

# 2024 RULE CHANGE - ROAD

**RULE: 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.

**NEW RULE**

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 **engine failure, due to fuel starvation**, will be an instant fine of not less than \$400

**REASON FOR CHANGE**

The "Running out of fuel" can be taken in many ways and causes confusion, they may not have Run out of fuel, just not enough fuel for the fuel pick up to be fed and complete the event as above.

# 2024 RULE CHANGE - ROAD

## RULE: 14.3 a

### 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

### NEW RULE

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

### REASON FOR CHANGE

Defining minor movement.

# 2024 RULE CHANGE - ROAD

<b>RULE: 14.9 g</b>	
<b>CURRENT WORDING</b>	As per Andys spreadsheet with this addition 10-06-24
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.	
<b>NEW RULE</b>	<b>REASON FOR CHANGE</b>
<b>Notification that entry forms are available on-line</b> , to be sent to all official road race number holders no later than one month prior to the closing date of entries.	Needs updating now on-line entries are used.

# 2024 RULE CHANGE - ROAD

## RULE: 14.9I

### 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.

### NEW RULE

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 subject to a sign off process.**
- 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.**

### REASON FOR CHANGE

Delete existing rule from Road Race Championship section (to be replaced in General Road Race Section, Numbering to be decided either before 14.9 or after 14.13h) This new rule enables the Steward to take action if he/she deems it necessary for the safe running of an event.

# 2024 RULE CHANGE - ROAD

## RULE: 14.9 n

### 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.

### NEW RULE

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.

### REASON FOR CHANGE

To cater for overseas based riders either visiting or returning to NZ.

# 2024 RULE CHANGE - ROAD

**RULE: 16.2d****CURRENT WORDING**

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

**NEW RULE**

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

**REASON FOR CHANGE**

Rules 16.2d to 16.2i apply only to Miniature Road Race sidecar outfits, not to solos, but the numbering of the rules makes them appear to apply to solos as well, as evidenced by the number of new entrants to the MRR class asking why there are restrictions to the construction of solo motorcycles, such as wheel track, wheelbase, streamlining etc. This rule change attempts to clarify the rules without requiring renumbering

We note that this is a resubmission of a rule change submitted by our club last year. The change was accepted and changed in the subsequently updated MoMS. However, some additional sidecar rules were illegally added and resulted in much protest. When these illegally-inserted rules were subsequently removed, our perfectly legal and accepted change was also removed.

# 2024 RULE CHANGE - ROAD

**RULE: 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.

**NEW RULE**

## 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.

**REASON FOR CHANGE**

Miniature Road Racing (Bucket) sidecars mostly use Kart wheels, which are so small that the specified distance of 550mm from the front of the front tyre to the front of the nose cone is exceeded by up to 90mm when using a standard sidecar fairing molding. This proposed rule change would increase that measurement to 650mm, but is not intended to allow longer fairings.

We envisage no negative effect of this change, and a possible positive effect is the increased "crumple zone" in the event of a crash.

# 2024 RULE CHANGE - ROAD

**RULE: 16.7 Move Track protection rule 16.7 to Chapter 10 [10.7]  
to apply to all Motorcycles on any Kart Track**

**CURRENT WORDING**

Please read this large rule from the MoMS

**NEW RULE**

**To be inserted in an appropriate point in Chapter 10:**  
 10.X 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.

Further:  
 =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.

**REASON FOR CHANGE**

It is becoming common for motorcycles other than Miniature Road Racing machines to be using Kart Tracks for practice or racing. Without this rule change, the risk of track damage by inadequately armoured machines is great, and is likely to result in loss of Kart Track access, threatening the whole MRR branch of our sport.



# 2024 RULE CHANGE - ROAD

**RULE: 17.3e**

**CURRENT WORDING**

Fuel:

Fuel: Open, refer to Rule 10.13.

**NEW RULE**

**REASON FOR CHANGE**

Fuel:

Fuel: Refer to Rule 10.13a

Correction re incorrect rule reference

# 2024 RULE CHANGE - ROAD

**RULE: 17.4e**

**CURRENT WORDING**

Fuel:

4- Strokes ~ open refer to rule 10.13a.

2-Strokes ~ petrol only refer to rule 10.13.

**NEW RULE**

Fuel:

Fuel: Refer to Rule 10.13a

**REASON FOR CHANGE**

Correction re incorrect rule reference

**RAC ACCEPTS OR DECLINES**

**RAC NOTES**

# 2024 RULE CHANGE - ROAD

**RULE: 17.5e**

**CURRENT WORDING**

Fuel:

4 Strokes ~ Open refer to rule 10.13a.

2 Strokes ~ Open refer to rule 10.13.

**NEW RULE**

Fuel:

Fuel: Refer to Rule 10.13a

**REASON FOR CHANGE**

Correction re incorrect rule reference

# 2024 RULE CHANGE - ROAD

**RULE: 17.6e**

**CURRENT WORDING**

Fuel:

☒ Strokes ~ Open refer to rule 10.13a.

☒ Strokes ~ Open refer to rule 10.13.

**NEW RULE**

**REASON FOR CHANGE**

Fuel:

Fuel: Refer to Rule 10.13a

Correction re incorrect rule reference

# 2024 RULE CHANGE - ROAD

## RULE: 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.

### NEW RULE

#### 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.

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

### REASON FOR CHANGE

# 2024 RULE CHANGE - ROAD

**RULE: Appendix C 1.0**

**CURRENT WORDING**

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

**NEW RULE**

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

**REASON FOR CHANGE**

Allows an extension of the range of allowable motorcycles currently available in NZ to be included.

# 2024 RULE CHANGE - ROAD

**RULE: Appendix C 2.2****CURRENT WORDING**

2.2 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

**NEW RULE**

Delete rule 2.2

**REASON FOR CHANGE**

We do not police weight due to scale constraints of calibration and availability

# 2024 RULE CHANGE - ROAD

**RULE: Appendix E (Title Heading)**

**CURRENT WORDING**

650cc Pro Twin Regulations (Road)

**NEW RULE**

Pro Twin Regulations (Road)

**REASON FOR CHANGE**

Remove all references to 650cc as the class now has a capacity limit of 690cc



# 2024 RULE CHANGE - ROAD

## RULE: Appendix E Rule 9

### CURRENT WORDING

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.
- Radiator expansion tank.
- Battery, but the replacement must be capable of starting the machine prior to,  and post-race.
- The fitting of crash sliders and external components that utilise aftermarket  fasteners. All fasteners must be capable of meeting with manufactures torque

- n) The base and head gaskets may be replaced with aftermarket equivalents;
  - ☒ however, OEM thickness MUST be retained.
- ☒ 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.



NEW RULE	REASON FOR CHANGE
<p>THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:</p> <ul style="list-style-type: none"> <li>a) Brake pads, linings and brake hoses.</li> <li>b) Fairing, screen, rear seat unit/bodywork (to provide for the mounting of a rear number board), rider's seat, mudguards and tank covers.</li> <li>c) Handlebars, handlebar mounted levers, and controls.</li> <li>d) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.</li> <li>e) External gearing and chain but not chain pitch.</li> <li>f) Exhaust system.</li> <li>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.</li> <li>h) Spark plugs and high-tension leads.</li> <li>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. <b>For front suspension details see the "Pro Twin eligible machines, componentry and balancing rules" document which is available on the MNZ website.</b></li> <li>☒ Radiator expansion tank.</li> <li>☒ Battery, but the replacement must be capable of starting the machine prior to, and post-race.</li> <li>☒ 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.</li> </ul>	

<p>(m) The base and head gaskets may be replaced with aftermarket equivalents; ☒ however, OEM thickness MUST be retained.</p> <p>(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.</p> <p>(o) Wheel spacers</p>	
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# 2024 RULE CHANGE - ROAD

**SAFETY RULE: Appendix H 5g**

**CURRENT WORDING**

The use of tyre warmers is not permitted

**NEW RULE**

The use of tyre warmers is permitted

**REASON FOR CHANGE**

In the South Island, cooler temperatures are experienced. Many of the riders on 250 machines are relatively new to the sport. In the interests of safety, it is considered 250 machines should be able to use tyre warmers - this is allowed for all other classes

# 2024 RULE CHANGE - ROAD

**RULE: App I 7 i)**

**CURRENT WORDING**

7. 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.

Remove from 7i  
Add to 5v [new]

**NEW RULE**

5v) Quick Shifter may be fitted or replaced

**REASON FOR CHANGE**

Keeping up with the times. Quick shifters are becoming an integral part of motorcycle design and new models are coming with these as standard fitment.

# 2024 RULE CHANGE - ROAD

**RULE: App I rule 9b**

**CURRENT WORDING**

9. Items not allowed:  
b) Quick shifters either OEM or aftermarket or manual operation.

Take out 9b  
Move to 5w

**NEW RULE**

**REASON FOR CHANGE**

5. Modifications Allowed: (All approved models.)  
w) The fitment of OEM or aftermarket quick shifters

Fairness across the field and racing progression for riders. A number of standard motorcycles in the class have quick shifters fitted as standard

# 2024 RULE CHANGE - ROAD

## RULE: Appendix J. 5

### CURRENT 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) 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](http://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 permitted.

### NEW 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 **over the internet** from overseas or from special sources).
- b) **Can** be manufactured for road use (IE be DOT **approved**) **or for competition use**.
- c) Be not less than the machine manufacturer's recommended speed and load rating.
- 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**

### REASON FOR CHANGE

- Provide standard and a safer manageable process

# 2024 RULE CHANGE - ROAD

## RULE: App K 1.0

### CURRENT WORDING

#### 1.0 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](http://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 permitted.

### NEW 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 **over the internet** from overseas or from special sources).
- b) **Can** be manufactured for road use (IE be DOT **approved**) **or for competition use.**
- c) Be not less than the machine manufacturer's recommended speed and load rating.
- 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**

### REASON FOR CHANGE

- Provide standard and a safer manageable process



# 2024 RULE CHANGE - ROAD

**RULE: Appendix L**

**CURRENT WORDING**

Mini Supersport Training Regulations (Road)

**NEW RULE**

Mini Supersport Regulations (Road)

**REASON FOR CHANGE**

Remove the reference to Training in the Title, as the class is a racing class with training controls.

# 2024 RULE CHANGE - ROAD

**RULE: Appendix N 1a**

**CURRENT WORDING**

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

**NEW RULE**

1. MACHINE SPECIFICATIONS a) Two cylinder four strokes up to 690cc engines

**REASON FOR CHANGE**

Remove the reference to standard engines

# 2024 RULE CHANGE - ROAD

<b>RULE: Appndix N addition of 9p and 10e</b>	
<b>CURRENT WORDING</b>	
THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:	
<b>NEW RULE</b>	<b>REASON FOR CHANGE</b>
9. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE: <b>9 p) – Drive sprocket cover/guard</b> 10. THE FOLLOWING OEM PARTS MAY BE MODIFIED <b>10 e) – Front Sprocket maybe modified</b>	Allowance to accommodate other allowable modifications; e.g. Rearset and race gear changes