOSED RULE CHANGE - ROAD

RULE: 10.5d	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
10.5.d 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 15 degrees either side of the centre line of the motorcycle.	
PROPOSED NEW RULE	REASON FOR CHANGE
10.5d Control or stability dampers may be fitted but the attachment method must be of good commercial standard. i) Steering dampers: 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 15 degrees either side of the centre line of the motorcycle. ii) Mass dampers must not restrict or limit the full travel of the suspension as designed by the motorcycle manufacturer.	This expands the existing steering damper rule to include new technology called Mass dampers which usually affix to suspension. Mass dampers assist with the reduction of highsides. They are small units usually affixed around the axle area and riders in New Zealand are already active in the use. We are seeking to be ahead of the curve and remove any ambiguity on whether these can be used (current rules are mute). As we understand it, some federations are mandating their use.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 13.6a	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
13.6a The finish shall be clearly marked with two flags. Start (Yellow) Finish (Black & White Squares) The electronic timing device must be placed in such a place as to give consistent and accurate timing.	
PROPOSED NEW RULE	REASON FOR CHANGE
13.6a The course shall be clearly marked with two flags. Start (Yellow) Finish (Black & White Squares) The electronic timing device must be placed in such a place as to give consistent and accurate timing.	To provide more clarity around the start and finish flag requirements.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 14.10	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING All technical and eligibility rules will be set by the Road Race Commission and published as an appendix to the Manual of Motorcycle Sport Competition Rules. The Road Race Commission shall have the power to vary these rules where necessary by notifying all competitors of the change. The Road Race Commission shall rule on any rule interpretation during the season and notify all competitors.	
PROPOSED NEW RULE All technical and eligibility rules will be set by the Road Race Commission Team in conjunction with either a representative from the class and or a spokesman/spokeswoman for the class. These people will be "Named" as part of the process and time and published as an appendix to the Manual of Motorcycle Sport Competition Rules. The Road Race Commission team plus representative/spokesman/spokeswoman shall have the power to vary rules where necessary by notifying all competitors of the change. The Road Race Commission shall rule on any rule interpretation during the season and notify all competitors. Note this process will NOT BE governed by the annual Rule Change Process	REASON FOR CHANGE

2022 PROPOSED RULE CHANGE - ROAD

RULE: 14.13d	CLUB/COMMISSIONER: Auckland Motorcycle Club
CURRENT WORDING	
For all 7 – 13 year olds F4 & F5 eligible bikes are allowed the bike should be matched to the riders size and experience, over 14 Development & 250 Production bikes can be used.	
PROPOSED NEW RULE	REASON FOR CHANGE
For all 7 – 13 year olds, Kayo (Appendix L) , F4 & F5, or FIM Junior MiniGP eligible bikes are allowed. The bike should be matched to the riders size and experience, over 14 Development & 250 Production bikes can be used.	To allow training rules to align with Appendix L and FIM Junior Mini GP regulations.

2022 PROPOSED RULE CHANGE - ROAD

RULE: 17.6f	CLUB/COMMISSIONER: NZ Classic Racing Register
CURRENT WORDING	
17.6f Brakes: Front and rear brakes must be manufactured in the period, or faithful replicas. Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine). 6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter. Wave & Carbon discs are banned. Braided Brake lines are permitted. Front and rear master cylinders are open, but no direct pull or "radial" front master cylinders are allowed except where fitted as OEM equipment.	
PROPOSED NEW RULE	REASON FOR CHANGE
17.6f Brakes: Front and rear brakes must be manufactured in the period, or faithful replicas. Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine). 6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter. Wave & Carbon discs are banned. Braided Brake lines are permitted. Radial brake callipers are prohibited. Front and rear master cylinders are open. Radial master cylinders are permitted.	

2022 PROPOSED RULE CHANGE - ROAD

RULE: 20.9	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
20.9 Competition Rules: Must be 70% seal and 30% dirt (approximately) for Championship events.	
PROPOSED NEW RULE	REASON FOR CHANGE
Rule 20.9 – Competition Rules Track surface maybe 100% seal, or 70% seal and 30% dirt (approximately) for Championship Events.	

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix E.4

CLUB/COMMISSIONER: Road Race Commissioner

CURRENT WORDING

4. TYRES:
- a) Be commercially available from within New Zealand.
 - b) Be manufactured for road use in all weather conditions (i.e. be DOT approved).
 - c) Be not less than the machine manufacturer's recommended speed rating.
 - d) Be worn no more than to the minimum tread depth indicators.
 - e) Not be manufactured for only competition use.
 - f) Not have an augmented or modified tread pattern.
 - g) For all events other than endurance races only one set of tyres per meeting will be permitted for races where points for MNZ championships are awarded.
 - h) Front and rear tyres fitted must conform to the relevant manufacturers' specifications regarding OE rim width on that model.
 - i) Tyre warmers are permitted.
 - j) When a race or practice session has been declared 'wet', the use of a wet tyre is allowed.
 - k) Any number of wet tyres may be used should the meeting be declared 'wet'.

PROPOSED NEW RULE

- (for easy reading I have struck through the section to be deleted and noted in red sections or words to be added.)
- 4 TYRES:
- a) Be commercially available from within New Zealand.
 - ~~b) Be manufactured for road use in all weather conditions (i.e. be DOT approved).~~
 - b) Be not less than the machine manufacturer's recommended speed rating.
 - c) Be worn no more than to the minimum tread depth indicators **at end of the race.**
 - ~~d) Not be manufactured for only competition use.~~ **Can be manufactured for Road use (IE BE DOT approved) or for competition use.**
 - e) Not have an augmented or modified tread pattern.
 - f) For all events other than endurance races only one set of tyres per meeting will be permitted for races where points for MNZ championships are awarded.
 - g) Front and rear tyres fitted must conform to the relevant **tyre** manufacturers' specifications regarding OE rim width ~~on that model.~~
 - h) Tyre warmers are permitted.
 - i) When a race or practice session has been declared 'wet', the use of a wet tyre is allowed.
 - j) Any number of wet tyres may be used should the meeting be declared 'wet'.

REASON FOR CHANGE

This change will add slicks to the allowable tyres but not remove treaded tyres should a rider wish to continue to use. The performance differential is minimal. DOT tyres are increasing in cost and slicks will be cheaper for riders to purchase. Pirelli advise c \$100-\$120 a pair. Many jurisdictions world wide are moving to slicks on production bikes (Australia, USA, World Champs). We already allow wets so there is no degradation in wet weather operation Tyre Manufacturers are reducing development of DOT tyres or removing from production. Dunlop have advised they are not developing new treaded DOT style tyres after the D213GP and in the USA have stopped production of DOT race tyres. Metzeler have not made any significant development to the Racetec RR since it's launch in 2015. While the manufacturers will continue to make these tyres available to riders: 1) the cost will continue to rise – some riders would for a season be paying up to \$2500 extra for DOTs vs treads. 2) The development is being pushed into either trackday slicks or proper race slicks. Across all classes impacted by these changes to 4 classes, Rider and importer response to this change has been positive.

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix E-9n	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
Appendix E - 9n n) Front suspension, springs and internal components including cartridge rods may be modified. Emulator type valves may be fitted. External appearance must remain unchanged (the only exception to this is the fitment of external preload adjusters). Full cartridge kits may not be used.	
PROPOSED NEW RULE total rule rewrite	REASON FOR CHANGE
APPENDIX E – 9n New Rule (Road) n i - ALL FRONT FORKS Externally the front forks must remain standard(As per the VIN and the bikes Homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. n ii -DAMPER ROD TYPE FORKS Springs , free to change. Emulators or any proprietary Emulator type devices for use with the damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed. n iii -CARTRIDGE TYPE FORKS Springs, free to change. The standard fitted cartridges, caps and therefore main shaft diameter must remain but internally the pistons may be revalved or replaced with aftermarket pistons and holder / needle kits. Replacement with aftermarket cartridges is prohibited.	

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix F - Complete rewrite	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
Current Appendix F	
PROPOSED NEW RULE	REASON FOR CHANGE
New Appendix F	

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix J.5	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
<p>5. Tyres:</p> <p>a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).</p> <p>b) Be manufactured for road use in all weather conditions, must be E or DOT marked.</p> <p>c) Be not less than the machine manufacturers recommended speed and load rating. Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).</p> <p>d) Be worn no more than to the minimum tread depth indicators.</p> <p>e) Not be manufactured for only competition use.</p> <p>f) Not have an augmented or modified tread pattern.</p> <p>g) The use of tyre warmers is NOT permitted.</p>	
PROPOSED NEW RULE	REASON FOR CHANGE
<p>(for easy reading I have struck through the section to be deleted and noted in red sections or words to be added.)</p> <p>5. Tyres:</p> <p>a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).</p> <p>b) Be manufactured for road use in all weather conditions, must be E or DOT marked supersport type tyres and listed on the Superport 150 Homologated Tyres list available on www.mnz.co.nz.</p> <p>c) Be not less than the machine manufacturers recommended speed and load rating. Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).</p> <p>d) Be worn no more than to the minimum tread depth indicators at end of race.</p> <p>e) Not be manufactured for only competition use.</p> <p>f) Not have an augmented or modified tread pattern.</p> <p>g) The use of tyre warmers is NOT permitted.</p>	<p>This change will bring this class off the current DOT style race tyres and introduce tyres that are more all weather in their operation.</p> <p>This class does not allow warmers and the proposed change will introduce tyres that will warm faster, operate at lower temperatures and better suited for all weather types.</p> <p>The current Full DOT tyres are recommended to use warmers which are not allowed in this class, plus brings learner riders to a tyre that while will have less overall grip, will provide more feedback and warning at the edge of the grip envelope making them overall safer for newer, less expei.</p> <p>Importer response to this change has been positive. Feedback was sought via MNZ email and Facebook 150 race page. No negative responses received from class participants.</p>

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix L - Complete rewrite	CLUB/COMMISSIONER: Road Race Commissioner
CURRENT WORDING	
Current Appendix L	
PROPOSED NEW RULE	REASON FOR CHANGE
New Appendix L	

2022 PROPOSED RULE CHANGE - ROAD

RULE: Appendix M (New Appendix)	CLUB/COMMISSIONER: Officials Commissioner
CURRENT WORDING	
New Appendix	
PROPOSED NEW RULE	REASON FOR CHANGE
Appendix M	New Appendix for Electric Road Racing. Must be updateable as it is new and may need work in progress. There are currently no rules in the MoMS regarding classes or safety with Electric Road Race Machines.