

2022 RULE CHANGES TO ROAD

- 3.5** **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.
- 5.2e** **i.** Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.
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.
iii. **a)** Subject to rule 15.19(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 competitors 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 riders 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.
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.
- 6.21** **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:**
C) 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
- 6.27f** The use of radio or digital communications between a rider (or their machine) and the pits 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.
- 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.

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 to either.**

10.2 Number digits must:

- Be a plain bold font such as Verdana Bold or Century Gothic Bold. Serif fonts are not permitted.
- A solid filled colour, no pin-stripping or outlining is permitted. **Numbers such as 4, 6, 8, 9 & 0 are to have no infill.**

Colours:

The colours for back ground and digits to use the following colour codes:

Black: Pantone Black, Blue: Pantone 541, Green: Pantone 349, Orange: Pantone 172, Red: Pantone 185C, White: Pantone 705, Yellow: Pantone 137.

10.5.d **Control or stability dampers may be fitted and the attachment method must be of good commercial standard.**

i. 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.

ii. **Mass dampers must not restrict or limit the full travel of the suspension as designed by the motorcycle manufacturer.**

13.6a The **course** shall be clearly marked with **markers on both sides of the track, with a minimum size of 2 x 2 metres.** Start (Yellow) Finish (Black & White Squares) The electronic timing device must be placed in such a place as to give consistent and accurate timing.

14.13d For all 7 – 13 year olds, **Kayo (Appendix L), F4 & F5 or FIM Junior MiniGP** eligible bikes are allowed. Tandhe bike should be matched to the riders size and experience, over **13** Development & 250 Production bikes can be used.

17.6f **Brakes:**

Wave & Carbon discs are banned. Braided Brake lines are permitted. **Radial brake calipers are prohibited.** Front and rear master cylinders are open. **Radial master cylinders are permitted.**

20.9 **Competition Rules:**

Track surface must be a minimum of 70% seal for Championship events.

Appendix E

4. TYRES:

- a) Be commercially available from within New Zealand.
- b) Be not less than the machine manufacturer's recommended speed rating.
- c) Be worn no more than to the minimum tread depth indicators.
- d) **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 rim width.
- 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'.

9

- 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.
- 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.
- 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.

Appendix F

- 1 **Supersport engine capacity:**
 - 501cc – 640cc 4-stroke 4 cylinders maximum
 - 601cc – **800cc** 4-stroke 3 cylinders maximum
 - 601cc – 950cc twins**

Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the "Supersport eligible machines, componentry and balancing rules" which is available on the MNZ website.

Balancing rules for the noted models must be adhered to, and these can be changed at any time by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used.

Machine Specifications (General):

All machines must comply with the relevant general competition rules including Chapter 10.

- 2 **Supersport:**
 - 2.1 Subject to the required and permitted alterations set out below, **Supersport machines must:**
 - a) Be fitted with V.I.N compliance plates for the particular machine. **The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.**
 - 3.1 **Tyres:**
 - b) **Can be manufactured for road use (IE BE DOT approved) or for competition use.**

Appendix I

- 1 Twin cylinder four stroke engines from 260cc up to **400cc**. Or single cylinder four stroke engines from 260cc to 380cc

- a) Approved models that can be raced in the in the class and necessary balancing rules for those specific machines will be defined in the “Supersport 300 eligible machines, componentry and balancing rules” which is available on the MNZ website.
- b) Balancing rules for the noted models must be adhered to, and these can be changed at anytime by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used.
- c) Be fitted with an NZ VIN compliance plate for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
- d) Be of a make and model lawfully imported and sold to the mass public in New Zealand.
- e) Be as constructed by the original manufacturer
- f) Unless specified below, machines must be as per homologated. Parts may not be interchanged between models, generations, and year of manufacture. Bike components are as per the VIN plate for that bike (see I b).

3 Tyres

- b) Can be manufactured for road use (IE Be DOT approved) or for competition use.

5 Modifications Allowed: (All approved models)

- a) Permitted suspension modifications and replacements are listed in the **Supersport 300 Eligible machines, componentry and balancing rules. This list is available from the MNZ website and subject to change at any time by the Motorcycling Road Race Commissioner.**
- c) Drive sprockets and chain width may be changed. **Chain pitch to remain as OEM.**
- l) Brake disc pads can be replaced with alternative specification and/or non OEM items. Front and rear brake discs may be replaced with aftermarket brake discs **of fixed or floating construction**, that must fit the original OEM calliper and wheel mounting. The outermost diameter and **disc** material must remain the same as OEM for the model.

7 The following items must be removed

- i) Quick shifter if fitted.

9 Items not allowed

- a) Quick shifters either OEM or aftermarket or manual operation.

Appendix J

5 Tyres:

- b) Be manufactured for road use in all weather conditions, must be E or DOT marked **supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz.**

Appendix L Mini Supersport Training Regulations

Appendix M Senior Mini Supersport Training Regulations