

2023 RULE CHANGES TO ROAD SUMMARY

- 2.49 Regional Official: An Official appointed by the Officials Commission and **ratified by the Board of MNZ**. Duties include, but are not limited to, maintaining the standard of Officials, training Officials, and supervising Clubs and Officials.
- 3.14 Any Board or Life Member, **Grade 3 or 4 MNZ Official**, Commissioner, on production of his/her warrant, is entitled to free gate admission for themselves and their family to any event run by a MNZ affiliated Club.
- 3.14a Any Grade **2** or above MNZ Official, on production of his/her warrant, is entitled to free gate admission to any event run by a MNZ affiliated Club.
- 5.7 The name of any disqualified rider **will go on the 'Restricted Riders List' available via the MNZ website/App. Their MNZ licence will be invalid while on the 'Restricted Riders List'**
- 6.1a Competitors licence, log book and proof of club membership must be produced at sign in and will be held by the Steward until the end of the event or at the Stewards discretion. **All entrants at any MNZ permitted event must have a valid MNZ licence or One Event Licence. All documentation must be checked before motorcyclists enter the track.** Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.
- 6.4 Riders Briefing
- A Riders Representative shall be elected by the competitors, at 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 and to attend any protest meetings as required under Chapter 7 of these Rules.
 - At Championships and major events a second non-competing Riders Representative may be appointed, to compliment the role of the elected Riders Representative. At major events two Riders Representatives may be elected. Green vests may be worn by Riders Representatives.
 - At National Championship and Major events the elected Riders Representatives will not be a member of the Organising Club.
 - A Club Representative must be announced, to serve on the Protest Committee, on behalf of the Club.
 - The Protest Committee will consist of the Steward of the Meeting, a representative of the organising club and a representative of the riders. (rule 7.2.6)
 - Members of the protest committee, will be announced at Riders Briefing. All representatives must also sign the 'Officials & Assistants Sign-On Sheet' for that event and be available for a period of at least 30 minutes after completion of the days racing, in the event of a Protest.
 - At any event where any Representative is a party to a matter being protested, a substitute will be appointed by the Protest Committee.
 - The Discipline Commissioner may select a non-competing riders representative prior to any Major event, Championship or a Series of three rounds or more.
- 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 and/or Lights 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, **except in the case of events on tracks where flags or lights may be deployed.**
- 6.21 A) **If less than three** laps of the stopped race were completed **at the time of the red flag:**
- The stopped race will be declared null and a re-start will take place
 - This will not count for laps completed but does count as a start
 - The re-started race will be for the full original race distance
 - 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
 - The original grid positions will be used
 - The place of any machine unable to take part in the re-started race will be left vacant
 - Machines can be repaired or replaced **provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before the re-start**
 - Only those riders that took place in the original start can take place in the re-start
 - All riders who took part in the first start are eligible to re-start

- 6.21 B)
iii. **The grid positions for the second part shall be determined by the finishing order of the first part.**
- 6.21 B)
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 **three laps or more** is completed half points will be awarded
c) If **less than three 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
- 6.27b A white flag or **last lap board** will be shown to each competitor when the race leader starts the last lap of the race.
- 6.27g **At permanent road race circuits, the flags may be supplemented by lights at flag points. Flags are to remain as the primary signalling method, except for on Kart tracks where an approved light system may be used as the primary method, with flags in reserve. Approval for a light system to be used as a primary method of signalling must be granted by the Road Race Commission.**
- 8.1a Riders shall ensure that all protective clothing is, as a minimum standard, as listed in this chapter. **Chest and back protectors are to be worn under the competitor's leather suit.** Helmet details must be shown in the appropriate section in the competitor's logbook.
- 10.2 10.2 Race Numbers:
Presentation of numbers:
Numbers must be presented on rectangular or oval number boards **that are as large as can be fitted to a machine with minimum dimensions of 225mm width and minimum height of 170mm.**
Number placement:
FRONT – may be placed to the left or right of the longitudinal centreline of the motorcycle.
SIDE – on each side of the machine.
All numbers must be clearly visible when the rider (and passenger for sidecars) is/are seated in their usual riding position.
Numbers and backgrounds and/or boards must be in a non-gloss finish and will be in the colours specified for the engine capacity of the machine or the class of the rider as below:
Numbers and colours not meeting specification at machine examination will be required to rectify.
Number digits or letters must:
 - Be **solid bold font. There must be a visible distinction between 1 and 7.**
 - **Be legible from 20 metre ride by. Pin-stripping, outlining or shadowing is not permitted.** Numbers such as 4, 6, 8, 9 & 0 are to have no infill.**Numbers or Letters:**
Front
 - Be of a minimum height of 140mm.
 - **Width of number stroke: 25mm.**
 - **Be of a minimum width of 75mm with a minimum space of 15mm between each. Digits must not be over lapping.**
 - Be whole and not have any encroaching stickers or markings.**Side**
 - Be of a minimum height of 120mm.
 - **Width of number stroke: 25mm.**
 - **Be of a minimum width of 75mm with a minimum space of 15mm between each. Digits must not be over lapping.**
 - Be whole and not have any encroaching stickers or markings.**Kayo and Mini Supersport:**
Front and Side be a minimum height of 100mm.
 - **Width of number stroke: 20mm.**
 - **Be of a minimum width of 50mm with a minimum space of 15mm between each. Digits must not be over lapping.**
 - Be whole and not have any encroaching stickers or markings.**Colours:**
Kayo & Mini Supersport - White background, Black figures
Supermoto – White background, Black figures
Miniature Road Racing: Buckets
F4 – Black background, White figures
F5 – White background, Black figures
BEARS Racing:
As BEARS machines cross enter classes, colours listed are for the primary class:
BEARS Formula 1 - White background, Black figures

BEARS Formula 2 -Yellow background, Black figures
BEARS Formula 3 - Blue background, White figures

- 10.13 10.13 Fuel:
The following classes listed below shall be restricted to petrol having maximum characteristics not exceeding “unleaded super” as defined in Appendix D. No additives may be added to the fuel.
1. Supersport Appendix F
 2. Superbike Appendix C
 3. 650 Pro Twin Appendix E
 4. 250 Production Appendix H
 - 5. Mini Supersport and Road Race Training Classes Chapter 14.13**
 6. Supersport 300 Appendix I
 7. GIXXER 150 Appendix K
 8. Superlite Appendix B
 9. Supersport 150 Appendix J
 10. Super Motard Chapter 20
- 14.1b If, during practice, **qualifying** or racing, a competitors machine malfunctions or becomes disabled for any reason such that the competitor is unable to continue **practicing, qualifying or racing at or near their previous or actual pace**, the competitor must hold their line until it is safe to move as quickly and as safely as possible from the racetrack to the safest and nearest viable stopping position. The machine must be parked as far **as is practicable** from the track and the rider should move to the safest available position. **The Clerk of the Course will have the jurisdiction to remove competitors from a practice, qualifying or race by means of black flag or black with orange disc flag for reason of machine malfunction or disablement so that the competitor cannot maintain their previous or actual pace. If riders shown said flag respond appropriately, no penalty will apply. If riders do not respond appropriately, penalties will apply. The qualifying standard of 115% of the best lap time in the current session will be used.**
- 14.4 **Signals and information may be relayed to a competitor by their pit assistants by means of pit boards and/or signal boards. Radio, Bluetooth, Wi-Fi, cellular or other radio and/or digital-based communications are not permitted and considered as outside assistance.**
- 14.9c Official practices for National Championship races must be a minimum of two ten minute sessions for each National Championship class. Combining of classes shall be at the discretion of the Clerk of the Course, the rider’s representative and the Steward of the meeting.
- 14.9d For National Championship races, **organisers must provide warm-up sessions for each class prior to the commencement of the racing programme, on the final race day (on previous days, the practice and qualifying sessions will be adjudged to represent warm-up sessions).** Classes for the warm-up sessions may be combined, **and will be stated in the Supplementary Regulations, or determined and informed** at the discretion of the Clerk of the Course, **at riders briefing, should extraneous circumstances dictate.**
- 14.9i **Championship Points:** To gain points and or remuneration/reward or acknowledgement in a National **Championship** Race the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.
- 14.13 Junior Road Race:
Riders from age 7 and above may take part in structured junior road race training run by approved coaches and junior training coordinators. All riders in this age group undergoing training must have a dedicated trainer (one on one) who is coaching/training this rider whilst on track. **Junior’s 7 to 13 years old, as of January 1st for that competition year, shall be allowed to compete in the following class:**
Mini Supersport (Appendix L)
providing all riders have passed a basic skill handling test of their machines or have graduated from their club training plan.
Junior riders that are eligible to race in Senior Road Race events may continue to race as a Junior in Motocross events up until the date of their 17th birthday. Junior’s 13 years and over shall be allowed to compete in the following classes:
- 250 Production (Appendix H),
 - Miniature Road Racing (Chapter 16),
 - Classic (15.3),
 - Post Classic (17.6),
 - Gixxer 150 (Appendix K),
 - **Supersport 150,**

Junior's 13 years and over shall also be allowed to compete on the following Production based machines:

- Up to 250cc Single Cylinder 2 Stroke,
- Up to 250cc Single Cylinder 4 Stroke,
- Up to 250cc Twin Cylinder 4 Stroke.

- 14.13e **Training and racing to be under controlled conditions. Riders mentors must be present at the event at all times. Controls to be specifically stated in the Supplementary Regulations as submitted with Permit Application and signed off by the Road Race and Officials commissioners.**
- 16.2a Deletion of the last sentence
- 16.2d Construction of Sidecars:
Miniature Road Race sidecars are to be constructed in accordance with the following rules 16.2e to 16.2m.
- 16.2j**
Any welds on brake systems parts including calliper mounts, torque rods, brake pedals or levers or any other load bearing components must be left "as welded" no grinding or polishing of welds is permitted.
- 16.2k**
There must be a minimum of 65 millimetres ground clearance when the machine is loaded with the driver and passenger in normal straight ahead racing positions and all sumps and petrol, oil and water tanks, radiators and associated pipes must be adequately protected underneath by at least 1.6mm or 3.0mm guards if they come within 80 millimetres of ground level.
- 16.2l**
The design of the catch tray on the sidecar comprises of a number of functions.
1. A catch tray for the capacity to catch spilled oil.
 2. It must be designed in such a manner that in the event of an oil filter failure, it will capture any oil.
 3. The tray is to have a minimum capacity of no less than 2.5 litres.
 4. The tray is not to be used as a catch tank.
- 16.2m**
Allowance for technical design: All sidecars must have a technical sign off from the Technical Steward. A log book indicating the technical certification will be issued to all sidecars and each log book will be registered to the sidecar for which it is issued.
The log book will remain with the sidecar for the life of the machine. Each log book will be numbered and a metal tag bearing the corresponding number will also be issued. This tag must be permanently affixed to the sidecar in a position readily available for inspection. The log book must be handed to the machine examiner for sign off prior to an event. Transferring the Log Book or ID Tag to another sidecar is prohibited. The log book must be current and will be renewed every two years from the date of issue.
- 16.4 Juniors 13 years and over shall be allowed to compete in Miniature Road Racing, with all licence and entry applications endorsed by a parent or legal guardian until reaching the age of 16 years. The requirement for a Senior licence (rule 14.9n) does not apply to dedicated Miniature Road Race events on closed roads. **Dispensation may be approved by the Road Race Commissioner, for individuals to ride in this class, from age 12. Based on a recommendation from a suitable Senior Rider or Coach, who shall commit to act as a mentor until the competitor is eligible for a Senior Licence. All new riders must wear a high visibility vest for the first 5 events at which they compete, proof of which must be in their logbook.**
- 16.6 Deleted
- 16.8 When racing or practicing at Kart Circuits, motorcycles and sidecars of all classes must be fitted with nylon or similar non-metallic track protection armour sufficient to protect the track from any metallic part that could touch the ground in the event of a crash.
The following items must be adequately protected:
Wheel axle ends, both front and rear;
Handlebar ends;
Footpegs and footpeg brackets that become exposed when the footpeg folds up;
Gearchange and footbrake levers;
Any protruding part that is likely to touch the ground in a crash;
The top of front fork stanchions if these protrude above the top triple clamp.
Nylon or similar protection must not be retained by cable ties. Mounting must be rigid.
If the protection of a Motorcycle or Sidecar is deemed inadequate at any time, or if any of the parts listed above are not covered, the offending vehicle may not enter the track, or must be removed from the track as soon as possible until the lack of protection is remedied.
Kick-start levers, if fitted, must be retained in the folded position by a loop, which may be a cable tie.
The final judge on adequacy of protection is the Steward of the event and their decision will be final.

- 17.1 Introduction:
There shall be four groups of Post Classic Racing machines:
(A) **Period 72 (P72)** which shall consist of machines manufactured after January 1st 1963 and before October 30th 1972.
(B) **Period 82 (P82)** which will consist of machines manufactured after the closing date of the Period 1972 class and before December 31st 1982.
(C) **Period 89 (P89)** which will consist of machines manufactured after the closing date of the period 1982 class and before December 31st 1989.
(D) **Period 95 (P95)** which will consist of machines manufactured after the closing date of the period 1989 class and before December 31st 1995.
(a) These rules are intended to ensure a high standard of authenticity and presentation of the representative periods.
(b) All machines must comply with the safety and technical requirements as detailed under chapters 8 & 10 of the MNZ manual.
(c) Later versions of the same models released (but not updated) e.g. Honda 750 K1-K6 may be acceptable as eligible for **Period 72 (P72)** when competing in a racing class.
(d) **Period 72 (P72)** cut-off date is to exclude the following motorcycles; Kawasaki Z1 900, Yamaha TZ and RD from this class.
(e) **Period 82 (P82)** specifically excludes the following: Honda VF750F interceptor, Yamaha RZ (all models) Suzuki GSX 1135, GSXR all models GPZ 900 all models Yamaha FJ 1100, Ducati F1 all models Suzuki RG 250, 400, 500 Gamma road bikes

App A Miniature Road Racing

New Zealand Miniature Road Race Grand Prix:
Solo motorcycles shall have two engine capacity classes:
F4 2 stroke over 53cc-110cc liquid cooled
2 stroke over 53cc-130.50cc air cooled
4 stroke over 53cc-158.09cc
F5 2 stroke 0-53cc
4 stroke 0-104cc

App E 8 The Following May Be Fitted

- a) Steering damper.
 - b) Ride height adjuster, providing no alterations are required to either frame or swing arm.
 - c) Lap timing devices, and/or data acquisition recording devices may be used.
 - d) Accessory fairing, front guard and bodywork may be fitted.
 - e) Engine case covers and protective crash knobs.
 - f) Engine cut lanyard attached to the rider that will cut either the ignition and/or the fuel supply to the engine.
 - g) Swing arm mounted sprocket guard where the device does not act as a tensioning device.
 - h) Quick shifting devices.**
- 11 The Following is Prohibited
Removal of c) Quick shifters

App E 11 The Following is Prohibited

- a) The fitment of aftermarket traction control units is not permitted
- b) Lifting of the fuel tank is not permitted
- c) Titanium on ANY components (excluding exhaust system)

App I Delete 3.1

App I **3.6**
Racing 'rain' wet weather tyres are permitted

App J This class has a restricted rider entry age of between 13 and 25 years old as of January 1st for that competition year. In special cases, approval may be granted by the Road Race Commissioner on an individual basis for riders from 12 years of age to ride in this production class. The basis of this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a Senior licence. All new riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. **The Application for Dispensation form on the MNZ Website (see Licences tab) must be completed in full to be considered.**

App J 7 i)
Non OEM brake lines must be of NZ WOF standard, or better

App J 7 k)

OEM electronic control unit (ECU, ICM, ECM) must be retained. The OEM ECU may be re-flashed to modify existing ignition and fuelling maps. In addition, a Plug and Play 'piggyback' ECU unit may be fitted and used. No modification of the wiring loom is permitted and maps contained therein are free.

App J 7 l) Deleted

App K This class has restricted to riders entry aged from 13 years old as of January 1st for that competition year. In special cases, approval may be granted by the Road Race Commissioner on an individual basis for riders from 12 years of age to ride in this production class. The basis of this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a Senior licence. All riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. **The Application for Dispensation form on the MNZ Website (see Licences tab) must be completed in full to be considered.**

App L The machines in this class are controlled to a single manufacturer in order to keep the class cost controlled and easy to regulate. The bikes are to be Kayo Brand, model MR150 cc Mini GP Model
This class has a restricted rider entry age of between 7 and 13 years old as of January 1st for that competition year. All new riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. All riders must have passed a basic skill handling test of their machines or have graduated from their club training plan, **before they can participate in competition.**