

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

TABLE OF CONTENTS

Chapters	1 to 10	General Competition Rules
Chapter 14		Road Racing
Chapter 16		Miniature Road Racing
Appendix A		Championship Classes
Appendix C		Superbike Regulations
Appendix E		Pro Twin Regulations
Appendix G		125 Grand Prix/250 Mono Regulations
Appendix H		250 Production Regulations
Appendix I		Supersport 300 Regulations
Appendix J		Supersport 150 Regulations
Appendix K		GIXXER 150 Regulations
Appendix L		Mini Supersport Training Regulations
Appendix N		Super Twin Regulations
Appendix O		Matrix for Stopping & Starting a Race

2.32 Current Wording

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

2.32 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 100 riders expected or pre entered** and other events, with advertising beforehand, of more than \$4,000 prize money or kind

3.2 Current Wording

Officials: Stewards and Clerk of the Course will be required to attend a formal training course at least every two years. This may be extended to three years on individual application to the Officials Commissioner should exceptional circumstances exist.

Official's progression details are available on the Officials page of the MNZ web site or from the MNZ office upon request

3.2 Proposed New Wording

Officials: Stewards, Clerk of the Course **and Marshalls are** required to **attend and pass an MNZ Officials** training course at least every two years.

This may be extended to three years on individual application to the Officials Commissioner should exceptional circumstances exist.

Training course maybe by way of online assessment or attendance at a training seminar. Attendance at a training seminar is required at least every 4th year.

Official's progression details are available on the Officials page of the MNZ web site or from the MNZ office upon request.

3.2c Current Wording

At major Road Races on private circuits (except Miniature Road Races) and at all Road Races on closed public roads there shall be two Stewards in attendance, one being a minimum of National Grade and the other a minimum of Club Grade. The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area. Such a meeting shall not be controlled by only one Steward.

3.2c Proposed New Wording

At major Road Races (**see rule 2.32**) there shall be two Stewards in attendance, one being a minimum of National Grade (**Grade 3**) and the other a minimum of Club Grade (**Grade 2**) The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area. Such a meeting shall not be controlled by only one Steward. **In addition Road Races on closed public roads and National Championship events there shall be two Stewards in attendance, one being a minimum of Championship Grade (grade 4) and the other a minimum of National Grade (grade 3).**

The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area.

3.13 Current Wording
The Club/Promoter shall provide a sufficient number of Flag and Track Marshals who must be briefed prior to the start of the first practice.
Flag Marshals: Are marshals appointed to give signals laid down in these rules. Flag Marshals shall occupy posts along the course assigned to them by the Clerk of the Course.
As soon as the meeting commences all Marshals under the orders of the Clerk of the Course to whom he/she shall immediately report by any means at their disposal (telephone, signal, courier, etc.) all incidents and accidents which occur on the section of the course for which he/she is responsible.

3.13 Proposed New Wording
The Club/Promoter shall provide a sufficient number of Flag Marshalls who must **attend an officials briefing by the COC** prior to the start of the first practice.
Chief Flag Marshal: The Chief Flag Marshall shall work with the COC to be main point of control for all marshals, and able to answer their questions, allocate daily tasks and take track clearance reports. The Chief Flag Marshall shall hold a minimum Grade 1 COC officials warrant and have attended training as per rule 3.2.
Flag Marshals: Are marshals appointed to give signals laid down in these rules **and where possible are to have completed Marshalls training either online or by way of attending a Flag Marshalls training seminar at least every 4 years.**
Flag Marshals shall occupy posts along the course assigned to them by the Clerk of the Course **in accordance with track safety plan as approved in the permit.**
As soon as the meeting commences all Marshals under the orders of the Clerk of the Course to whom he/she shall immediately report by any means at their disposal (**Radio**, telephone, signal, courier, etc.) all incidents and accidents which occur on the section of the course for which he/she is responsible.
All junior marshals must be under the control of a senior marshals as per rule 3.1b

4.1f Current Wording
All closed circuit permit applications must include a circuit operation plan (except Miniature Road Race).
This plan must include:
- List of flag points with numbers of flag marshals
- Ambulance location(s)
- Sound Meter location(s)
- Air Fence / Bottle Bag location (s)
- Acceptable recovery vehicle locations
- Maximum Motorcycle numbers on Track
- List of incident marshal points with numbers of marshals
- Equipment at each flag and incident point
- Maximum number of Motorcycles in a mass start
- Other matters deemed necessary by MNZ Officials
- Public 'No Go' Areas
- Dedicated refuelling area
- Identification of Officials Base

4.1f Proposed New Wording
All closed circuit permit applications must include a circuit operation plan (except Miniature Road Race).
Unless an official MNZ operation plan is on file with MNZ, in which case it shall apply at all events.
This plan must include:
- List of flag points with numbers of flag marshals
- Ambulance location(s)
- Sound Meter location(s)
- Air Fence / Bottle Bag location (s)
- Acceptable recovery vehicle locations
- Maximum Motorcycle numbers on Track
- List of incident marshal points with numbers of marshals
- Equipment at each flag and incident point
- Maximum number of Motorcycles in a mass start
- Other matters deemed necessary by MNZ Officials
- Public 'No Go' Areas
- Dedicated refuelling area
- Identification of Officials Base

- 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.
- 4.10f Proposed New Wording V2
If a 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 class will not run for that year, provided that if the event is part of a series then this will apply only to the round.
- 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.**
- 4.10m New Rule
A New Zealand or GP Championship track must not be used by the Championship classes at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.

- 5.2e Current Wording
- i. Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.
 - ii. When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may upgrade their junior licence for a senior licence. See specific disciplines for details on how it may affect different types of riding.
 - iii. a) Subject to rule 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.

- 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.

5.2g Current Wording

Ages for Purchasing One Event Licences:

Miniature Road Race as per Chapter 16; 13 years & over

Junior Road Racing Classic as per rule 17.7 -- 13 years & over

Young Junior Road Race; as per rule 14.13 -- 7 years & over

All other events 16 years & over

Should a rider be under the age of 18 a parent or guardian must sign the One Event Licence.

5.2g Proposed New Wording

Ages for Purchasing One Event Licences:

Miniature Road Race as per Chapter 16; 13 years & over, **unless a dispensation under Rule 16.4 applies**

Junior Road Racing Classic as per rule 17.7 -- 13 years & over

Young Junior Road Race; as per rule 14.13 -- 7 years & over

All other events 16 years & over

Should a rider be under the age of 18 a parent or guardian must sign the One Event Licence.

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.

- 5.6b 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.

6.1d Current Wording

All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in the pits and at strategic positions on the course. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment

6.1d Proposed New Wording

All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers **in a central position** in the pits and at strategic positions on the course, **usually the flag points. The club must also provide a suitable fire alarm system that can be heard throughout the pit area. This may be in the form of a portable air horn or similar warning system.** The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment. **The location of the first aid kits, fire extinguishers and fire alarm system should be pointed out and demonstrated to the riders at the Riders briefing.**

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 competitor's 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 competitor's 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.

- 6.15 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 or Clerk of Course,
 - 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) Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impede other competitors and/or create a safety issue. (For clarity this will be judged by the Steward or Clerk of Course.)
 - g) Not having a transponder fitted for any practice sessions, qualifying sessions or races (when timing is electronic).

- 6.15 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 or Clerk of Course,
 - 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) Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impede other competitors and/or create a safety issue. (For clarity this will be judged by the Steward or Clerk of Course.)
 - g) Not having a transponder fitted for any practice sessions, qualifying sessions or races (when timing is electronic).
 - h) Practicing, qualifying or competing on a motorcycle that does not comply with the technical rules for the class it is entered into.**

- 6.17 Current Wording
Fire Extinguisher: The provision of a suitable fire extinguisher is required in each rider's pit. A one, 1 kg (minimum weight) sealed and operational fire extinguisher must be visibly present in each riders pit area.

- 6.17 Proposed New Wording
Fire Extinguisher: **The club is responsible for having a central fire extinguisher point within the pits and at strategic positions on the course, usually the flag points.. Each Rider is responsible for having a sealed and operational fire extinguisher, minimum 1 kg dry powder, available and visible in their pit area. It is the riders responsibility to ensure that they know how to operate their fire extinguisher.**

6.21 Current Wording

Stopping and Re-starting a Race:

Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags, except in the case of events on tracks where flags or lights may be deployed.

Upon sighting the red flag, all riders are to: signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.

The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.

Any red flagged race may only be re-started or continued once.

Points can only be awarded to riders that were racing at the instant of the red flag.

The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:

- A) If less than three laps of the stopped race were completed at the time of the red flag:
 - i. The stopped race will be declared null and a re-start will take place
 - ii. This will not count for laps completed but does count as a start
 - iii. The re-started race will be for the full original race distance
 - iv. The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped. If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded
 - v. The original grid positions will be used
 - vi. The place of any machine unable to take part in the re-started race will be left vacant
 - vii. Machines can be repaired or replaced provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before the re-start.
 - viii. Only those riders that took place in the original start can take place in the re-start
 - ix. All riders who took part in the first start are eligible to re-start

- B) If more than two laps, but less than 65% of the original race distance, have been completed, then the race shall be in two parts:
 - i. The second part must occur no more than 60 minutes after the race has been stopped. If it cannot be continued within this time it shall be null and void. This shall cause all parts to be null and void and no points will be awarded
 - ii. The second part race distance will be the remainder of the original race distance
 - iii. The grid positions for the second part shall be determined by the finishing order of the first part.
 - iv. The place of any machine unable to take part in the second part of the race will be left vacant
 - v. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the second part of the race
 - vi. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining
 - vii. The final race classification will be established according to the finishing order of the second part of the race (providing three laps or more were completed by the lead rider) and include only those who were racing at the instant of the red flag (if any)

 - a) If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded
 - b) If less than 65% of the original scheduled race distance (in total), but three laps or more is completed half points will be awarded
 - c) If less than three laps of the second part of the race are completed, the final race classification will be established according to the first part of the race and include only those who were racing at the instant of the first red flag, with half points being awarded

- C) If 65% or more of the original scheduled race distance (in total) is completed:
 - i. This shall be declared a full race
 - ii. The finishing order shall be at the end of the last full lap completed by Lead rider and include only those who were racing at the instant of the red flag
 - iii. Full points will be awarded

6.21 Proposed New Wording

Stopping and Re-starting a Race:

Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags, except in the case of events on tracks where flags or lights may be deployed.

Upon sighting the red flag, all riders are to: signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.

The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.

Any red flagged race may only be re-started or continued once.

Points can only be awarded to riders that were racing at the instant of the red flag.

The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:

- A) If less than three laps of the stopped race were completed at the time of the red flag:
 - i The stopped race will be declared null and a re-start will take place
 - ii This will not count for laps completed but does count as a start
 - iii The re-started race will be for the full original race distance
 - iv The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped (**Provided the circuit is available for racing**). If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded
 - v The original grid positions will be used
 - vi The place of any machine unable to take part in the re-started race will be left vacant
 - vii Machines can be repaired or replaced provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before the re-start.
 - viii Only those riders that took place in the original start can take place in the re-start
 - ix Any rider to crash or be unable to continue to maintain race pace after the start and before the instant of the red flag shall not be eligible for the re-start.**

- B) If more than two laps, but less than 65% of the original race distance, have been completed, then the race shall be in two parts:
 - i The second part must occur no more than 60 minutes after the race has been stopped. If it cannot be continued within this time it shall be null and void. This shall cause all parts to be null and void and no points will be awarded
 - ii The second part race distance will be the remainder of the original race distance
 - iii The grid positions for the second part shall be determined by the finishing order of the first part.
 - iv The place of any machine unable to take part in the second part of the race will be left vacant
 - v Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the second part of the race
 - vi Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining
 - vii The final race classification will be established according to the finishing order of the second part of the race (providing three laps or more were completed by the lead rider) and include only those who were racing at the instant of the red flag (if any)
 - a) If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded
 - b) If less than 65% of the original scheduled race distance (in total), but three laps or more is completed half points will be awarded
 - c) If less than three laps of the second part of the race are completed, the final race classification will be established according to the first part of the race and include only those who were racing at the instant of the first red flag, with half points being awarded

- C) If 65% or more of the original scheduled race distance (in total) is completed:
 - i This shall be declared a full race
 - ii The finishing order shall be at the end of the last full lap completed by Lead rider and include only those who were racing at the instant of the red flag
 - iii Full points will be awarded

Stopping and Re-starting a Race:

Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag and/or Lights will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags, except in the case of events on tracks where flags or lights may be deployed.

Upon sighting the red flag, all riders are to: signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.

The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.

Any red flagged race may only be re-started or continued once.

Points can only be awarded to riders that were racing at the instant of the red flag.

The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:

A) If less than three laps of the stopped race were completed at the time of the red flag:

- i. The stopped race will be declared null and a re-start will take place
- ii. This will not count for laps completed but does count as a start
- iii. The re-started race will be for the full original race distance
- iv. The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped. If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded
- v. The original grid positions will be used
- vi. The place of any machine unable to take part in the re-started race will be left vacant
- vii. Machines can be repaired or replaced provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before the re-start.
- viii. Only those riders that took place in the original start can take place in the re-start
- ix. All riders who took part in the first start are eligible to re-start

B) If three laps (or more) more than two laps, but less than 65% of the original race distance, have been completed, then the race shall be in two parts:

- i. The second part must occur no more than 60 minutes after the race has been stopped. If it cannot be continued within this time frame it shall be null and void. This shall cause all parts to be null and void and no points will be awarded
 - ii. The second part race distance will be the remainder of the original race distance
 - iii. The grid positions for the second part shall be determined by the finishing order of the first part.
 - iv. The place of any machine unable to take part in the second part of the race will be left vacant
 - v. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the second part of the race
 - vi. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining
 - vii. The final race classification will be established according to the finishing order of the second part of the race (providing three laps or more were completed by the lead rider) and include only those who were racing at the instant of the red flag (if any)
- a) If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded
 - b) If less than 65% of the original scheduled race distance (in total), but three laps or more is completed half points will be awarded
 - c) If less than three laps of the second part of the race are completed, the final race classification will be established according to the first part of the race and include only those who were racing at the instant of the first red flag, with half points being awarded

C) If 65% or more of the original scheduled race distance (in total) is completed:

- i. This shall be declared a full race
- ii. The finishing order shall be at the end of the last full lap completed by Lead rider and include only those who were racing at the instant of the red flag
- iii. Full points will be awarded

For assistance a Race Laps Matrix for Stopping and Starting a Race as per rule 6.21 is Appendix O

6.28 Delete Rule

Machine Examination:

Competition Motorcycle Requirements (See further rules in Chapter 10)

1. Motorcycle must be presented in a clean and tidy condition.
2. Clear numbers on motorcycle as per the Manual of Motorcycle Sport.
3. Handle bar levers must have ball ends.
4. Efficient muffler must be fitted.
5. Secure foot rests spring loaded.
6. Check wheel bearings (any sideways movement a replacement is required).
7. Check brake pads for wear (replace if in doubt).
8. Check for broken or loose spokes.
9. Check swinging arm bearings (any movement alters chain line).
10. Check condition of tyres and tyre pressures.
11. Check sprockets and chain adjustments.
12. Check steering head bearings.
13. Check handle bars for security and blocked ends.
14. Check for loose bolts all over motorcycle.
15. Loose handle bar grips (must be glued or wired on).
16. Throttle return (must be snap free return).
17. Check frame stress points for cracks or other damage.
18. Drain plugs/oil filter retaining bolts to be wired.
19. Breather pipes.
20. Secure number plates.
21. Secure fairings.
22. Check steering locks.
23. Check steering dampers.
24. Operational handlebar mounted kill switch.

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 Rule

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) in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycle Sport.

7.4.1 Proposed New Rule V1

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; and/or
- f) in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycling Sport.

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.

7.4.1 Proposed New Wording V2

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) in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycling Sport.
- g) a time penalty.

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 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 followed in this chapter.

Proposed New Wording
Protective Clothing

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 their 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. Chest and back protectors are to be worn under the competitor's leather suit. Helmet details must be shown in the appropriate section in the rider's logbook.

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.

- 8.1b Current Wording
Road Racing, Road Hill Climbs & Record Attempts:
Safety Helmets - as per rule 8.2a
Boots - as per rule 8.3
Clothing - Complete suits of leather or Kevlar
Back Protectors - A certified back protector of composite material must be worn at all times.
The standard for back protectors is EN1621-2, level 2 is recommended.
Shoulder, elbow, knee etc. protection is EN1621-1.
Gloves - Leather only is approved
Eye Protection - as per rule 8.2i
Chest Protectors - A certified chest protector of composite material must be worn at all times.
This is compulsory for all solo competitors and discretionary for sidecar crews. The current standard required for Chest Protectors is prEN1621-3, level 2 (sometimes written as EN1621-3 level 2).
All protective equipment such as Chest Protectors and Back Protectors must be worn inside all approved suits for Road Racing.
- 8.1b Proposed New Wording
Road Racing, Road Hill Climbs & Record Attempts:
Safety Helmets - as per rule 8.2a
Boots - as per rule 8.3
Clothing - Complete suits of leather or Kevlar, **one piece is recommended, however 2 pieces with a zip together system is allowed provided they are zipped together at all times and must have concealed zip around waists, not just a small zip at the back. Suits must be in good condition with no rips, tears or holes that could compromise the safety of the suit. No additional items or accessories unless otherwise mentioned in the chapter, may be worn or carried inside the clothing that could be damaged or cause harm to the wearer i.e cell phones, transponders, tools, camera or data logging items.**
Knee sliders are an optional fitment, but if fitted must be of a material that does not cause sparks or drag when in contact with the track. Titanium knee sliders are banned in all MNZ permitted events.
Cordia or road riding gear is not permitted at Road Race events, but may be worn by training and Have a go riders in the slower entry level class only, at the discretion of the Steward of the event or as detailed in event supplementary regulations.
- Back Protectors - A certified back protector of composite material must be worn at all times.
The standard for back protectors is EN1621-2, **level 1**, level 2 is recommended.
Air bag suits require a certified back protector to be worn/fitted at all times. Shoulder, elbow, knee protection is **required on all approved race suits, the minimum standard is EN1621-1 level 1. This may be fitted into the approved race suit or worn as additional accessories inside the suit.**
- Gloves - **Gloves must be in good condition with no tears or holes that could compromise the safety of the glove. A retaining strap should hold the gloves onto the hand and provide good fitment at all times. The minimum standard for Motorcycle Gloves is CE EN 13594;2015 level 2 with cuff size of minimum 50mm and an adjustable restraint system incorporated into the wrist or cuff. Other standards accepted are ANSI/ISEA 138 2019 level 2**
- Eye Protection - as per rule 8.2i
- Chest Protectors **A certified chest protector must be worn at all times.**
This is compulsory for all solo competitors and discretionary for sidecar crews. The current standard required for Chest Protectors is EN1621-3, level 2.
Airbag suits require a certified chest protector to be worn/fitted at all times.
All protective equipment **not already incorporated into the riding suite**, such as Chest Protectors, Back Protectors **and elbow, shoulder and knee** must be worn inside all approved suits for Road Racing.

- 8.1c Current Wording
Super Motard classes on circuits with Motard dirt inclusions only:
No competitor may practice, start or compete in any Super Motard Competition unless wearing the following:
Helmet - Full Face or Motocross type as per rule 8.2a.
- A one piece leather suit or a two piece must have concealed zip around waist.
A back protector that is commercially manufactured.
Gloves leather only, must have knuckle protection.
Goggles or Visors as per rule 8.2i.
Motocross boots are approved.
- For Super Motard classes being run solely on fully sealed circuits then 8.1b is applicable 8.1c is only applicable for Circuits with purpose built Motard section/(s).
- 8.1c Proposed new wording
Super Motard classes on circuits with Motard dirt inclusions only:
No competitor may practice, start or compete in any Super Motard Competition unless wearing the following:
Helmet - Full Face or Motocross type as per rule 8.2a.
- A one piece leather suit or a two piece must have concealed zip around waist. **A back protector, chest protector and Gloves as per rule 8.1b above.**
Goggles or Visors as per rule **8.1b above**
Motocross boots are approved **as per rule 8.3**
- For Super Motard classes being run solely on fully sealed circuits then 8.1b is applicable 8.1c is only applicable for Circuits with purpose built Motard section/(s).
- 8.1d Current wording
Helmets: At all MNZ sanctioned events approved design Motorcycle helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these are 2, 3 or 4 wheeled vehicles, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Meeting Steward, be banned from competing at that meeting and no entry fee will be refunded.
- 8.1d Proposed New Wording
Helmets: At all MNZ **permitted** events approved design Motorcycle helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these are 2, 3 or 4 wheeled vehicles, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Meeting Steward, be banned from competing at that meeting and no entry fee will be refunded.

- 8.2f Current Wording
Each competitor will be required to prove good fit of his/her helmet.
- 8.2f Proposed New Wording
Each competitor **may** be required to prove good fit of their helmet
- 8.2f Proposed New Wording V2
Each competitor **may** be required to prove good fit of their helmet. **This may be done at sign in or at any time during the event.**
- 8.2i Current Wording
Face shields/visors must be of an approved flexible plastic or moulded material. Perspex face shields/visors are not permitted. Face shields/visors should be in the 'closed' position; they may be opened sufficiently to aid ventilation but must protect eyes from flying objects during racing, qualifying & practice. Face shields/visors may be fully open during the end of session slow down lap, pit lane and off-track areas.
- 8.2i Proposed new wording
Face shields/visors must be of an approved flexible plastic or moulded material. Perspex face shields/visors are not permitted. Face shields/visors should be in the 'closed' position; they may be opened sufficiently to aid ventilation but must protect eyes from flying objects during racing, qualifying & practice. Face shields/visors may be fully open during the end of session slow down lap, **in** pit lane and off-track areas.
- Goggles must be worn on all motorcross style helmets during racing, qualifying & practice. They may be removed during the end of session slow down lap, in pit lane and off-track areas.**
- 8.2j Current Wording
No helmet will be drilled, screwed, or taped other than as per original manufacture, or helmet manufacturer's instructions. The rider is required to provide proof that it is a helmet manufacturer's instruction.
- 8.2j Proposed New Wording
No helmet will be drilled, screwed, signwritten or taped other than as per original manufacture, or helmet manufacturer's instructions. The rider is required to provide proof that it is **a** helmet manufacturer's instruction.
- 8.2k Current Wording
Polycarbonate helmets that have been painted are banned from use in competiton.
- 8.2k Proposed New Wording
Polycarbonate helmets that have been painted are banned from use in **MNZ permitted events.**

8.2l Current Wording

Care of your helmet: Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings. Solvents of any kind must not be used to clean your helmet – use soap and water.

Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.

Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc.

MNZ strongly recommends, on advice from manufacturers, that you do not use a helmet for more than three years. Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.

8.2l Proposed New Wording

Care of your helmet: Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings. Solvents of any kind must not be used to clean your helmet – use soap and water.

Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.

Stickers or wrapping of the helmet must not conceal any damage or hinder the inspection of the helmet. It is recommended that helmets are presented for inspection with all previous inspection stickers removed and the helmet is in a clean and presentable condition.

Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc. MNZ strongly recommends, on advice from manufacturers, that you do not use a helmet for more than three years. Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.

Helmets MUST be re examined by the Steward of the meeting following any crash or event which may cause damage to the helmet, before the helmet can be used again.

8.2m Current Wording

a. No items may be fitted to the helmet that could interfere with the structural integrity of the helmet in the event of an accident. A helmet is made to provide protection. A helmet is not to be used as a platform to attach foreign objects.

b. Tear offs, Roll offs, and similar may be fitted to goggles/visors if approved for the event. All other accessories are strictly forbidden on any part of the riders head protection.

c. The Steward of the event has the right to reject the use of any helmet or any other accessory not covered elsewhere in this rule that they consider a safety concern.

8.2m Proposed New Wording

a. No items may be fitted to the helmet that could interfere with the structural integrity of the helmet in the event of an accident. A helmet is made to provide protection. A helmet is not to be used as a platform to attach foreign objects.

b. Tear offs, Roll offs, **anti fog systems** and similar may be fitted to goggles/visors if approved for the event. All other accessories are strictly forbidden on any part of the riders head protection.

c. Headphones, microphones or any other form of communication equipment must not be fitted to, worn or used inside the helmet

The Steward of the event has the right to reject the use of any helmet or any other accessory not covered elsewhere in this rule that they consider a safety concern.

8.3 Current Wording

Footwear: For speed events, boots must be well constructed, either all leather or leather uppers or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot.

8.3 Proposed New Wording

Footwear: **Motorcycle style or Motorcross boots only are allowed**, boots must be well constructed, not less than 25cm from the inner sole to the top of the boot. The minimum standard for Motorcycle footwear is EN13634; 2017

Lace up boots are not permitted unless all laces are concealed or covered.

Motocross style boots are permitted.

Boots must be in good condition with no tears or holes that could compromise the safety of the boots. Toe or boot protectors are permitted but must not cause any sparks if in contact with the track. Titanium toe or boot protectors are banned in all MNZ permitted events.

10.4a Current Wording

The following may be removed for closed circuit and street circuit racing (production based classes appendices C, E, F H, I, J and K)

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place).
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, indicators and mirrors must be removed.
- f) Horn.
- g) License plate bracket and license plate.
- h) Where the side stand switch is external & exposed to the track surface it **MUST** be removed.

10.4a Proposed New Wording

The following may be removed for closed circuit and street circuit racing (production based classes appendices C, E, F H, I, J and K and **N**)

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place).
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, indicators and mirrors must be removed.
- f) Horn.
- g) License plate bracket and license plate.
- h) Where the side stand switch is external & exposed to the track surface it **MUST** be removed.

10.4b Current Wording

The following may be replaced with items not manufactured by the original maker of the motorcycle. For closed circuit and street circuit racing (production based classes appendices C, E, F H, I, J and K)

- a) Oils and fluids
- b) Oil and fuel filters
- c) Batteries
- d) Oil filter plus, drain plugs and washers
- e) Brake calliper bolts (must be of same or similiar material as OEM)
- f) Fuel filler caps
- g) Wheel bearings and seals (must be the exact same type of bearing and seal (Same bearing numbers and codes and seal dimensions)
- h) General fasteners maybe changed but must be of the same material as originally fitted.

10.4b Proposed New Wording

The following may be replaced with items not manufactured by the original maker of the motorcycle. For closed circuit and street circuit racing (production based classes appendices C, E, F H, I, J, K **and N**)

- a) Oils and fluids
- b) Oil and fuel filters
- c) Batteries
- d) Oil filter plus, drain plugs and washers
- e) Brake calliper bolts (must be of same or similar material as OEM)
- f) Fuel filler caps
- g) Wheel bearings and seals (must be the exact same type of bearing and seal (Same bearing numbers and codes and seal dimensions)
- h) General fasteners maybe changed but must be of the same material as originally fitted.

10.4b Proposed New Wording V 2

The following may be replaced with items not manufactured by the original maker of the motorcycle. For closed circuit and street circuit racing (production based classes appendices C, E, F H, I, J and K)

- a) Oils and fluids
- b) Oil and fuel filters
- c) Batteries
- d) Oil filter plus, drain plugs and washers
- e) Brake calliper bolts (must be of same or similar material as OEM)
- f) Fuel filler caps
- g) Wheel bearings and seals (must be the exact same type of bearing and seal (Same bearing numbers and codes and seal dimensions)
- h) General fasteners maybe changed but must be of the same material as originally fitted.
- i) Rear axle mounted oem chain adjuster blocks or complete chain adjusters**

10.5g Current Wording

All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed but the rear foot brake must also remain operational.

10.5g Proposed New Wording

All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed.

If the rear brake system operated by the foot is retained, the rear master cylinder must be a compatible (Technically to operate effectively) with the Thumb or Hand lever system.

10.5g Proposed New Wording V2

All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed **to be fitted. If the rear brake system operated by the foot is retained with the fitting of a thumb or hand operated rear brake, the rear master cylinder maybe changed to allow the safe and correct fitting of the junction valve.**

10.5m New Rule

Non OEM brake lines must comply as a minimum standard to NZ WOF or better

10.6 Current Wording

For closed circuit/street circuit racing:

Front brake calliper mounting bolts must be wired or pinned in the tightened position. Bolts maybe changed in production-based classes (appendices C, E, F, H, I, J and K) but must be of the same material as originally fitted to the homologated machine

10.6 Proposed New Wording

For closed circuit/street circuit racing:

Front brake calliper mounting bolts must be wired or pinned in the tightened position. Bolts maybe changed in production-based classes (appendices C, E, F, H, I, J and K) but must be **of other material (But no less technically capable) as originally fitted to the homologated machine Eg Titanium**

10.10a Current Wording

The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.

10.10a Proposed New Wording

The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.

Examination may include Dynamometer Testing

10.13 Current Wording

Fuel:

The following classes listed below shall be restricted to petrol having maximum characteristics not exceeding “unleaded super” as defined in Appendix D. No additives may be added to the fuel.

1. Supersport Appendix F
2. Superbike Appendix C
3. Pro Twin Appendix E
4. 250 Production Appendix H
5. Mini Supersport & Road Race Training Class Chapter 14.13
6. Supersport 300 Appendix I
7. GIXXER 150 Appendix K
8. Superlite Appendix B
9. Supersport 150 Appendix J
10. Super Motard Chapter 20
11. Super Twin Appendix N

Methanol as defined in Appendix D may only be used in the following classes:

1. BEARS
2. Road Racing Classic as defined in Chapter 15.1
3. Classic Sidecars

For any other machine, those wishing to use methanol, an application is required to be made to the Road Race Commissioner or Technical Steward for written approval.

10.13 Proposed New Wording

Fuel:

The following classes listed below shall be restricted to petrol having maximum characteristics not exceeding “**unleaded pump gas**” as defined in Appendix D. No additives may be added to the fuel.

1. Supersport Appendix F
2. Superbike Appendix C
3. Pro Twin Appendix E
4. 250 Production Appendix H
5. Mini Supersport & Road Race Training Class Chapter 14.13
6. Supersport 300 Appendix I
7. GIXXER 150 Appendix K
8. Superlite Appendix B
9. Supersport 150 Appendix J
10. Super Motard Chapter 20
11. Super Twin Appendix N

Methanol as defined in Appendix D may only be used in the following classes:

1. Road Racing Classic as defined in Chapter 15.1
2. Classic Sidecars

For any other machine, those wishing to use methanol, an application is required to be made to the Road Race Commissioner or Technical Steward for written approval.

10.13a

Current Wording

The following classes shall have the choice of either petrol having maximum characteristics not exceeding "Avgas, Unleaded FIM" or methanol, both as defined in Appendix D. Sidecars as defined in chapter 18. National Speed Records, Hill Climb – Road-- Classic Road Racing as defined in chapter 15. Post Classic (Period 72) Road Racing as defined in Rule 17.3. Post Classic (Period 82) Road Racing as defined in Rule 17.4. Post Classic (Period 89) Road Racing as defined in Rule 17.5 (4 stroke engines only), 125 GP/250 Mono as defined in Appendix G, BEARS. Any machines using methanol must display "Dangerous Goods" or other appropriate stickers that clearly indicate its use, on the machine in a prominent place e.g. number boards, side and or top of fuel tank.

10.13a

Proposed New Wording

The following classes shall have the choice of using " Unleaded Pump Gas, Avgas or Unleaded FIM Petrol" as defined in Appendix D

- Sidecars as defined in chapter 18.
- National Speed Records, Hill Climb – Road.
- Classic Road Racing as defined in chapter 15.
- Post Classic (Period 72) Road Racing as defined in Rule 17.3.
- Post Classic (Period 82) Road Racing as defined in Rule 17.4.
- Post Classic (Period 89) Road Racing as defined in Rule 17.5
- Post Classic (Period 95) Road Racing as defined in Rule 17.6
- 125 GP/250 Mono as defined in Appendix G,

Methanol as defined in Appendix D maybe used in the following classes

- Classic Road Racing as defined in chapter 15.
- Classic sidecars

Any machines using methanol must display "Dangerous Goods" or other appropriate stickers that clearly indicate its use, on the machine in a prominent place e.g. number boards, side and or top of fuel tank.

14.1c Current Wording

At all times the onus is on all competitors to ensure their machinery has enough fuel on board to complete any practice, qualifying or race they start in, including allowance for any aborted starts, false starts or restarts that may occur, penalty for running out of fuel during any race, first offence will be an instant fine of not less than \$400.

14.1c Proposed New Wording

At all times the onus is on all competitors to ensure their machinery has enough fuel on board to complete any practice, qualifying or race they start in, including allowance for any aborted starts, false starts or restarts that may occur, penalty for **failure to have enough fuel**, will be an instant fine of not less than \$400.

14.9g Current Wording

Entry forms are to be sent to all official road race number holders no later than a month prior to the closing date of entries.

14.9g Proposed New Wording

Notification that entry forms are available on-line, to be sent to all official road race number holders no later than one month prior to the closing date of entries.

14.9l Current Wording

Grid Positions will be determined by one of the following two methods

- a. Where a reliable lap scoring/timing system is available, lap times recorded in practice will determine grid positions for Championship races.
- b. Where a lap scoring/timing system is not available, grid positions for Championship races will be determined, for the first race of every year, on the official results of the previous year's Championship finishing top ten place getters, or at the discretion of the Road Race Commission Representative. The grids for the following Championship races will be allocated on the accumulated points as at the start of that race, or at the discretion of the Road Race Commission Representative.

14.9l Proposed New Wording

Grid Positions **for all events, including championships, to be decided as follows**

NB. In all instances, safety is to be a prime priority by ensuring the fastest riders are at or near the front of the grid. Riders must be notified of their grid positions prior to commencing warm up lap(s).

- a. **First Preference** - Where a reliable lap scoring/timing system is available, lap times recorded in practice **and/or qualifying** will determine grid positions for **all races**.
- b. **Second Preference** – **Grid positions to be determined using known ability based on recent history (previous 12 months) in similar events.**
- c. **The use of Rolling or Rotating grids is prohibited.**
- d. **In extenuating circumstances the event Steward may instruct the organisers to seed faster riders to nearer the front, if an unexpected qualifying situation arises, such as machine or equipment failure, accident etc.**

14.9n Current Wording

Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least 3 lower level Road Race circuits events within the 12 months immediately prior, or be observed by a recognised senior competitor or suitably trained MNZ Official, clearance for which must be obtained from the Road Race Commissioner, proof of this will be from entries in the logbook, or observed, written clearance from the Road Race Commissioner, only senior Championship licence holders may compete on the Streets.

14.9n Proposed New Wording

Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least 3 Road Race events **(in any country)** within the 12 months immediately prior, or be observed by a recognised senior competitor or suitably trained MNZ Official, clearance for which must be obtained from the Road Race Commissioner, proof of this **may** be from entries in the logbook, **overseas results** or **if** observed, written clearance from the Road Race Commissioner, only senior Championship licence holders may compete on the Streets.

14.13a Current Wording

A red flag will be displayed to riders as they form upon the starting grid. When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track.

All riders must be stationary at the time the red lights are turned off or prior to the dropping of the green flag. In the case of minor movement and subsequent stop whilst under starter's control, the designated officials will be the sole judge of whether an advantage has been gained. Any motorcycle that is judged to have gained an advantage, whilst under starters control shall be deemed a JUMP START. Starter's control ends once the event commences as per rules 6.6a and 6.6b

14.13a Proposed New Wording

A red flag will be displayed to riders as they form upon the starting grid. When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track.

All riders must be stationary at the time the red lights are turned off or prior to the dropping of the green flag. In the case of minor movement **(up to half a wheel)** and subsequent stop whilst under starter's control, the designated officials will be the sole judge of whether an advantage has been gained. Any motorcycle that is judged to have gained an advantage, whilst under starters control shall be deemed a JUMP START. Starter's control ends once the event commences as per rules 6.6a and 6.6b.

CHAPTER 16 MINIATURE ROAD RACING

16.2d Current Wording

Construction of Sidecars:

Miniature Road Race sidecars are to be constructed in accordance with the following:

16.2d Proposed New Wording

Construction of Sidecars: Miniature Road Race sidecars are to be constructed in accordance with the following rules 16.2e to 16.2i:

16.2h Current Wording

Streamlining:

No part of the streamlining shall protrude more than 550mm forward from the front of the front tyre. Care must be taken that the steering is not affected by the fairings. The sidecar wheel, except for the outside face, shall be adequately covered above deck level.

16.2h Proposed New Wording

Streamlining:

No part of the streamlining shall protrude more than **650mm** forward from the front of the front tyre. Care must be taken that the steering is not affected by the fairings. The sidecar wheel, except for the outside face, shall be adequately covered above deck level.

16.7 Current Wording

When racing or practicing at Kart Circuits, motorcycles and sidecars of all classes must be fitted with nylon or similar non-metallic track protection armour sufficient to protect the track from any metallic part that could touch the ground in the event of a crash.

The following items must be adequately protected:

- Wheel axle ends, both front and rear;
- Handlebar ends;
- Footpegs and footpeg brackets that become exposed when the footpeg folds up;
- Gearchange and footbrake levers;
- Any protruding part that is likely to touch the ground in a crash;
- The top of front fork stanchions if these protrude above the top triple clamp.
- Nylon or similar protection must not be retained by cable ties. Mounting must be rigid.
- If the protection of a motorcycle or sidecar is deemed inadequate at any time, or if any of the parts listed above are not covered, the offending vehicle may not enter the track, or must be removed from the track as soon as possible until the lack of protection is remedied.
- Kick-start levers, if fitted, must be retained in the folded position by a loop, which may be a cable tie.
- The final judge on adequacy of protection is the Steward of the event and their decision will be final.

16.7 Proposed Change

Move this rule from 16.7 to Chapter 10

When racing or practicing at Kart Circuits, motorcycles and sidecars of all classes must be fitted with nylon or similar non-metallic track protection armour sufficient to protect the track from any metallic part that could touch the ground in the event of a crash.

The following items must be adequately protected:

=Wheel axle ends, both front and rear;

=Handlebar ends;

=Footpegs and footpeg brackets that become exposed when the footpeg folds up;

=Gearchange and footbrake levers;

=Any protruding part that is likely to touch the ground in a crash;

=The top of front fork stanchions if these protrude above the top triple clamp.

=Nylon or similar protection must not be retained by cable ties. Mounting must be rigid.

=If the protection of a Motorcycle or Sidecar is deemed inadequate at any time, or if any of the parts listed above are not covered, the offending vehicle may not enter the track, or must be removed from the track as soon as possible, and must not be returned to the track until the lack of protection is remedied.

=Kick-start levers, if fitted, must be retained in the folded position by a loop, which may be a cable tie.

=The final judge on adequacy of protection is the Steward of the event and their decision will be final.

CHAPTER 17 Road Racing Post Classic (Road)

17.3e Current Wording

Fuel
Fuel open refer to Rule 10.13

Proposed New Wording
Fuel
Fuel: Refer to Rule 10.13a

17.4e Current Wording
Fuel
4 – Strokes – open refer to rule 10.13a
2 – Strokes – petrol only refer to rule 10.13

Proposed New Wording
Fuel
Fuel: Refer to Rule 10.13a

17.5e Fuel
4 – Strokes – open refer to rule 10.13a
2 – Strokes – petrol only refer to rule 10.13

Proposed New Wording
Fuel
Fuel: Refer to Rule 10.13a

17.6e Current Wording
Fuel
4 – Strokes – open refer to rule 10.13a
2 – Strokes – petrol only refer to rule 10.13

Proposed New Wording
Fuel
Fuel: Refer to Rule 10.13a

17.6f Current Wording
Brakes
Front and rear brakes must be manufactured in the period, or faithful replicas.

Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter.

Wave & Carbon discs are banned. Braided Brake lines are permitted. Radial brake calipers are prohibited.

Front and rear master cylinders are open. Radial master cylinders are permitted.

17.6f Proposed Wording

Brakes

Front and rear brakes must be manufactured in the period, or faithful replicas.

Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter.

Wave & Carbon discs are banned. Braided Brake lines are permitted. **Radial brake calipers are prohibited.**

Front and rear master cylinders are open. Radial master cylinders are permitted.

Current Wording
APPENDIX A – POST CLASSIC
Tourist Trophy and Grand Prix Titles
Championship Classes:
Post classic
Pre 72 Ultra Lightweight
Pre 72 Lightweight
Pre 72 Junior
Pre 72 Senior
Pre 82 Ultra Lightweight
Pre 82 Lightweight
Pre 82 Senior
Pre 89 Formula 3
Pre 89 Formula 2
Pre 89 Formula 1

Proposed New Wording
APPENDIX A – POST CLASSIC
Tourist Trophy and Grand Prix Titles
Championship Classes:
Post classic
Pre 72 Ultra Lightweight
Pre 72 Lightweight
Pre 72 Junior
Pre 72 Senior
Pre 82 Ultra Lightweight
Pre 82 Lightweight
Pre 82 Senior
Pre 89 Formula 3
Pre 89 Formula 2
Pre 89 Formula 1
Pre 95 Formula 1
Pre 95 Superbike
Pre 95 Formula 2
Pre 95 Formula 3

1.0 Current Wording
Superbike Classes:
800 – 1300cc 4 Stroke, 2 – 3 cylinders maximum
750 – 1000cc 4 Stroke, 4 cylinders maximum

1.0 Proposed New Wording
Superbike Classes:
800 – 1300cc 4 Stroke, 2 – 3 cylinders maximum
750 – **1105cc** 4 Stroke, 4 cylinders maximum

2.2 Delete Rule
Machine weight without rider, empty of fuel but with all other fluids at optimum levels, must weigh no less than: a) 168kg for all four cylinder machines. b) 172kg for all two and three cylinder machines.
A 1% tolerance at post race control will be allowed

APPENDIX E PRO TWIN REGULATIONS

9. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:
- a) Brake pads, linings and brake hoses.
 - b) Fairing, screen, rear seat unit/bodywork (to provide for the mounting of a rear number board), rider's seat, mudguards and tank covers.
 - c) Handlebars, handlebar mounted levers, and controls. (The only exception to this is in the instance of rule 10e being utilised).
 - d) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.
 - e) External gearing and chain but not chain pitch.
 - f) Exhaust system.
 - g) A fuel tuning device (i.e. Power Commander) or ECU flashing device is permitted. Except for the fitting of the associated wires for such a device, the wiring loom must remain standard and intact.
 - h) Spark plugs and high-tension leads.
 - i) Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used.
 - j) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Cartridge replacement must be only with an open type cartridge, no pressurised type cartridges allowed.
 - k) Radiator expansion tank.
 - l) Battery, but the replacement must be capable of starting the machine prior to, and post-race.
 - m) The fitting of crash sliders and external components that utilise aftermarket fasteners. All fasteners must be capable of meeting with manufactures torque settings and tensile strength
No Titanium allowed.
 - n) The base and head gaskets may be replaced with aftermarket equivalents; however, OEM thickness MUST be retained.
 - o) The fitment of an aftermarket sub-frame or modification to the existing OEM sub-frame is allowed providing that the construction is comparable to the original OEM parts (i.e. strength and design). Items such as the battery, wiring, ecu, etc, must be fitted to the aftermarket sub-frame in the same position as the original OEL fitment. The aforementioned items must be secure and not able to be dislodged from the sub-frame in the event of a crash. Where a make of machine has no sub-frame or the sub-frame is permanent (can't be removed), then other than alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, no alterations allowed.
 - p) Wheel spacers

Proposed New Wording

9. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:
- a) Brake pads, linings and brake hoses.
 - b) Fairing, screen, rear seat unit/bodywork (to provide for the mounting of a rear number board), rider's seat, mudguards and tank covers.
 - c) Handlebars, handlebar mounted levers, and controls. (The only exception to this is in the instance of rule 10e being utilised).
 - d) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.
 - e) External gearing and chain but not chain pitch.
 - f) Exhaust system.
 - g) A fuel tuning device (i.e. Power Commander) or ECU flashing device is permitted. Except for the fitting of the associated wires for such a device, the wiring loom must remain standard and intact.
 - h) Spark plugs and high-tension leads.
 - i) Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used. **For front suspension details see the "Pro Twin eligible machines, componentry and balancing rules" document which is available on the MNZ website**
 - j) Radiator expansion tank.
 - k) Battery, but the replacement must be capable of starting the machine prior to, and post-race.
 - l) The fitting of crash sliders and external components that utilise aftermarket fasteners. All fasteners must be capable of meeting with manufactures torque settings and tensile strength No Titanium allowed.
 - m) The base and head gaskets may be replaced with aftermarket equivalents; however, OEM thickness MUST be retained.
 - n) The fitment of an aftermarket sub-frame or modification to the existing OEM sub-frame is allowed providing that the construction is comparable to the original OEM parts (i.e. strength and design). Items such as the battery, wiring, ecu, etc, must be fitted to the aftermarket sub-frame in the same position as the original OEL fitment. The aforementioned items must be secure and not able to be dislodged from the sub-frame in the event of a crash. Where a make of machine has no sub-frame or the sub-frame is permanent (can't be removed), then other than alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, no alterations allowed.
 - o) Wheel spacers

- 10 Current Wording
THE FOLLOWING OEM PARTS MAY BE MODIFIED:
- a. Gearbox drive dogs may be undercut.
 - b. Cylinder head valve seats may be recut.
 - c. Carburettor slide modifications are permitted.
 - d. Engine throttle stop may be modified.

- 10 Proposed New Wording
THE FOLLOWING OEM PARTS MAY BE MODIFIED:
- a. Gearbox drive dogs may be undercut.
 - b. Cylinder head valve seats may be recut.
 - c. Carburettor slide modifications are permitted.
 - d. Engine throttle stop may be modified.
 - e. Yamaha MT07 655cc machines can remove (modify) the air restrictor (moulded rubber diaphragm) between the airbox and injectors from 31mm to a maximum of 41mm. No machining or alteration to the airbox or throttle bodies other than this modification is allowed.**

Proposed Change

Remove the entire Appendix and any reference

APPENDIX I SUPERSPORT 300 REGULATIONS

5 Under Modifications Allowed

Addition of:

- 5 v) Quick shifter may be fitted, retained and replaced
- 5 w) The fitment of OEM or aftermarket quick shifters

7 Current Wording

The following items must be removed:

- a) Passenger footrests/grab rails.
- b) Side stand.
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light, indicators and mirrors.
- f) Horn.
- g) License plate bracket and license plate.
- h) Where the sidestand switch is external & exposed to the track surface it MUST be removed.
- i) Quick shifter if fitted.

7 Proposed New Wording

The following items must be removed:

- a) Passenger footrests/grab rails.
- b) Side stand.
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light, indicators and mirrors.
- f) Horn.
- g) License plate bracket and license plate.
- h) Where the sidestand switch is external & exposed to the track surface it MUST be removed.
- ~~i) Quick shifter if fitted.~~
- i) Quick shifter may be fitted, retained and replaced.**

9 Delete 9b

Items not allowed:

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

APPENDIX J SUPERSPORT 150 REGULATIONS

5. Current Rule

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).
- b) Be manufactured for road use in all weather conditions, must be E or DOT marked supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz.
- c) Be not less than the machine manufacturers recommended speed and load rating. Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).
- d) Be worn no more than to the minimum tread depth indicators.
- e) Not be manufactured for only competition use.
- f) Not have an augmented or modified tread pattern.
- g) The use of tyre warmers is NOT permitted.

Proposed New Wording

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).
- b) **Can** be manufactured for road use ~~in all weather conditions, must be (IE be DOT approved) for competition use. DOT marked supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz~~
- c) Be not less than the machine manufacturers recommended speed and load rating. ~~Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).~~
- d) Be worn no more than to the minimum tread depth indicators.
- e) **Not have an augmented or modified treat pattern.**
- f) **The use of tyre warmers is permitted**
- g) **Racing 'rain' wet weather tyres are permitted**

1. Current Rule

Tyres

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).
- b) Be manufactured for road use in all weather conditions, must be E or DOT marked supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz.
- c) Be not less than the machine manufacturers recommended speed and load rating. Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).
- d) Be worn no more than to the minimum tread depth indicators.
- e) Not be manufactured for only competition use.
- f) Not have an augmented or modified tread pattern.
- g) The use of tyre warmers is NOT permitted.

Proposed New Wording

Tyres

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired from overseas or from special sources).
- b) **Can** be manufactured for road use ~~in all weather conditions, must be (IE be DOT approved) for competition use. DOT marked supersport type tyres and listed on the Supersport 150 Homologated Tyres list available on www.mnz.co.nz.~~
- c) Be not less than the machine manufacturers recommended speed and load rating. ~~Must be of a suitable size for the standard rim (as per tyre manufacturer's recommendations).~~
- d) Be worn no more than to the minimum tread depth indicators.
- e) **Not have an augmented or modified tread pattern**
- f) **The use of tyre warmers is permitted**
- g) **Racing 'rain' wet weather tyres are permitted**

1.1 Delete Rule

When a race or practice has been declared "Wet", the use of a wet tyre is allowed.

APPENDIX L MINI SUPERSPORT TRAINING REGULATIONS

TITLE Current Title

Mini Supersport Training Regulations

TITLE Proposed New Title
Mini Supersport Regulations

APPENDIX N

SUPER TWIN REGULATIONS

1 a) Current Wording

Machine Specifications

a) Two cylinder four strokes up to 690cc standard engines

1 a) Proposed New Wording

Machine Specifications

a) Two cylinder four strokes up to 690cc ~~standard~~ engines

9 p) Addition of 9 p)

THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:

p) Drive sprocket cover/guard

10 e) Addition of 10 e)

THE FOLLOWING OEM PARTS MAY BE MODIFIED

d) Front sprocket maybe modified

9 Add the following:

p) Drive sprocket cover maybe modified

10 Add the following:

e) Front sprocket cover maybe modified

Race Laps Matrix for Stopping and Starting a Race 6.21				
Total Race Laps	Full Restart Laps 6.21 a - Up To		Two Part Race Laps 6.21 b - Up To	Race Declared Laps 6.21 c - More Than
5	3	3.25E+02	4	4
6	3	3.90E+02	4	4
7	3	4.55E+02	5	5
8	3	5.20E+02	6	6
9	3	5.85E+02	6	6
10	3	6.50E+02	7	7
11	3	7.15E+02	8	8
12	3	7.80E+02	8	8
13	3	8.45E+02	9	9
14	3	9.10E+02	10	10
15	3	9.75E+02	10	10
16	3	1.04E+03	11	11
17	3	1.11E+03	12	12
18	3	1.17E+03	12	12
19	3	1.24E+03	13	13
20	3	1.30E+03	13	13
21	3	1.37E+03	14	14
22	3	1.43E+03	15	15
23	3	1.50E+03	15	15
24	3	1.56E+03	16	16
25	3	1.63E+03	17	17
Two Part Race Laps 6.21 b - more than 3 but less than 65%				
Rounded up to the next full lap completed as cannot do on partial lap				
Race Declared Laps 6.21 c - 65% or more of total laps				