

## 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.