

Inviting Your Feedback:

Having recently concluded the collection of proposed rule changes, we have now compiled them and are eager to receive your feedback.

It is important that we as an organisation, continually review our rules, to ensure that we keep up with the evolving changes in our sport, to ensure that our sport remains relevant and aligned with modern standards. Overall rule changes are not only necessary but also beneficial for the continued growth and success of our sport.

Your active participation in this consultation period for both proposed rule amendments and new rules is highly valued and encouraged.

This process offers every member a chance to contribute, and we strongly urge you to not only review the document carefully but also share your feedback.

Please provide your feedback using this [link](#), no later than **12 noon, Monday 24th June 2024**.

The process from feedback closing is as follows:

24th June 2024

- Feedback received sent to the proposer of the rule amendment or new rule.

1st July 2024

- All rule changes are prepared for the rule's appraisal committee.

6th July 2024

- Rules appraisal meeting held.

8th July 2024

- Final rules to be sent to MNZ Board for ratification.

15th July 2024

- All proposers of rule amendments or new rules are advised of the outcome.

19th July 2024

- Summary of ratified rule amendments or new rules emailed to all members and posted on the MNZ website.

1st August 2024

- All rules effective from this date

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2.37 Current Wording

Major Event: Major events are MNZ title events and other events, with advertising beforehand, of more than \$4000 prize money or kind.

2.37 Proposed New Wording

Major Event: Major events are MNZ title events, **events held over more than 1 day, events having an IMN number, events with more than 250 riders expected or pre entered** and other events, with advertising beforehand, of more than \$4,000 prize money or kind

3.1c New Rule

Officials Minimum Age. Clerk of the Course, Steward, Riders Representative, Technical Officials - minimum age 21yrs

3.2a Current Wording

MNZ may appoint Series Officials, including a race director and technical steward to control Island, National and New Zealand Championships with multi round structures. Host clubs may 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.

3.2a Proposed New Wording

MNZ may appoint Series Officials, including a race director and technical steward to control Island, National and New Zealand Championships with multi round structures. Host clubs may 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.

3.2h Delete Rule

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.

4.9 Current Wording

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.

4.9 Proposed New Wording

Supplementary Regulations for events, particularly Championships, must not contradict **rules** or the intention of the Manual of Motorcycle Sport, **and will form additional rules and information for the event. Supplementary Regulations are to be treated as rules for the event from the date published or amended until the end of the event.** ALL events advertising \$2,000 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.

4.10e Delete Rule

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 Delete Rule

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.

4.10j Current Wording

MNZ shall not issue a permit for more than one New Zealand title event of a like or similar nature on any one day

4.10j Proposed New Wording

MNZ shall not issue a permit for more than one New Zealand title event of a like or similar nature on any one day, **unless ratified by the GMO/Operations Manager AND the Governing Body.**

5.2e Current Wording

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 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.

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.
- 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.

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.

- 5.2e Proposed New Wording
iii - This is a general rule and is subordinate to any equivalent discipline specific rules elsewhere within MOMS.
- 5.2f Current Wording
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 Proposed New Wording
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.

5.2h Current Wording

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, 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) 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 Proposed New Wording

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, 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) Any competitor found to be in breach of the single use upgrade will be subject to Rule 5.2m and have their entry refused.

- 5.2k Current Wording
Competitors will enter details including helmet brand, model and serial number in the front section of their log book and the MNZ APP. 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 of their log book.
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 of a competitors MNZ licence and log book Stewards may accept Scanning of current QR code/Licence which provides proof of a valid current licence. The Steward shall 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 Proposed New Wording
Competitors **must** enter **their personal and NOK (next of kin)** details including helmet brand, model and serial number in the front section of their log book and the MNZ APP. 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 of their log book.
Competitors licence, log book **and proof of club membership** must be produced at sign in. **This will be held by the Steward until the end of the event, at the Stewards discretion or if the competitor leaves early. It is the competitor's responsibility to collect their licence and logbook at the end of racing.** Rider injury, machine faults, faulty riding gear, rider conduct, shall be noted in the log book **and the MNZ APP** by the Steward or an appointed official. The Steward's name must be recorded in the log book for each event listed. **Riders may scan in using the MNZ App QR code and digital logbook entries where available, but are also required to provide their Licence, logbook and proof of club membership at sign in as per rule 6.1a**
- 5.4 Current Wording
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.
- 5.4 Proposed New Wording
All visiting overseas competitors must sign an MNZ indemnity form.
Clubs may apply for an International Meeting Number (IMN), which can be done when applying for the permit
Meetings with an IMN. All overseas competitors must purchase an FIM Licence, including Australians, and have a Start Permission.
Meetings without an IMN. All overseas competitors must purchase an FIM Licence, and have a start permission. Australians can purchase an MNZ licence, they do not need a Start Permission. When they purchase the licence they need to send a copy of their insurance in with the licence application. The MNZ licence does not cover them for repatriation.
Start Permission and FIM International Licence (if applicable) must be 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.

- 5.5h Current Wording
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 licence if offered).
To compete at a Vets and Woman's Motocross Nationals, Mini Nationals, NZ Motocross TT OR Motocross Island events competitors can compete on a club or Championship licence.
- 5.5h Proposed New Wording v1
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 licence if offered).
To compete at a Vets and Woman's Motocross Nationals, Mini Motocross Nationals, NZ Cross Country Nationals or Cross County Island, NZ Motocross TT OR Motocross island events competitors can compete on a club or Championship licence.
- 5.5h Proposed New Wording v 2
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, Cross Country Island Events, Cross Country Vet's Class, NZ Motocross TT or Motocross Island Events competitors can compete on a Club or Championship Licence.
- 5.6b Delete Rule
No competitor may enter an event, then without notice to the club, ride elsewhere at another meeting on the same day.
- 6.1a Current Wording
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 (with the exception of any permitted Trail Rides) 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.
- 6.1a Proposed New Wording v1
Competitors licence, log book and proof of club membership must be produced at sign in. **This will be held by the Steward until the end of the event, at the Stewards discretion or if the competitor leaves early.** All entrants at any MNZ permitted event (with the exception of any permitted Trail Rides) must have a valid MNZ or **FIM international licence (Meetings with an IMN only)** or One Event Licence. All documentation must be checked before entering the track. Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.
- 6.1a Proposed New Wording v 2
Competitors licence & log book must be produced at sign in and will be held by the steward until the end of the event or at the stewards discretion. **In the absence of the log book and club membership card, evidence via the MNZ app is suitable.** All entrants at any MNZ permitted event (with the exception of any permitted Trail Rides) 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.

6.1a Proposed New Wording v3

A physical or MNZ approved electronic form of Competitors licence, log book, and proof of club membership must be produced at sign in and **physical copies** will be held by the steward until the end of the event or at the stewards discretion. All entrants at any MNZ permitted event (with the exception of trail rides) 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 riders to attend.

6.1b Delete Rule

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.

6.2 Current Wording

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.

6.2 Proposed New Wording

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 **at the end of the multi day event or at the Steward's discretion when the competitor has concluded racing**. 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.

- 6.4a Current Wording
a: 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.
- 6.4a Proposed New Wording
A Riders Representative shall be elected by the competitors at riders briefing to be available to represent the interest of the riders to the Steward of the meeting on questions of safety, or other matters involving the welfare of competitors and to attend to any protest meetings as required under chapter 7 of these rules
a (i) for clarity a riders representative does not have to be a competitor on the day of the event, can be a non-rider
b at championship and major events a second riders representative may be appointed
b (ii) for clarity a riders representative does not have to be a competitor on the day of the event, can be a non-rider.
- 6.6l Current Wording
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.
- 6.6l Proposed New Wording
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.
- 6.8b Current Wording
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.
- 6.8b Proposed New Wording
If a machine is disabled in the course of a race or **practice/qualifying** 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, **however they may ride another machine in that practice / qualifying if they have another machine available for the same class.**
- 6.8e Current Wording
Riding or pushing a machine in any but the race direction on the course must be a cause for a penalty.
- 6.8e Proposed New Wording
Riding or pushing a machine in any but the race direction on the course must be a cause for a penalty as set out in Rule 7.4.1

- 6.11 Current Wording
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.

- 6.11 Proposed New Wording
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.
- f) Practicing, qualifying or competing on a motorcycle that does not comply with the technical rules for the class it is entered into.**

- 6.17b Current Wording
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).

- 6.17b Proposed New Wording
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, riders may return to course if issue is rectified to the Steward, Clerk of the Course or Technical Officials satisfaction. The riders number must be shown on a board at the same point as the black flag is displayed. 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).

- 7.2.2b Current Wording
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 by direct credit to the MNZ bank account
- 7.2.2b Proposed New Wording
b. be submitted to the Steward of the Meeting in writing and accompanied by a fee of **\$125.00**. The fee can be paid in cash or by direct credit to the MNZ bank account;
- 7.3.3c Current Wording
c) is accompanied by a filing fee of \$750 paid by a bank transaction confirmation that \$750 has been paid by direct credit to the MNZ bank account.
- 7.3.3c Proposed New Wording
c) is accompanied by a filing fee of **\$1000** paid by a bank transaction confirmation that **\$1000** has been paid by direct credit to the MNZ bank account.

7.4.1 Current Wording

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) a time penalty

7.4.1 Proposed New Wording

Decisions of the Steward, Technical Steward or the Protest Committee may include any or all of the following penalties **by way of a Competitor Infringement Notice (CIN)**:

- 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.

The Technical Steward (holding a Stewards Warrant of the correct grade for the event) may issue penalties by way of a CIN if a machine is to be found outside of the technical specifications for the class it is entered into. The Steward and Event Timing need to be advised of any relegations or exclusions immediately after the CIN is issued. A copy of the CIN is to be given to the meeting Steward before the conclusion of the event.

8 New Rule

Any riders with long hair, must have it tied up and secured to be completely free of their back number

8.1 Current Wording

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.

8.1 Proposed New Wording v1

Protective Clothing

Protective clothing **may** 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.

8.1 Proposed New Wording v2

Protective clothing as specified in this chapter is to be worn by all riders/competitors at all MNZ permitted Road race events, including Training and Have a go day events. Protective clothing may be examined by the Steward or his/her deputy prior to being used in each event. Once examined no alterations or substitutions can be made to the clothing or helmet without the examiner's approval and re-examination. The Steward of the event shall have final say on any safety gear presented and shall not allow any rider to take part in the event if the safety gear does not conform to the required standards. The minimum standard of protective clothing for events shall be as follows in this chapter.

8.1a Current Wording

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.

8.1a Proposed New Wording

It is the rider's responsibility to ensure that all protective clothing is, as a minimum standard, as listed in this chapter, and that labels and signage showing the correct safety markings are easily visible and in readable condition. Helmet details must be shown in the appropriate section in the rider's logbook.

8.2g Current Wording
Each competitor will be required to prove good fit of his/her helmet.

8.2g Proposed New Wording
Each competitor **may** be required to prove good fit of their helmet

CHAPTER 13 – CROSS COUNTRY

- 5.5h Current Wording
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 licence if offered).
To compete at a Vets and Woman's Motocross Nationals, Mini Nationals, NZ Motocross TT OR Motocross Island events competitors can compete on a club or Championship licence.
- 5.5h Proposed New Wording
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 licence if offered).
To compete at a Vets and Woman's Motocross Nationals, Mini Motocross Nationals, **Cross Country Nationals, Cross Country Island**, NZ Motocross TT OR Motocross Island events competitors can compete on a club or Championship licence.
- 13.1c Current Wording
Club Events - minimum 1 hour. It is suggested clubs have an easy option for beginners.
New Zealand or Island Championship events - 3 hours.
- 13.1c Proposed New Wording
Club Events - minimum 1 hour. It is suggested clubs have an easy option for beginners.
New Zealand **National** or Island events - 3 hours
- 13.2 Current Wording
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.
- 13.2 Proposed New Wording
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.
- 13.5 Current Wording
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 Steward's discretion.
- 13.5 Proposed New Wording v1
Pre Riding of the Course
In a **New Zealand National Cross Country** 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 Steward's discretion.
- 13.5 Proposed New Wording v2
Pre Riding of the Course
In a Cross Country National 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 Steward's discretion.

13.7 Current Wording
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 years 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

13.7 Proposed New Wording
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 years **New Zealand Nationals**. 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 Current Wording
There will be a teams Championship. Each team will consist of three Championship riders.

13.8 Proposed New Wording
There will be a teams challenge. Each team will consist of three **Nationals** riders.

13.8b Current Wording
The team must have the same three team members for all rounds in which they wish to accumulate points for the Championship. (Class changing of team riders is permitted within the team).

13.8b Proposed New Wording
The team must have the same three team members for all rounds in which they wish to accumulate points for the **Nationals**. (Class changing of team riders is permitted within the team).

13.8c Current Wording
Teams must have all three members finish the event to be eligible for a placing in that event and to gain Championship points.

13.8c Proposed New Wording
Teams must have all three members finish the event to be eligible for a placing in that event and to gain **Nationals** points.

- 13.9 Current Wording
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.
- 13.9 Proposed New Wording V1
New Zealand Championships:
The Championship will be held over four National Championship rounds; **the ability to drop a round will be at the Cross country commissioners discretion for each series and decided before the series starts.**
Points awarded using rule 13.8d total maximum points will be 75, **if a drop a round is included and 100 if no drop a round is included in the series.**
- 13.9 Proposed New Wording V2
New Zealand **Nationals**
The **New Zealand Nationals** will be held over four National rounds; a drop a round to be decided at the discretion of the Cross Country Commissioner prior to the series starting. Points awarded using rule 13.8d total maximum points will be 75 **if the series has a drop a round or 100 points if the series does not have a drop a round.**
- 13.13 Current Wording
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 Cross Country events. This shall be evidenced by entries in the rider logbook.
- 13.13 Proposed New Wording
The MNZ Cross Country **New Zealand Nationals**, format, classes and grading each year, shall be organised by the Cross Country Commissioner. A pre-requisite to acceptance into a **NZ National** or Island Senior Cross Country event is that the rider must have ridden in a minimum of 3 permitted Senior Cross Country events. This shall be evidenced by entries in the rider logbook.
- 13.17 Current Wording
The minimum age for New Zealand and Island Championship events is 12 years and maximum age is 16 years.
- 13.17 Proposed New Wording
The minimum age for New Zealand **National** and Island events is 12 years and maximum age is 16 years.

- 13.17a Current Wording
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.
- 13.17a Proposed New Wording
The minimum age for Club events is 10 years and maximum age 16 years. 10-11 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.
- 13.19 Current Wording
All junior championships shall comply with rule 13.9. MNZ will allocate the Championship rounds.
- 13.19 Proposed New Wording
All junior **Nationals** shall comply with rule 13.9. The Cross Country Commissioner will allocate the **New Zealand National** rounds.
- 13.20 Current Wording
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.
- 13.20 Proposed New Wording
Trophies in the **New Zealand Nationals** 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.
- 13.25 Current Wording
No junior who has competed in a senior Cross country event shall be eligible for the Junior cross country Championship.
- 13.25 Proposed New Wording
No junior who has competed in a senior Cross country event shall be eligible for the Junior cross country **New Zealand Nationals**.

CHAPTER 14 – ENDURO

14.5g Current Wording

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.

14.5g Proposed New Wording

The rider can receive no **outside** assistance during the entire time of the event to aid his/her **completing the course or** working on a machine **except for the following:**

At designated fuel stops riders are permitted outside assistance for refuelling, tyre pressurisation, holding the machine and/or placing it on a work stand, sourcing, holding and passing tools. Riders may receive verbal advice.

For clarity, other time card carrying competitors **while carrying their time card** are not deemed as outside assistance and can assist fellow competitors to **complete the course and with working on their machine.**

CHAPTER 15 – MINI MOTOCROSS

15.1 Current Wording

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.

15.1 Proposed New Wording

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.

The Intro classes (refer to rule 15.8 for details) are specifically designed to cater for riders new to the sport and will be run as an introductory class separate from other classes. Once riders are confident and capable of competing in other classes, they may move into another age and machine appropriate class.

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.

15.3 Current Wording

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 or passport 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 and Trial.

Before competing in a New Zealand National event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV, Intro Motocross and Intro Trail). 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.

15.3 Proposed New Wording V1

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 or passport 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 and Trial.

~~Before competing in a New Zealand National event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV, Intro Motocross and Intro Trail). 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.~~

15.3 Proposed New Wording V2

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 or passport 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 and Trial.

Before competing in a New Zealand National event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV, Intro Motocross and Intro Trail). Proof of this shall be from entries in the riders log book and can include **six 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:

- 15.8 Current Wording
 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.
 Motorcycle Capacity Restrictions: minimum age
 50cc 2 & 4 Stroke machine minimum 4 years old (4-7 year Intro MX & Intro Trail)
 50cc 2 Stroke MX machine minimum 6 years old (6-8 year MX 50)
 65cc 2 Stroke & 53cc-110cc 4 Stroke minimum 7 years old (7-8 year, 9-11 year 65cc & 7-9 year Trail class)
 112cc 4 Stroke up to 149cc air cooled 4 Stroke & 85cc air cooled 2 Stroke minimum 8 years old (8-11 year Trail class and any 85cc class)
- 15.8 Proposed New Wording
 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.
 Motorcycle Capacity Restrictions:
Riders must practice and race only in their age groups.
Minimum age requirements:
 50cc 2 & 4 Stroke machine minimum 4 years old (4-7 year Intro MX & Intro Trail). **Intro classes may not intermix with other classes.**
 50cc 2 Stroke MX machine minimum 6 years old (6-8 year MX 50)
 65cc 2 Stroke & 53cc-110cc 4 Stroke minimum 7 years old (7-8 year, 9-11 year 65cc & 7-9 year Trail class)
 112cc 4 Stroke up to 149cc air cooled 4 Stroke & 85cc air cooled 2 Stroke minimum 8 years old (8-11 year Trail class and any 85cc class)
- 15.10 Current Wording
 Maximum number of starters:
 The number of starters in any one race 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.
- 15.10 Proposed New Wording
 Maximum number of starters:
 The number of starters in any race 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 start straight must maintain a minimum width of 50% of the full start gate for 50% of its length. With no start straight to exceed a maximum 70 metres and not to be less than 50% of the full start gate.
- 15.17 Current Wording
 National Events:
 New Zealand Nationals, and New Zealand Motocross Grand Prix. Classes see Appendix A.
- 15.17 Proposed New Wording
 National Events:
 New Zealand Nationals. ~~and New Zealand Motocross Grand Prix~~. Classes see Appendix A.

- 15.17a Current Wording
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.
- 15.17a Proposed New Wording
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 will then ride in a support class.
- 15.17b Current Wording
At a New Zealand National, or New Zealand Grand Prix event, riders must compete on a MNZ Mini Licence.
- 15.17b Proposed New Wording
At a New Zealand National, ~~or New Zealand Grand Prix~~ event, riders must compete on a MNZ Mini Licence.
- 15.19 Current Wording
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 or passport 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.
- 15.19 Proposed New Wording
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 or passport 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 **one day event licences** or proof from results of Electronic Lap scored Events: The original copies of the licences must be supplied - no reproduction copies:

- 15.19c Current Wording
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.
- 15.19c Proposed New Wording
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 14 On a 90- 125cc Machine in MX125 at the Senior MX Championships and the grand Prix**
From 15 years , **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.**
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.
- 15.20 Current Wording
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.
- 15.20 Proposed New Wording
Motorcycle Capacity Restrictions:
The Maximum machine capacity is **150cc 2 stroke and 250cc 4 stroke.**
To ride a 126cc-200cc 2 stroke or 250cc 4 stroke machine the rider must be a minimum age of 14yrs
- 15.24a Current Wording
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.
- 15.24a Proposed New Wording
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 **(no wooden pegs or waratahs to be used on inside corners)**

CHAPTER SIXTEEN – MOTOCROSS & MOTOCROSS TT

16.11e Current Wording

Competitors must have an MNZ competition licence and current membership to an affiliated Club.

16.11e Proposed New Wording

Competitors **may compete on** an MNZ competition licence **or One Event Licence** and must be a current member of an affiliated club

CHAPTER 20 OVAL TRACK RACING RULES

- 20.26 Current Wording
Any competitor who looks behind during a race may be deemed guilty of careless riding and subject to penalty.
- 20.26 Proposed New Wording
Any competitor who looks behind during a race may be deemed guilty of careless riding and subject to penalty **as set out in Rule 7.4.1.**
- 20.32.13 Current Wording
Any competitor who looks behind during a race may deemed guilty of careless riding and subject to penalty.
- 20.32.13 Proposed New Wording
Any competitor who looks behind during a race may deemed guilty of careless riding and subject to penalty **as set out in Rule 7.4.1**

CHAPTER 23 – TRIAL

23.7 Current Wording

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:

Name board background colour	Colour of lettering	Grade/Course (Arrow Colour) Degree of difficulty
Orange	Black/White	First most difficult (Orange)
Red	Black/White	Second most difficult (Red)
Yellow	Black	Third most difficult (Yellow)
Green	White	Fourth most difficult (Green)
Blue	White	Fifth most difficult (Blue)
White	Black	Least difficult (Boundaries)
Red (minis)	Black/White	First most difficult (Red minis)
Yellow (minis)	Black	Second most difficult (Yellow minis)
White (minis)	Black	Least difficult (Boundaries minis)

TRIAL: Championship Classes:

Class	Restrictions	Grade
Open	None	All Grades
Junior	10-16 years old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air-Cooled	Technical	All Grades
Veteran 1	50-64 years old	All Grades
Veteran 2	65+ years old	All Grades

TRIAL: Support Classes

Class	Restrictions	Grade
Intermediate	None	Third most difficult (Yellow)
Sportsman	None	Fourth most difficult (Green)
Clubman	None	Fifth most difficult (Blue)
Minis 1	4-7 years old	All grades (minis)
Minis 2	8-11 years old	All grades (minis)
Minis 3	12-14 years old	All grades (minis)
Girls	Gender & 4-14yrs old	All grades (minis)

23.7 Proposed New Wording

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:

Name board background colour	Colour of lettering	Grade/Course (Arrow Colour) Degree of difficulty
Orange	Black/White	Trial 1 , First most difficult (Orange)
Red	Black/White	Trial 2 , Second most difficult (Red)
Yellow	Black	Trial 3 , Third most difficult (Yellow)
Green	White	Trial 4 , Fourth most difficult (Green)
Blue	White	Trial 5 , Fifth most difficult (Blue)
White	Black	Trial 6 , Least difficult (Boundaries)
Red (minis)	Black/White	Mini 1 , First most difficult (Red)
Yellow (minis)	Black	Mini 2 , Second most difficult (Yellow)
White (minis)	Black	Mini 3 , Least difficult (Boundaries)

TRIAL: Championship Classes:

Class	Restrictions	Grade
Expert (Trial 1 & 2)	Orange and Red	First and Second most difficult
Trial 3	Yellow	Third most difficult
Trial 4	Green	Fourth most difficult
Trial 5	Blue	Fifth most difficult
Junior	10-16 yrs old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air Cooled	Technical	All Grades
Veteran 1	50-64 yrs old	All Grades
Veteran 2	65+ yrs old	All Grades

TRIAL: Support Classes

Class	Restrictions	Grade
Trial 6	Ability	Sixth most difficult (Boundaries)
Classic	Technical	Sixth most difficult (Boundaries)
Mini 1	4-15 yrs old	Most difficult (Red mini section)
Mini 2	4-15 yrs old	Second most difficult (Yellow mini section)
Mini 3	4-13 yrs old	Third most difficult (Boundaries)

- 23.7a Current Wording
Definitions:
Class: A group or division of riders based on either, age, gender or motorcycle specification (e.g., Open, Junior, Women and Twin Shock, Air Cooled, Veteran 1, Veteran 2, Minis 1, Minis 2, Minis 3 and Girls Classes).
Grade: Variable standards in level of difficulty of courses (lines) for riding Trial (e.g. Orange, Red, Yellow, Green, Blue or White grades).
- 23.7a Proposed New Wording
Definitions:
Class: A group or division of riders based on either, age, gender, **ability**, or motorcycle specification (e.g, Junior, Women, Twin Shock, Veterans, Mini 1-3 **and respective Trial 1-6 classes**).
Grade: Variable standards in the level of difficulty of courses (**Coloured** lines) for riding Trial. (e.g. Orange, Red, Yellow, Green, Blue **or Boundary** grades).
- 23.7b Current Wording
Age Restricted Classes
a) Mini competitors shall compete in age groups. Except for those turning 15, 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. If a Mini competitors 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 or compete at a mini event once the rider has turned 15, at which time the competitor must obtain a Junior (or Senior) licence.
b) The age of a Veteran competitor on the first day of an event or series shall determine their age group for that event or series.
- 23.7b Proposed New Wording V1
Age Restricted Classes
a) Age restricted classes are defined in Rule 23 and Appendix A
b) Eligibility for all age restricted classes will be the competitors age, in years, at the start of the Championship Year as defined in Rule 23.31
- 23.7b Proposed New Wording V2
a) Mini competitors **can** compete in **all mini grades**. Except those turning **13** on the first day of an event **must choose Mini 1 or Mini 2**. At which time a mini competitor has turned 15 they must obtain a Junior (or senior) license. **A mini rider cannot ride a machine over 125cc capacity. Mini club events will be up to the organising club and MNZ official's discretion as to the above age restrictions.**
b) The age of a Veteran competitor on the first day of an event or series shall determine their age group and class for that event or series.
c) A Junior rider at 16 years on the first day of an event or series can remain in this class for the remaining events and series of that year.

- 23.8a Current Wording
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 1st 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.
- 23.8a Proposed New Wording
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 1st 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.
- 23.16b Current Wording
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.
The Classic, and “Social” class have NO grading arrows to follow and may ride anywhere between the section boundary markers.
- 23.16b Proposed New Wording
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.
The Classic, **Trial 6 and Mini 3** classes have NO grading arrows to follow and may ride anywhere between the section boundary markers.
- 23.23 Current Wording
Refer to Table of Penalties
Rider does not have both hands on the handlebar when foots, whilst stationery 5505
- 23.23 Proposed New Wording V1
Rides does not have both hands on the handlebar when foots, whilst stationery 5555
[for mini riders change from 0 to 5]
- 23.23 Delete Infringement V2
Refer to Table of Penalties
Moving backward without footing
- 23.23 Delete Infringement V3
Refer to Table of Penalties
Engine stopping whilst rider stationary and rider footing or leaning

- 23.28 Current Wording
Championship Trial (General):
Sections at Championship Trials shall generally be marked over natural terrain.
- 23.28 Proposed New Wording – Addition of 23.8a, 23.28b and 23.28c
Championship Trial (General):
Sections at Championship Trials shall generally be marked over natural terrain.
- 23.28a A National Grading Committee comprising of the “MNZ Trials Commissioner” and the “North and South Island Trial Coordinators” will monitor and approve each competitors Licence, Class, and Grade selection.**
- 23.28b A MNZ Championship license must be held to be eligible for Championship points in all relevant Championship Classes. Club licensed riders can compete in the same class, but they will not receive Championship points for Series and Championship results. A Club Licensed rider will receive an overall “total points lost” class position for an individual weekend or event result only.**
- 23.28c 23.28c All Championship licensed riders must submit their intended class for the upcoming season to the National Grading Committee for approval within the due date. Any rider wishing to change classes mid-season must submit their intention and reason for the change to the National Grading Committee prior to the next events entry closing date for approval. Any new rider wanting to compete at a Championship event and receive points mid-season must submit their intended grade to the National Grading Committee prior to the events entry closing date for approval.**
- 23.34 Current Wording
New Zealand Trial Championship:
The New Zealand Championship is to be a three day event decided over a series of 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.
- 23.34 Proposed New Wording
New Zealand Trial Championship:
The New Zealand Championship is to be a three-day event decided over a series of 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.
The Organising club must submit a copy of the entry list to the National Grading Committee after the closing date of entries and prior to the first day of competition for approval.

- 23.35 Current Wording
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 event..
Championship Points will accumulate over the duration of the series of events for the nominated class. Points will apply to the class entered on each day.
- 23.35 Proposed New Wording
North & South Island Trial Championships:
The North and South Island Championships will be decided over an unlimited number of rounds in each island. Riders **with a Championship License** will gain Championship points (see 6.14a) for each one-day event. Championship Points will accumulate over the duration of the series of events for the nominated class. Points will apply to the class entered on each day.
- 23.44 Current Wording
New Zealand Open Trial:
This will be a one day event which riders who have qualified may compete for In the Open Class only.
- 23.44 Proposed New Wording
New Zealand **Experts** Trial:
This will be a one-day event which riders **can** who have qualified may compete for In the **Expert** Class only.
- 23.44a Delete Rule
Qualifiers will be all riders who have previously competed in New Zealand Championships at Open level.
- 23.44b Current Rule
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, and their ability.
Competitors will only be classified as finishers in each trial where they reach a threshold of less than 80% failures (5's) unless competing in the lowest available grade.
- 23.44b Proposed New Wording
Vertical Class System (Qualifying Classes **of Expert, Woman, Junior, Vet 1, Vet 2, Twinshock and Air-cooled**):
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, and their ability. Competitors will only be classified as finishers in each trial where they reach a threshold of less than 80% failures (5's) unless competing in the lowest available grade.

- 23.67 Current Wording
Mini Trial
From age 10 a mini rider may, without affecting their mini status, compete in a non-championship junior competition. From age 12, a Junior competitor may compete in the junior championship class on a full-size Trial motorcycle.
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 Island Championship, a rider must first upgrade to a Junior licence and is no longer eligible for Mini competition.
- 23.67 Proposed New Wording
Mini Trial
From age **8** a mini rider may, without affecting their mini status, compete in a non-championship junior competition. From age 12, a junior competitor may compete in the junior championship class on a full-size Trial motorcycle.
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 Island Championship, a rider must first upgrade to a Junior licence and is no long eligible for Mini competition.
- 23.68 Current Wording
Mini Trial
When a Mini licence holder reaches 10 years they may remain as a Mini until their 12th birthday, or they may upgrade their Mini licence for a Junior licence.
- 23.68 Proposed New Wording
Mini Trial
When a Mini licence holder reaches **8** years they may remain as a Mini until their 12th birthday, or they may upgrade their Mini licence for a Junior licence.
- 23.69 Current Wording
Mini Trial Riding Classes
These are as outlined in Appendix A.
a) Mini competitors shall compete in age groups. Subject to rule 23.7a 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 competitors' birthday falls during an event or series, they may commence and complete that event or series in the new age group. However, nothing in this rule shall allow a mini rider to ride a capacity or type of mini machine under age.
- 23.69 Proposed New Wording V1
Mini Trial Riding Classes
These are as outlined in Appendix A.
Mini competitors **can choose any Mini Class/Grade** subject to rule 23.7a.
- 23.69 Proposed New Wording V2
Mini Trial Riding Classes
These are as outlined in Appendix A.
Mini competitors **can choose any Mini Class/Grade** subject to rule 23.7a except for those turning 12, the age of a mini competitor on the first day of **the championship year (Rule 23.32)** shall determine their age group for that event or series

APPENDIX A

- ATV Current Wording for Senior and Junior
All engines must be ATV based (except Super quad).
- ATV Proposed New Wording for Senior and Junior
All **ATV** engines (**ATV Senior and ATV Junior**) must be a motorcycle-based engine.
- ATV Current Wording – Championship Classes Senior
All engines must be ATV based (except Super quad).
Championship/National/Island Title classes:
Premier 0-750cc - race length 12mins plus one lap (MX & TT)
Veteran (40 years plus male, 35 years plus female) 0-750cc Open
Woman (15years 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 Proposed New Wording – Championship Classes Senior
All engines must be ATV based (except Super quad).
Championship/National/Island Title classes:
Premier 0-**450cc** - race length 12mins plus one lap (MX & TT)
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 Current Wording – Championship Classes Mini
All engines must be ATV based.
Championship/National/Island Title Classes:
125cc Production 10-14 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.
5-11years; 0-100cc No expansion chambers (see restrictions in Chapter 11)
- ATV Proposed New Wording – Championship Classes Mini
All engines must be ATV based.
Championship/National/Island Title Classes:
125cc Production 10-14 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.
Mini 50s 4-7yrs 0-50cc
Mini Max 6-11yrs 0-100c No expansion chambers (see restrictions in Chapter 11)

MOTOCROSS CHAMPIONSHIP SENIOR CLASSES – Current Wording

Championship classes including NZ Motocross Grand Prix:

MX1	151cc to open 2 stroke & 251cc to open 4 stroke
MX2	126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only
Women	90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 15yrs)

MOTOCROSS CHAMPIONSHIP SENIOR CLASSES – Proposed New Wording V1

Championship classes including NZ Motocross Grand Prix:

MX1	125cc to open 2 stroke & 250cc to open 4 stroke
MX2	125cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only
Women	90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 15yrs)

MOTOCROSS CHAMPIONSHIP SENIOR CLASSES – Proposed New Wording V2

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 & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only (min 14yrs)
Women	90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 15yrs)

MOTOCROSS CHAMPIONSHIP SENIOR CLASSES – Proposed New Wording V3

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	120cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only
Women	90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 15yrs)

MOTOCROSS CHAMPIONSHIP SENIOR CLASSES – Proposed New Wording V4

Championship classes including NZ Motocross Grand Prix:

MX1	151cc to open 2 stroke & 251cc to open 4 stroke
MX2	126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only
Women	90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 12yrs)

MOTOCROSS CHAMPIONSHIP JUNIOR CLASSES – Current Wording

Championship classes including NZ Motocross Grand Prix:

8-11 years 65cc60-65cc 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)

8-10 years 85cc60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes)

11-12 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

13-16 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)

MOTOCROSS CHAMPIONSHIP JUNIOR CLASSES – Proposed New Wording V1

Championship classes including NZ Motocross Grand Prix:

8-11 years 65cc60-65cc 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)

8-10 years 85cc60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes)

11-12 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

13-16 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

12-14 years 125cc **85cc** to 125cc 2 stroke only

15-16 years 125cc **85cc** 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)

MOTOCROSS CHAMPIONSHIP JUNIOR CLASS – Current Wording V2

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)

8-10 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes)

11-12 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke

13-16 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)

MOTOCROSS CHAMPIONSHIP TT Nationals CLASSES – Current Wording

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)

MOTOCROSS CHAMPIONSHIP TT Nationals CLASSES – Proposed New Wording

Senior Classes:

- Class 1: MX1 **125cc** to open 2 stroke & **250cc** to open 4 stroke
- Class 2: MX2 **125cc** 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 **85cc**-125cc 2 stroke
- Class 7: 14-16 years **125cc** 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)

MOTOCROSS CHAMPIONSHIP VETERAN CLASS – Current Wording

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

MOTOCROSS CHAMPIONSHIP VETERAN CLASS – Proposed New Wording V1

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 = (either delete or move to be under Motocross Senior for championship and Grand Prix classes)

MOTOCROSS CHAMPIONSHIP VETERAN CLASS – Proposed New Wording V2

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 (for clarity - competitors in this class must be on a Championship Licence, the exclusion being if as per the supplementary regulations it is a support class only ie: Veteran 35+ years - support)

MOTOCROSS CHAMPIONSHIP WOMEN'S CLASS – Current Wording

Championship classes including NZ Motocross Grand Prix:

MX1	151cc to open 2 stroke & 251cc to open 4 stroke
MX2	126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only

Women 90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 15yrs)

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 CHAMPIONSHIP WOMEN'S CLASS – Proposed New Wording

Championship classes including NZ Motocross Grand Prix:

MX1	151cc to open 2 stroke & 251cc to open 4 stroke
MX2	126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125	90cc to 125cc 2 stroke only

Women 90cc to 150cc 2 stroke (**min 14yrs**) & up to 250cc 4 stroke (min 15yrs)

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.

WOMEN'S NEW ZEALAND WOMEN NATIONALS EVENTS – Current Wording

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).

WOMEN'S NEW ZEALAND WOMEN NATIONALS EVENTS – Proposed New Wording

~~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).

TRIAL CHAMPIONSHIP CLASSES – Current Wording

Class	Restrictions	Grade
Open	None	All Grades
Junior	10-16 years old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air-Cooled	Technical	All Grades
Veteran 1	50-64 years old	All Grades
Veteran 2	65+ years old	All Grades

TRIAL CHAMPIONSHIP CLASSES – Proposed New Wording

Class	Restrictions	Grade
Open	None	All Grades
Junior	8 -16 years old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air-Cooled	Technical	All Grades
Veteran 1	50-64 years old	All Grades
Veteran 2	65+ years old	All Grades

APPENDIX D

ELECTRIC MOTORCYCLES

The technical concept is reserved for motorcycles powered solely by stored electricity (battery/accumulator) and by the action of the wheel/s in contact with the ground.

- a) For two and/or three-wheeled electric propelled machines, powered solely by stored electricity (battery/accumulator). The number of electric motors is limited to one for two-wheeled and two for three-wheeled machines.

All Machines must be approved by MNZ and amendments to these technical regulations may be made at any time in order to ensure fair competition. For a list of eligible electric machines, the class and disciplines in which they are eligible to compete and other specific electric machine information, refer to

<https://mnz.co.nz/manuals-policies/homologations/>

Machine examination for all electric propelled machines is compulsory.

Class Performance Limits.

For MX, SX, Enduro, Dirt Track, Track, Flat Track, Supermoto & Minikhana:

- a) 50cc Auto & Demo Class equivalent – An electric motor with a maximum output of up to 4kw measured at the rear wheel
- b) 65cc class equivalent – An electric motor with a maximum output of up to 6kw measured at the rear wheel
- c) 85cc class equivalent – An electric motor with a maximum output of up to 18kw measured at the rear wheel
- d) MX2 Class equivalent – An electric motor with a maximum output of up to 48hp/36kw (measured at the motor).
- e) MX1 Class equivalent – An electric motor with a maximum output of up to 60hp/45kw (measured at the motor).
- f) E3 & Open Class equivalent - An electric motor with a maximum output of up to 80hp/60kw (measured at the motor).

Switching to a higher power mode from that listed for the class entered during competition is strictly prohibited. Switching to lower power mode from that listed for the class entered during competition is permitted.

The power output must be confirmed during machine examination and may be checked post-race at the designated Parc Ferme (i.e. a sound test area or podium). Approved methods must be used for technical inspections.

Only off road specific machines used to compete in the listed disciplines above are permitted to compete in the appropriate classes for that discipline. Road biased machines are not eligible.

Discipline specific wheel sizes apply to junior classes utilising these machines.

Electric machines are permitted to compete in the appropriate class at Club or Interclub events and with the approval from the Technical Steward at National Championships. In addition to these regulations, all machines must meet New Zealand Standards for Electric Vehicles and pass machine examination prior to being permitted to compete. Refer to m i) to vi) for information on the required standards below.

Class Performance Limits for Trial Machines.

Power bus maximum voltage

- a) For Trial 1 to 5: The maximum allowed voltage in the main power bus is 120VDC or 85VAC. A secondary power bus may be used to supply energy to the critical systems at a maximum voltage of 20VDC or 14VAC. For Trial 1 to 5 (300cc equivalent) Electric Machines up to 22kw are accepted.
- b) For Trial (125cc equivalent): The maximum allowed voltage in the main power bus is 60VDC (and 30VAC (rms)). A secondary power bus may be used to supply energy to the critical systems at a maximum voltage of 20VDC or 14VAC. For 125cc equivalent classes, Electric Machines up to 11kw are accepted.

Switching to a higher power mode from that listed for the class entered during competition is strictly prohibited. Switching to lower power mode from that listed for the class entered during competition is permitted.

All disciplines technical requirements.

- a) The charging system must be that supplied by the OEM separate from the machine and comply with all New Zealand electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker. The charging of machines must be carried out in accordance with the manufacturers' instructions.
- b) Charging with OEM wall socket charger up to 3.5Kw/h may be done following the guidelines of the manufacturer in the general paddock area. The charging system must be automatic and must ensure that the battery cannot be overcharged or damaged if left permanently connected to the charger.
- c) For fast charging of removable batteries:
 - i) A separate fast charging area is to be provided and controlled to allow safe fast charging of electric machines or removable batteries. It is not permitted to fast charge machines in the general paddock area.
- d) A Machine Examiner/Technical Steward shall check the machine for compliance with the technical specifications.
- e) All motorcycles must comply in every respect with all the requirements for racing as specified in the Manual of Motorcycle Sport for each eligible discipline, unless otherwise specified below.
- f) For the accumulator (storage battery):
 - i) The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.
 - ii) The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.
 - iii) All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the machine's official accumulators.
- g) Recovering energy generated by the kinetic energy of the vehicle is permitted.
- h) The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the machine is strictly prohibited. This includes the energy used to drive the machine's cooling system.
 - i) The Machine must be able to freewheel in the event that the propulsion system has stopped (i.e. charge exhausted or system failure).
- j) The voltage is limited to 500 volts nominal between two points (when charging higher charging voltages are permitted).
- k) A 'self-closing' throttle (power control) must be applied.
- l) An emergency circuit breaker (kill switch) that isolates the battery/s and prevents drive must be fitted. The breaker must be fitted in such a position that it can be operated by the rider while seated and by an official attending the machine.
 - i) This breaker must be clearly identified as such.

- ii) The use of a lanyard attached to the rider to operate this breaker as an alternative to a button or switch is recommended for some disciplines (i.e.: Dirt Track, Track & Flat Track).
- m) For IEC/NZS Publications (Guidelines):
- i) If no specific rule exists in these MoM's, the relevant IEC/NZS Standard (New Zealand electrical safety requirements or International ElectroTechnical Commission Standard) or report should be observed.
 - ii) IEC 60529 Degrees of protection provided by enclosures (IP Code).
 - iii) IEC 60783/SA TR IEC 60783:2014 Wiring and connectors for the road vehicles. This report is applicable to cabling and connectors used in battery electric road vehicles
 - iv) IEC 60784 Instruments for electric road vehicles. This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
 - v) IEC 60785 Rotating machines for electric road vehicles. This report is applicable to rotating electrical machines (traction motors and auxiliary motors) of electric road vehicles including hybrids, which are fed from the main traction batteries.
 - vi) IEC 60786 Controllers for electric road vehicles. This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors.

Note: For a list of eligible electric machines, the class and disciplines in which they are eligible to compete and other specific electric Machine information, refer to: <https://mnz.co.nz/manuals-policies/homologations/>

Recommended Safety Equipment and Procedures when exposed to Electric Machines.

Officials must be mindful to ensure that the machine is turned off, is safe to approach and do not twist the throttle prior to picking any machine up involved in an incident.

Safety Equipment

- Gloves: class 0 CEI 60903-2002 or CEI 60903-2003 (until 1000 V) – class 1 (above 1000 V.)
- Robust shoes with insulated soles
- Safety glasses (helmet or visor)
- CO2 fire extinguisher for HV system (min. 1 with a valid certification) - optional
- F500 extinguisher for Lithium-Ion battery (min. 1 with a valid certification) approved to AS/NZS 1841.2. 4L capacity.
- Insulation Matting around each bike.
- Emergency hook: CEI 61230



Recommended Safety Equipment and Procedures when exposed to Electric Machines.

Electrical fire in the pits or paddock

- Officials/marshals immediately inform the clerk of the course or Steward.
- Officials/marshals evacuate any person in the area
- Officials/marshals must not directly touch the vehicle
- Officials/marshals use extinguishers and maintain a safe distance until the fire is out.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Electrical fire on track

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider and LED indicator status.
- Steward or the clerk of the course stops the session (red flag).
- Officials/marshals evacuate any person present in the area
- If required officials/marshals should use the safety hook to separate the rider from the machine.
- The rider must be checked by the medical crew.
- Officials/marshals use extinguishers and maintain a safe distance until the fire is out.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Other hazards (overheating, sparks, electric shocks, electrical dysfunction, auto-riding, etc. ...)

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider and LED indicator status.
- Steward or the clerk of the course stops the session (red flag) if applicable.
- Officials/marshals evacuate any person present in the area.
- Officials/marshals must approach the machine with caution and turn the machine off if safe to do so.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Electric Machine involved in a crash resulting in severe damage to the machine.

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider and LED indicator status.
- Steward or the clerk of the course decides if the session must be stopped or not.
- Officials/marshals evacuate any person present in the area of the crash
- Any riders must be checked by the medical crew.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.