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DRAFT TRACK STANDARDS

Standards for the Inspection and
Licensing of MX & Temporary Tracks

Version 1.1, 06.09.2024



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1. SCOPE AND PURPOSE

These Standards:

- describe aspirational qualities for Tracks seeking a Track Licence and thereby to access permits to host motorcycle activity.
- have been developed to assist Track Inspectors conduct an assessment of Tracks which the controlling body will take into account in deciding whether to grant a Track Licence;
- should be applied in their entirety for a newly constructed Track;
- provide a clear process for managing identified non-compliance with these Standards through TRAs and the development of a Works Program;
- may be used as a reference in determining an application for a Track Licence.

Track Inspection Reports must be submitted to MNZ for certification of a track as being compliant with these Standards before a Track Licence is granted. Only submissions that are in the current format, complete (see 3.3.2 below), include all TRAs, and a Works Program will be accepted for certification.

Nothing in these Standards, nor the obtaining of a Track Licence alter the Track Operator's responsibility to comply with all Local, Regional or New Zealand laws, regulations and codes regarding the design, construction, management and operation of the Track and all support facilities, or the Club's responsibility for the proper conduct of events.

1.1. Disclaimer

These Standards are intended only for internal MNZ purposes associated with conducting Track Inspections. None of the material in these Standards is, nor should be, regarded as advice. MNZ accepts no liability or responsibility to any person as a consequence of any reliance upon the information contained in these Standards. Under no circumstances, including negligence, shall anyone involved in creating or maintaining these Standards be liable for any direct, indirect, incidental, special, or consequential damages, or loss of profits that result from the use or inability to use these Standards. To the maximum extent permitted by law, MNZ will not be liable for any loss, damage, liability or claim whatsoever suffered or incurred by any person arising directly or indirectly out of the use or reliance on the information contained within these Standards.

Things said or comments made by a Track Inspector in the course of or arising out of a Track Inspection are said or made for the sole purpose of conducting an assessment of the Track and may not be construed as advice or recommendations.



2. DEFINITIONS AND INTERPRETATION

2.1. Definitions

2.1.1.	Audit	A check of the works undertaken at a Track under a Works Program.				
2.1.2.	Arena Cross	A competition held on a temporary or permanent indoor or outdoor Track predominantly consisting of man-made obstacles within an arena or stadium.				
2.1.3.	ARI	Average Recurrence Interval.				
2.1.4.	Closed Track	The whole or part of a track only accessible to competition machines.				
2.1.5.	Competition Area	The area at a Track or venue to which spectators or the general public are not admitted, where vehicles can move at unrestricted speed and including track entry and exit roads.				
2.1.6.	Conveyor Belt Facing	A strip of conveyor belt attached to the front of a tyre bundle or other appropriate backing.				
2.1.7.	Course	Generally understood to be a Track that need not start and end at the same point.				
2.1.8.	Curve	A change in direction through an angle greater than 15 degrees with a radius of less than three hundred (300) metres.				
2.1.9.	Enduro Cross	See "Temporary Courses".				
2.1.10.	FIM	Fédération Internationale de Motocyclisme, the global sanctioning body for motorcycle sport.				
2.1.11.	Fire Precaution	Precautions adequate to address the risk of fire in the pits, closed parks, Paddock, refuelling area and all other risk areas.				
2.1.12.	Flag Points	Flag marshal signalling posts				
2.1.13.	GCRs	General Competition Rules published by MNZ. in the Manual of Motorcycle Sport (MoMs)				
2.1.14.	GPS	Global Positioning System				
2.1.15.	GPS Coordinates	Describe Track or venue location (both latitude and longitude)				
2.1.16.	Hazard	Any physical thing adjacent to the Track (e.g. tree, culvert, post etc.) that may be a danger to a competitor.				
2.1.17.	International Event	An event conducted under rules and track standards determined by the FIM and involving competitors from overseas.				
2.1.18.	Jump	An Obstacle that might reasonably require that a motorcycle negotiating it would become airborne.				
2.1.19.	Lighting	Artificial Track lighting providing clear and even visibility free of shaded areas on all racing surfaces. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface measured at the Track surface with particular attention given to the illumination of ramps.				
2.1.20.	Lines of Protection	<table><tr><td>i) First line of protection (1LoP)</td><td>The barrier closest to the Track with the purpose of preventing motorcycles and riders from colliding with spectators and officials, or from crossing onto other parts of the Track. This may include track markers.</td></tr><tr><td>ii) Second line of protection (2LoP)</td><td>A fence or barrier preventing the public entering the Racing Arena.</td></tr></table> <p><u>Note:</u> For some Tracks the lay of the land may suffice as 1LoP.</p>	i) First line of protection (1LoP)	The barrier closest to the Track with the purpose of preventing motorcycles and riders from colliding with spectators and officials, or from crossing onto other parts of the Track. This may include track markers.	ii) Second line of protection (2LoP)	A fence or barrier preventing the public entering the Racing Arena.
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ii) Second line of protection (2LoP)	A fence or barrier preventing the public entering the Racing Arena.					
2.1.21.	MNZ	Motorcycling New Zealand				
2.1.22.	MNZ Track Inspector	A person accredited by MNZ in that capacity and assigned to undertake inspections of Tracks and to report findings in a Track Inspection Report.				
2.1.23.	Major Alteration	Any alteration to the construction, design, configuration of a Track, or that impacts the racing surface, or that impacts the protection of the public or officials, undertaken since the most recent Track Inspection. For the sake of clarity but without limiting the scope of this definition, the addition or removal of any Obstacle, any realignment of the Track, and any alteration to the Lines of Protection are considered by be a Major Alteration.				
2.1.24.	Marshal Point	An area reserved for the exclusive use of authorised personnel, usually event officials.				



STANDARDS FOR THE INSPECTION AND LICENSING OF TRACKS

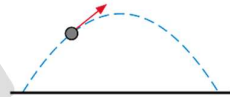
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- 2.1.25. Motocross A competition that is held on an outdoor track which may have man-made obstacles.
- 2.1.26. Multiple Jump An Obstacle that consists of two to a maximum of four Jumps, with each Jump being within 10 metres of the preceding Jump, on a straight section of the Track and includes any two Obstacles that can be cleared in a single action measured from the crest.
- 2.1.27. Natural Terrain A temporary or permanent outdoor Track that is set out using the natural contours of the site and has no man-made Obstacles.
- 2.1.28. Neutral Zone i) An area between 2LoP and 1LoP (may be considered track edge in some disciplines) that provides a buffer between spectators and motorcycles on the Track.
ii) An area extending from the 2LoP which should be clear of Hazards which may cause riders to fall from their motorcycles.
- 2.1.29. Obstacle In Motocross / Stadium Motocross: A Jump, Multiple Jump, Whoops Section, Tabletop Jump, Step-Up Jump and Stutter Section.
For Enduro: any challenge to a competitor encountered on the Course during a competition.
- 2.1.30. Paddock Area(s) established for use by and to accommodate competitors, their motorcycles and support vehicles during an event. Sometimes referred to as the competition support area
- 2.1.31. Parc Ferme A designated place or enclosure for keeping motorcycles under the control of event officials.
- 2.1.32. Pit Board Area A designated area for signalling, which is visible to all riders, that is clearly marked as such at a suitable place adjacent to the Track.
- 2.1.33. Promoter The holder of an event or competition permit issued by MNZ.
- 2.1.34. Race Line or Trajectory The ideal trajectory followed by riders under competition conditions and which may or may not correspond to the geometric shape of the Track.
- 2.1.35. Racing Arena An area including the Track proper and extending to the 2LoP (infield and outfield) including Run-Off Areas calculated in accordance with these Standards.
- 2.1.36. Run-Off Area The area on the outside of Curves extending from the Track to the 1LoP (or barrier).
- 2.1.37. Safety Fence aka 1LoP: See Lines of Protection above
- 2.1.38. Spectator Fence aka 2LoP: see Lines of Protection above
- 2.1.39. Speed Diagram A graphical representation of the speeds achieved at short intervals (maximum of 20 metres) along the straights and through the corners of the Track.
- 2.1.40. Start Gate The mechanical apparatus behind which motorcycles are assembled to start a competition.
- 2.1.41. Stadium Motocross See Arena Cross
- 2.1.42. Start Pad The area immediately behind the Start Gate upon which motorcycles are assembled to start a competition.
- 2.1.43. Step-Up/Down Jump A Jump designed to transfer the elevation of the rider from lower jumping point to a higher landing area. The transition area simulates the visual look of a step. A Step Down is the opposite to a Step Up.
- 2.1.44. Stutter Section Two or more Obstacles with a maximum height of 1 metre, a minimum distance between peaks of 1 metre and a maximum distance between peaks of 3 metres.
- 2.1.45. Tabletop Jump An elevated Obstacle with a flat horizontal surface of a minimum length of 3 metres and a maximum length of 21 metres.
- 2.1.46. TRA Targeted Risk Assessment
- 2.1.47. Track A broad term applied to all racetracks used for motorcycle sport, capable of being licenced under these Standards.
A Track includes closed Tracks and can be paved or unpaved or sealed or unsealed.
A Track can:
- Begin and end at the same point; or
 - Begin and end at different points; and
 - Be either temporary, permanent, or semi-permanent.



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2.1.48. Track Density	Maximum number of motorcycles permitted to start the event.
2.1.49. Track Inspection	A formal, structured assessment process, undertaken in respect of a prospective or current Track for the purpose of assessing an application for a Track Licence.
2.1.50. Track Inspection Report	A report generated by a Track Inspector following a Track Inspection.
2.1.51. Track Inspector	A person accredited by MNZ to undertake Track Inspections and prepare Track Inspection Reports in compliance with these Standards
2.1.52. Track Licence	A form of confirmation that the Track identified therein has been inspected and, allowing for any subjectivities including any Works Program noted therein, has been deemed suitable for a competition event in a specific discipline.
2.1.53. Track Map	<p>An accurate map (preferably to a scale of 1:1000) of the venue with all relevant dimensions indicated, detailing (as appropriate):</p> <ul style="list-style-type: none">• GPS Coordinates• The track marshalling, entry, and exit locations.• 1LoP and 2LoP, including location, extent, height, and construction.• Start Gates.• Track width locations (at points where it varies).• Track length (from Start Line) markers, at least every 100 Meters.• The location and description of all Marshal/Flag points.• The dimensions and profile of all Obstacles.• The distances from the start line to the crest of each obstacle.• Timing facilities - location• Medical and Emergency access to the Competition Area• Any other features within the Competition Area specific to each discipline module.• Any other information requested by MNZ or the Track Inspector.
2.1.54. Track Operator	The principal person or entity (including an affiliated club) controlling the day-to-day operation of a venue that includes one or more Tracks and can include the owner thereof.
2.1.55. Trajectory Point	<p>The point that a motorcycle is launched while negotiating an Obstacle in which the rear wheel becomes airborne.</p> 
2.1.56. Triple Jump	<p>A combination of Jumps that meet all conditions:</p> <ul style="list-style-type: none">• Together exceed 21 meters in length.• Exceed 600mm in height.• That any motorcycle can clear in a single action.
2.1.57. Venue Plan	<p>This may include a "single", and a "tabletop"</p> <p>An accurate map (preferably to a scale of 1:1000) of the venue with all relevant dimensions indicated, detailing (as appropriate):</p> <ul style="list-style-type: none">• The street address of the venue• The Track(s)• The pit area including location and extent of pit entry / exit roads.• 2LoP, including any restricted access locations.• The location of first aid rooms / units• The location of ambulance parking• Machine examination or scrutineering area• Race offices, Emergency areas, and any other key facilities.• Amenities, support facilities and installations for the public; and• Any other information requested by MNZ or the Track Inspector
2.1.58. Verge	The area immediately between the Track or 1LoP and another part of track or 1LoP.



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- 2.1.59. Whoop Section Two or more rounded Obstacles of similar spacing, height and construction, with a maximum height of 0.6 metre, a minimum distance between crests of 3 metres and a maximum distance between crests of 6 metres.
- 2.1.60. Works Program A scheduled and budgeted Program of works negotiated between MNZ and the Track Operator detailing any rectification works necessary to comply with these Standards and/or a licensing requirement prescribed by MNZ.

2.2. Interpretation

Headings are for convenience only and do not affect interpretation and, unless the context indicates a contrary intention,

- “includes” in any form is not a word of limitation,
- a reference to “month” is to a calendar month, and
- a reference to “\$” or “dollar” is to New Zealand currency.



3. THE INSPECTION AND LICENSING PROCESS APPLICABLE TO ALL DISCIPLINES

3.1. Application for Track Inspection

- 3.1.1. The process of obtaining a Track Licence is commenced by a Track Operator (current or prospective), or a Promoter, making application to MNZ for a Track Inspection.
- 3.1.2. An application for a Track Inspection should be in the prescribed form (the current Track Licence Application Form) and:
- 3.1.3. If applying for renewal of an existing Track Licence and there has been no Major Alteration to the Track since the most recent Track Inspection Report, written confirmation of such; or
- 3.1.4. If applying for a variation of an existing Track Licence, accompanied by the Venue Plan showing any such variation or Major Alteration; or
- 3.1.5. If applying for a new Track Licence, accompanied by a Venue Plan.
- 3.1.6. If the venue has more than one Track, the Venue Plan should show all such Tracks including their relevant position to each other.
- 3.1.7. The Venue Plan should include the GPS Coordinates (typically the location where a helicopter may land if required).
- 3.1.8. In addition to the Venue Plan, other discipline-specific requirements to accompany an application are set out in the Module for each such discipline in these Standards.
- 3.1.9. The onus is on the Track Operator to make sure that the application for inspection is made, and that the Track Inspection occurs, to allow enough time for any rectification works that may be required, whether as a condition precedent to the grant of a Track Licence or otherwise for the Track to be deemed suitable for a competition event to be conducted.
- 3.1.10. It is recommended that:
 - a) For National Championship and National events, the Track Inspection take place two months prior to the event, and may be done in conjunction with an annual inspection; and
 - b) For other events, the Track Inspection takes place no less than fourteen days prior to the event and may be done in conjunction with an annual inspection.
- 3.1.11. For temporary Tracks, the inspection timeframes are at the discretion of MNZ on a case-by-case basis.
- 3.1.12. Where a re-inspection is necessary, the Track Operator will provide to the Track Inspector an updated Venue Plan recording any Major Alterations to the Track.

3.2. The Track Inspection

- 3.2.1. Track Inspectors assess Tracks against these Standards for the purpose of providing a Track Inspection Report.
- 3.2.2. Track Inspectors cannot provide advice to Track Operators or Promoters about legal or regulatory compliance.
- 3.2.3. During the inspection, the Track Inspector should be accompanied by a representative of the Track Operator.
- 3.2.4. Track Inspections, excluding temporary Tracks, are conducted in a three-yearly cycle whereby in each such period:
 - a) One Triennial Inspection is undertaken leading to a Works Program of any upgrades or rectification works required be undertaken to obtain or maintain a Track Licence; and
 - b) In each of the two intervening years, a minor inspection to verify there has been no Major Alteration to the Track as described in the Triennial Inspection, and that the Works Program is on schedule.
- 3.2.5. **The Works Program:**
 - a) may provide a schedule for the works to be completed over a period of no more than 3 years; and
 - b) should be noted on the Track Licence as being a condition for the grant thereof and note the failure to complete such works as scheduled may render the Track Licence void.
- 3.2.6. The Venue Plan and Track Map (may be the same document, space permitting) should be included in the Track Inspection Report and clearly indicate:
 - a) Items as per 2.1.53 and 2.1.57
 - b) The location and number of Flag Points required to conduct competition, practice, and non-competition events. Noting that the number thereof may vary depending on the type of event.
 - c) The length of the Track measured along its centerline (or the defined measurement point), using a measuring wheel or another device of acceptable accuracy.
 - d) And number each Obstacle on the Track together with a description and approximate height, width, and length of each such Obstacle.
- 3.2.7. A copy of the Venue Plan and Track Map should remain at the Track.



3.3. Track Inspection Report

- 3.3.1. The Track Inspector will submit to MNZ a report of their assessment of the Track against these Standards in the current format.
- 3.3.2. In addition to any particular information or document identified for a specific discipline under each module in these standards, a Track Inspection Report should include the following or (as appropriate) details about:
- a) Venue Plan (see 2.1.57 above).
 - b) Track Map (see 2.1.53 above)
 - c) TRA's
 - d) Works Program
 - e) Emergency procedures or copy Emergency Management Plan (**Photo is acceptable**).
 - f) Signage – warning notices and notices to the public. Include supporting **photos**.
 - g) Paddock and Track Area
 - h) Marshalling considerations – clearly defined line of sight etc.
 - i) Machine examination or scrutineering area
 - j) Public address system (pits / spectators)
 - k) Timing facilities – location
 - l) Medical centre / first aid room facilities
 - m) Emergency equipment including fire prevention plan.
 - n) Emergency access to Track and infield
 - o) Special considerations and/or restrictions
 - p) A photo/video journal of entire track, including catalogue with description of images to evidence/support the track inspectors report.
 - i. At least 1 photo every 50 meters, more may be required to show entire track.
 - ii. The entry, apex(s) and exit of each corner
 - iii. Cover area within 3 meters of track edge
 - iv. Show condition and construction method of any tyre wall barriers.

3.4. Works Program

- 3.4.1. MNZ will receive the Track Inspector's recommendations for a Works Program to address any non-compliance with these Standards identified in a TRA.
- 3.4.2. MNZ will liaise with the Track Operator to finalise the Works Program, identify any completion time requirements, including any urgent works required to render the Track capable of being granted a Track Licence.

3.5. Track Licence

- 3.5.1. MNZ is responsible for determining an application for a Track Licence and the decision to issue or deny a Track Licence is at the discretion of MNZ.
- 3.5.2. MNZ will decide if a Track Licence should be granted, taking into account the Track Inspection Report, the Works Program, and any other relevant matter.
- 3.5.3. If a Track Licence is granted by MNZ, the granting thereof may be made subject to any specific conditions such as works to be completed under a Works Program.

3.6. Modifications to Tracks

- 3.6.1. The Track Operator is responsible for notifying MNZ of Major Alterations to a Track prior to the commencement of such works.
- 3.6.2. The failure to notify MNZ of proposed Major Alterations works may render a Track Licence void, and without cover under the insurance scheme, and may jeopardise any future application for a Track Licence.
- 3.6.3. No Track Licence granted after the commencement date of these Standards, which for the avoidance of doubt is deemed to be 25 September 2023, is valid unless the Track Inspection Report has first been certified by MNZ. A competition event conducted at a venue that is unlicensed or that does not have a valid license is not covered by the MNZ public liability insurance.

4. MINIMUM STANDARDS APPLICABLE TO ALL MODULES

4.1. Scope and Application

- 4.1.1. The Standards set out in this chapter apply to all modules and should be read in conjunction with and are subject to the Standards specific to each such module. Where there is a conflict between a Standard stated in this chapter and a Standard stated in a module, that stated in the module applies.

4.2. Track and Support Infrastructure

- 4.2.1. The Track Operator is responsible for ensuring that Tracks have adequate support infrastructure such as toilets, access to drinking water and facilities to accommodate first aid providers.

4.3. Emergency Procedures

- 4.3.1. The Track Operator and/or the Promoter is responsible for ensuring emergency procedures are in place.
4.3.2. A written Emergency Management Plan (EMP) should be made available to the Track Inspector during the Track Inspection.
4.3.3. It is not the role or responsibility of the Track Inspector to review or approve the EMP. The Inspector's role is to ensure that the Track Operator has a written EMP that can be displayed at the track during events.

4.4. First Aid

- 4.4.1. Medical and First Aid facilities required for an Event should be provided for at the venue.

4.5. Fire Precautions

- 4.5.1. The Track Inspector will assess whether the Track Operator has in place adequate precautions to reduce the risk of fire in key exposure areas including the pits, Paddock, and refueling area.



4.6. Provision of Bulk Storage Fuel

- 4.6.1. Refueling areas should:
- Be secured or capable of being secured.
 - Display "no smoking" and "no naked light" signs.
 - Be at least 7 metres from where any other vehicle is or is likely to be.
 - Comply with relevant local regulations.

4.7. Marking of Track Limits

- 4.7.1. The entire length of the Track should be clearly defined by:
- Flexible plastic Track markers
 - Plastic breakable tape.
 - Coloured plastic cones up to 300mm in height (as used to mark football fields etc.).
 - Plastic bollards.
 - Breakable wooden pickets leaning away and outward from the direction of traffic;
 - Windrows made of uncompacted soil;
 - The natural lay of the land; and/or
 - Continuous line of a colour that contrasts with the track surface (such as white powder or whitewash)

- 4.7.2. Single tyres lying flat on the ground linked together or not, small bundles of tyres, hay bales, truck or tractor tyres, and any inflexible, rigid poles/posts (e.g. star pickets) and/or rope bunting should not be used as Track markers. Where Tracks are utilising any of these listed items as Track markers, a TRA should be completed, and a Works Program put in place to rectify.
- 4.7.3. Track markers should be as per 15.24a

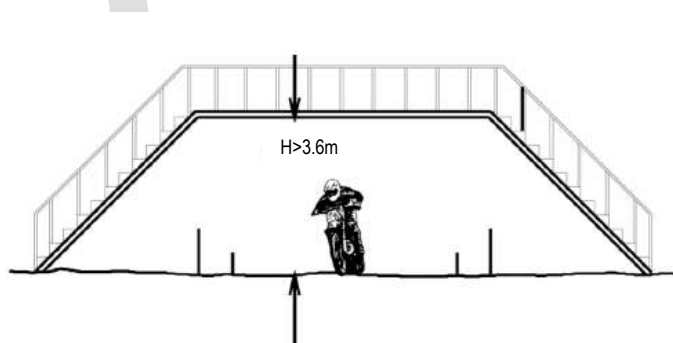


4.8. Protection from Hazards

- 4.8.1. Hazards should not be:
- within 3 metres of the Track edge,
 - within 3.6 metres above the Track surface
 - within 8 metres behind a berm; or
 - within the run-off area of any corner.
- 4.8.2. A verge requires there to be a 3-metre clearance between a hazard and the Track edge. If this cannot be achieved, the hazard should be covered as per 4.8.3
- 4.8.3. All other Hazards, such as trees, stakes and walls should be covered with a shock-absorbent material to a height of 2 metres or to the top of the Hazard, whichever is the lesser.
Any tyres used as protection from a hazard should be attached to each other (bolts, strapping, pallet wrap, etc.) so that they cannot become loose.
- 4.8.4. Portable plastic road safety barriers should only be used for demarcating areas such as pre-grid areas and start areas or in the infield between sections of the Track to prevent riders crossing the Track.
- 4.8.5. Watering system (sprinklers, etc.) refer to 4.16.2

4.9. Vertical Space

- 4.9.1. At least 3.6 metres of free space between the Track and any Hazard above the ground (e.g. bridges, bunting etc.).
- 4.9.2. Where the Hazard is above a Jump or Tabletop Jump, the 3.6 metres of free space should take account of the rider's highest trajectory point.



4.10. Flag Points

- 4.10.1. The Track should have enough Flag Points and be positioned to give from any Flag Point an unrestricted view to the unsighted area it protects.
- 4.10.2. Flag Points should:
 - a) be clearly marked.
 - b) be located so that signals given are clearly visible to riders.
 - c) Any hut or structure to be located at least 3 metres from the Track edge.
 - d) have a barrier to protect flag marshals from oncoming machines and to keep marshals off the Track.
 - e) provide protection from the weather.
 - f) be located on level and hard packed ground, with a flat area of at least 4 square metres.
 - g) not be at the outside of a corner or an outside exit of a corner.

4.11. Lines of Protection

- 4.11.1. The Track should have 2 Lines of Protection.
- 4.11.2. A single Line of Protection may be adequate where there is a sufficiently wide Neutral Zone.
- 4.11.3. 1 LoP should comply with 2.1.20.
- 4.11.4. 2 LoP should comply with 2.1.20 and be at least 1.2 metres high and at least 3 metres from the Track fence (Neutral Zone). Barbed wire, and steel waratah are not to be used.

4.12. Neutral Zone

- 4.12.1. There should be a Neutral Zone between the marked Track edge and the 2LoP.
- 4.12.2. The Neutral Zone should be smooth, free of Hazards, and 4 metres wide measured perpendicular to the Track except:
 - a) where speeds in excess of 60 kph are anticipated, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.
 - b) where the Neutral Zone is adjacent to a Tabletop Jump, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.
 - c) where the Neutral Zone is behind a berm, in which case the Neutral Zone should be at least 8 metres wide measured perpendicular to the Track.

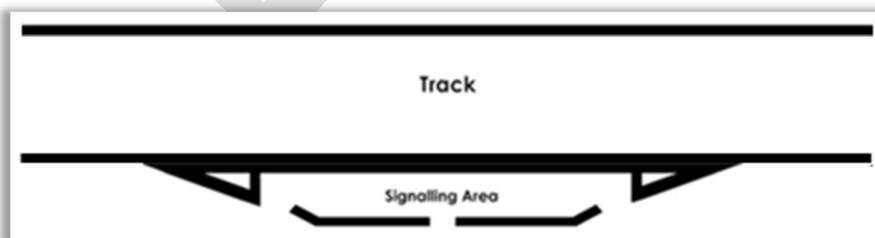
4.13. Verge (area between 1LoP and adjacent 1LoP)

- 4.13.1. Adjacent areas of Track should be at least 3 metres apart unless separated by appropriate barriers such as straw bales, tyre wall, or other shock-absorbent material. If portable plastic road safety barriers are in use, these should be moveable (i.e. not full of water) and placed on an angle to oncoming motorcycles so as not to cause a sudden stop should a motorcycle come into contact with it.

4.14. Pit Board Area for NZ Championship & National events only (excluding Mini Motocross)

A "Pit Board Area" is optional and can either be temporary or permanent.
If it is in place, it is permitted under the following conditions. This can be amended within Discipline specific section.

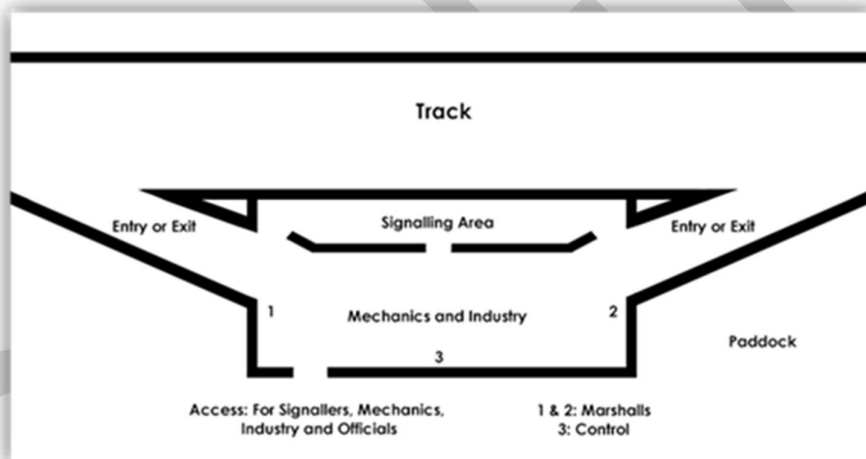
- 4.14.1. Must be constructed in a way which offers protection to the signaller and officials within the pit board area.
- 4.14.2. Temporary constructions, be approved by the Steward of the Event.
Refer to the sample drawing below.



- 4.14.3. The area used for signalling should be visible to all riders and clearly marked at a suitable place adjacent to the track.
- 4.14.4. The area should have a barrier to protect signallers from oncoming machines and to keep signallers off the track. Barriers should be designed with the riders' and signallers' safety in mind (this can be a permanent structure).
- 4.14.5. Only officials of the Event or personnel who are 14 or over and hold a valid MNZ Senior National Competition or
- 4.14.6. During an Event, only one signaller/mechanic is permitted in the signalling area per rider competing in that Event.
- 4.14.7. All information in respect to Pit Boarding requirements should be supplied in the Supplementary Regulations of the Event.

4.15. Mechanics Area/Zone

- 4.15.1. The mechanics area is optional (should be provided for MNZ Championship events), if utilised the area should be large enough to allow for a number of motorcycles to be in the location at one time, be sign posted (In and Out) and be controlled by an appointed official to prevent any congestion.
- 4.15.2. The area should not be placed at the outside of a corner or an outside exit of a corner.
- 4.15.3. If the area is located on the inside of a circuit, no signaller/mechanic is permitted to cross a live track and should remain in the designated area for the duration of the event.
- 4.15.4. Officials should be located in the area to control access of signallers/mechanics and riders entering and leaving the area.
- 4.15.5. During an Event, only one signaller/mechanic is permitted in the signalling or mechanics area per rider competing in that Event.
- 4.15.6. All information in respect to mechanics area requirements should be supplied in the Supplementary Regulations of the Event.



4.16. Watering Systems

- 4.16.1. There should be a watering system or watering vehicle capable of watering the dirt section of the Track that does not present a Hazard to riders.
- 4.16.2. If any part of a watering system is within 3 metres of the Track edge and cannot be moved, address the Hazard by burying all pipes, by using poly risers with pop-up sprinkler heads, and mark locations to avoid damage during maintenance using coloured Track markers such as set out in 4.7.1

4.17. Washing Zone for Motorcycles

- 4.17.1. Environmental protection is a key consideration in locating a washing zone for motorcycles.
- 4.17.2. Washing of motorcycles should only be carried out in washing zones.
- 4.17.3. Only biodegradable detergents should be used.
- 4.17.4. The Track Operator is responsible for compliance with environmental protection laws and regulations, and current Local Government laws and by-laws regarding water usage, at the venue.
- 4.17.5. The washing zone should be:
 - a) Clearly marked.
 - b) have adequate surface water drainage.
- 4.17.6. Smoking is prohibited in the washing zone and "No Smoking" signs should be erected at the entrance of this zone.



4.18. Pit Area and Track Access

- 4.18.1. The venue should provide a suitable Pit area for the use of riders.
- 4.18.2. The Track Inspector will assess and report on the Pit area for participants' vehicles and motorcycles, including Parc Ferme, which should:
 - a) be separate to the public parking and viewing area.
 - b) be reasonably flat with direct access to the track starting/collecting area.
 - c) be clearly marked and securely fenced.
 - d) where the Pit is immediately adjacent to the Track, the whole length of the Pit adjoining the Track should be fenced in a manner similar to that used to separate spectator enclosures.
 - e) have or have provision for a clearly marked collecting area for riders to wait before joining the Track.
- 4.18.3. Where a venue has more than one Track (being used on the same day), a separate collecting area should be available for each Track, noting that there is no requirement under these Standards for additional Pits or refuelling points.
- 4.18.4. There should be an emergency access route allowing emergency vehicle access to all parts of the Track.

4.19. Legal and Regulatory Compliance

- 4.19.1. The Track Operator and/or the Promoter is responsible to ensure compliance with any local, regional or New Zealand laws, regulations or codes regarding the construction, maintenance, management and operation of the Track and all support facilities.

4.20. Notices to the Public

The Track Inspector will assess and report on:

- 4.20.1. Signage as detailed below noting:
 - a) Whether signs are permanently affixed and clearly displayed, or where Notices are not permanently fixed, whether they are available and stored at the Track.
 - b) Where Events are held wholly or partially on public roads, whether there are signs at the main event control / Parc Ferme area.
 - c) Any spectator area is clearly signed, with barriers between the spectator area and the Track (see Lines of Protection), and wherever possible giving access for disabled persons.
- 4.20.2. Signs warning the public that motor sport is dangerous:
 - a) Of dimensions not less than 550mm x 450mm.
 - b) Prominently displayed at every entrance to the venue, including the entrance to car parks and Paddock where they can be easily read before any admission charge is paid, or if no admission charge is made, before entry is gained into the venue.
 - c) Where it is not possible to define the limits of the venue and/or to control admission of the public, display at the main control centre for the event (or Parc Ferme) and also in the car parks.

WARNING TO THE PUBLIC

MOTOR RACING IS DANGEROUS AND SPECTATORS ATTENDING THIS TRACK DO SO ENTIRELY AT
THEIR OWN RISK. CHILDREN MUST BE SUPERVISED
DANGER FROM MOVING VEHICLES THROUGHOUT THIS SITE.

- 4.20.3. Signs advising of prohibited area:

- a) Of dimensions not less than 550mm x 450mm.
- b) Prominently displayed at every entrance to areas where the public are not permitted.

PROHIBITED AREA

Warning to the Public
THIS IS A PROHIBITED AREA
The Public are not permitted in this area
Extreme Danger from moving vehicles
Penalty of non-compliance = Exclusion from this event



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No Smoking in Pit Area
By Order ,
Motorcycling New Zealand Inc





4.20.4. Track Operators should also consider additional signage including:

- a) Track and Paddock exit and entrance points.
- b) "No spectators beyond this point".
- c) Hazardous chemicals (fuel etc).
- d) "No entry".
- e) Vehicle directional flow signs.
- f) "Re-fuelling point".
- g) "Fire extinguishers point".
- h) "First aid point".
- i) "No smoking / No naked light".
- j) "Uneven surface" in spectator areas.

4.21. Non-Permanent Advertising Signage

- a) Vertical signs of lightweight construction (eg tear drop flags) may be erected at least 3 metres from the Track edge,
 - i. On the inside of corners.
 - ii. Along straights;
 - iii. Must not obstruct the rider's or marshal's line of sight.
- b) Horizontal signs made of polyurethane, corflute, fabric, or similar lightweight material and weighing less than 5kg (including supports)
 - i. May be erected at least 3 metres from the Track edge in run-off areas
 - ii. Should not exceed 1.5 metres.
- c) Supports for such signs should not create a hazard to the riders.
 - i. Breakable wooden stakes must be angled away from the track and if they can be landed on, must be capped,
 - ii. Metal pegs/screws cannot protrude more than 20mm from the ground, on the outside of corners

4.22. Landline / Mobile Telephones

- 4.22.1. Tracks should have at least one working telephone connection at all times. The nominated official should have a fully charged mobile telephone with them, preferably with a vehicle charger and/or spare battery and/or power pack, with that official's identity and location known to all key officials.
- 4.22.2. Where a Track is outside of the range of mobile telephone network coverage, the Track Operator or Promoter is responsible for providing a means of emergency communication such as via radio link or satellite phone.

4.23. Track Control – Light Systems

- 4.23.1. Track control lighting systems may be used in conjunction with Flag Marshals, but not replace them.
- 4.23.2. Where the Track Operator or promoter wishes to incorporate a light system into track control, the Track Inspector should note whether the light system has the following;
 - a) Light properties:
 - i) Each light should have the capacity to flash 3 to 4 times per second.
 - ii) The type of light used should give instantaneous light, with little or no rise time.
 - iii) Each light should be able to give at least 70° visual range.
 - iv) 360° lights should not be used.
 - v) For maximum colour contrast each light should be mounted on a matt black background.
 - vi) Lights should be fitted with a repeater to inform the following flag post of their activation.
 - vii) The lights used should have sufficient colour saturation to ensure they cannot be mistaken for another colour under all ambient light conditions.
 - b) Light position:
 - i) Each light should be positioned at no more than a 30° angle from the main line of sight, on the racing line.
 - ii) Each light should always be angled in order that the maximum viewing surface is visible for the longest period of time.
 - iii) Each light should be equipped with some form of anti-glare to avoid low sun angles causing difficulties.
 - c) Light operation:
 - i) Yellow lights may be operated by flag marshals or from race control.
 - ii) Each control box should be designed so as to avoid the possibility of accidental operation and should incorporate repeater lights.



iii) An emergency power supply should be available, or flags are to be used.

4.24. Parking

- 4.24.1. Vehicles should not be permitted to park within spectator areas. If space does not allow for a separate parking area, a minimum gap of 8m should be maintained between the spectator fence and any vehicle.
- 4.24.2. Vehicles should not park on the outside of berms or corners, with those areas marked with "No Parking" signs.
- 4.24.3. Consideration should be given to helicopter landing areas being positioned away from parking locations to reduce the risk of vehicles being damaged.
- 4.24.4. A "Park at Your Own Risk" sign should be considered by Track Operators.



5. MOTOCROSS MODULE

5.1. Scope and Application

- 5.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 4) outlines the desired Track conditions for Motocross (MX) which should be evident during a Track Inspection, and in a Track Inspection Report, prior to MNZ issuing a Track Licence.
- 5.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

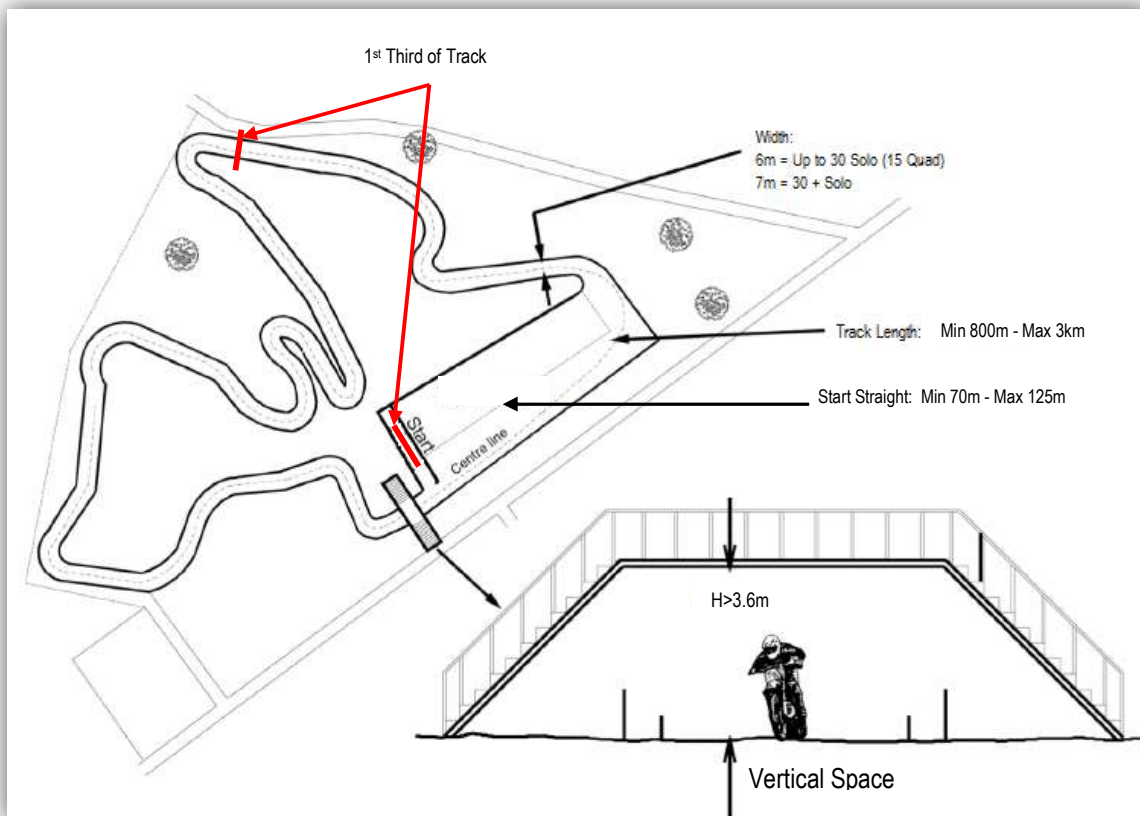
Components of the Track Inspector's Assessment

5.2. Track Layout

- 5.2.1. Ideally the Track should:
 - a) Cater for all grades of riders.
 - b) Be designed with minimal stop/start turns.
 - c) Allow for passing.
 - d) Provide Obstacles of varying difficulty.
- 5.2.2. The Track Inspector should note:
 - a) the location, consistency, and shape of Jumps
 - b) Track surface materials, which should be natural rather than sawdust or chip from chemically treated timbers.
 - c) Location, extent, height, and construction of 1LoP and 2LoP.
 - d) Adequacy of drainage to avoid pooling in the event of heavy rainfall.
- 5.2.3. A Track may have a split section if adequate space is available and otherwise complies with these Standards.
- 5.2.4. Jumps can be used to create double racing-line sections through corners or through winding parts of the course.
- 5.2.5. Berm height, size and angle (pitch), location, and approach speed should not create exposure to any Hazard, to other sections of Track or to the spectator area.

5.3. Track Length

- 5.3.1. Track length should be at least 800 metres and not longer than 3,000 metres, however Tracks used for State and National Championships should be at least 1,500 metres and not longer than 3,000 metres.
- 5.3.2. The length of the track should be measured along its centre line.



5.3.3. Standard 4.91 not capable of mitigation by undertaking a TRA.

5.4. Vertical Space

5.4.1. Standard 4.9.1 does not apply to covered start gates where the free space above can be less than 3 metres.

5.5. Average Speed

5.5.1. The maximum average speed for one lap of the Track should not exceed 65kph.

5.5.2. The formula to calculate average track speed is:

$$a) \text{ Average Speed (kph)} = \frac{\text{Distance (metres)} \times 3.6}{\text{Lap Time (secs)}}$$

$$b) \text{ Example: } \frac{\text{Track length} = 1,750 \text{ metres}}{\text{Lap time} = 119 \text{ seconds}}$$

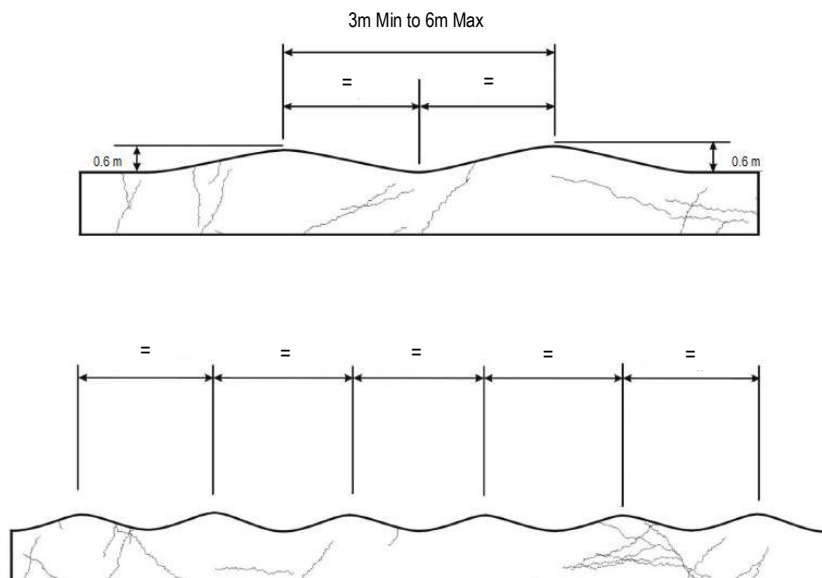
$$\begin{aligned} \text{Average Speed (kph)} &= \frac{1750 \text{ metres} \times 3.6}{119 \text{ seconds}} \\ &= 52.94 \text{ kph} \end{aligned}$$

5.6. Obstacles

5.6.1. Jumps should:

- not exceed 3 metres in height
- have a smooth take-off ramp with consistent gradient and without ruts or ledges.
- have a landing ramp that is 1 metre wider than and in a straight line with the take-off ramp, be well-rounded without a peak top, with a long gentle slope for landing.
- The incline off the take off ramp, and the transitions should be matched to the speed and the speed of the bikes approaching the jump.

- 5.6.2. The length of approaches to Jumps should be limited to control approach speed.
- 5.6.3. The Track should not include "triple Jumps" or "stutters".
- 5.6.4. For "Double jumps" the second Jump in a double should be 400mm lower than the first Jump
- 5.6.5. A Tabletop jump should have a flat surface with a minimum length of 3 metres and a maximum length of 21 metres.
- 5.6.6. Hay bales should not be placed on the top of Jump landing ramps.
- 5.6.7. Whoop Sections should be confined to the second half of a Track and constructed such that riders do not clear more than one rounded Obstacle at once.



Regular spacing of 3m Min to 6m Max between each crest.

- 5.6.8. The section between Step-up Jump ramps should be filled to be level with the top of the lower ramp.

Diagram: Step-up Jump:

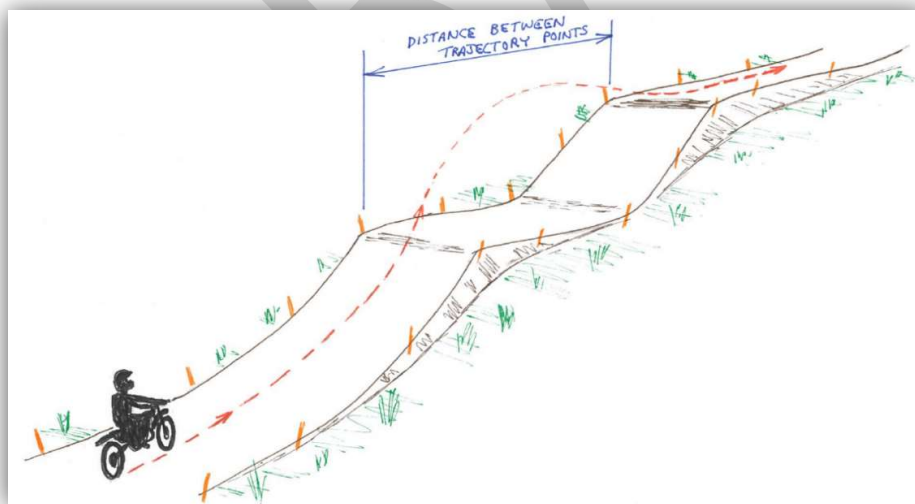


Diagram: How to measure an Obstacle:

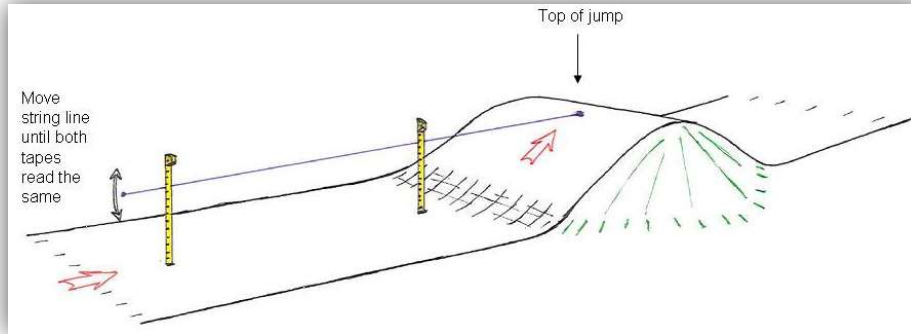
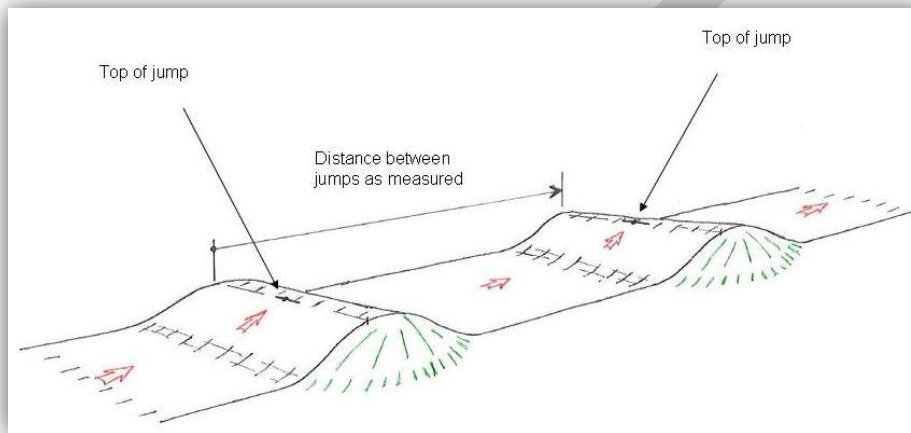
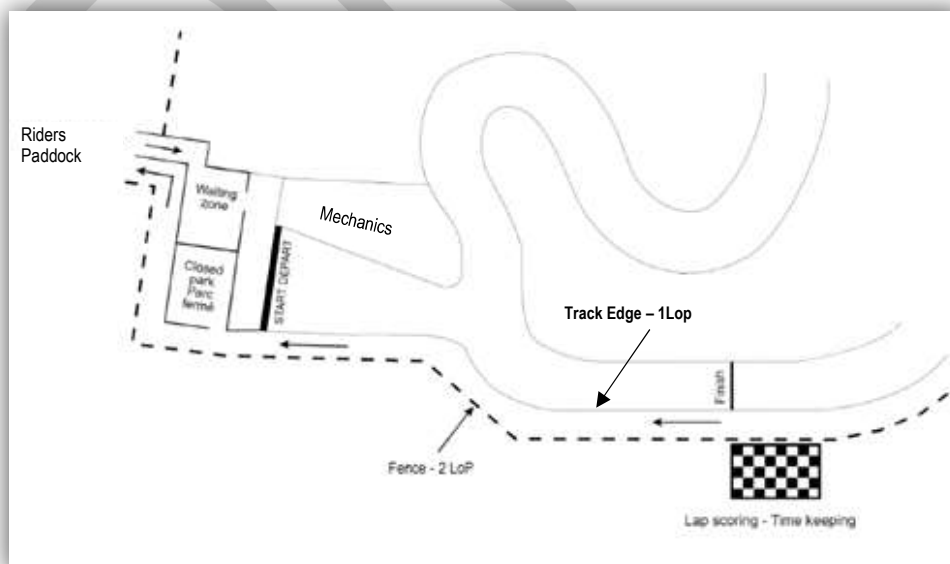


Diagram: How to measure between Obstacles:



5.7. Lines of Protection:

Example illustration of MX 1Lop and 2Lop



First and Second line of protection.



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5.8. Bridges and Tunnels

- 5.8.1. Must be of solid structure and able to support the weight of the track and any vehicles or persons crossing them.
- 5.8.2. Any tracks installing a new bridge and/or tunnel must have a written report or certificate of compliance from a qualified structural engineer, this must be produced during the track inspection signifying the structural integrity of the bridge or tunnel.
A written report or certificate of compliance from a qualified structural engineer should be produced by the Track Operator during the Track Inspection signifying the structural integrity of the bridge or tunnel.
- 5.8.3. Such report or certification may remain in force for a period of time during which the structure does not require re-inspection. Nevertheless, report or certificate should still be provided to the Track Inspector during each such inspection.
- 5.8.4. The bridge or tunnel should otherwise comply with Standards 4.8.2 and 4.8.3 regarding Hazards, and otherwise not allow debris to fall on to the Track below.

5.9. Starting Area

- 5.9.1. The starting area should:
 - a) be clearly marked and ideally fenced or bunted off to restrict entry.
- 5.9.2. The Start Gate should:
 - a) offer all riders equal opportunity for a successful start.
 - b) provide a separate gate for each rider.
 - c) be a transverse backward falling device, folding, or dropping in operation.
 - d) be of solid and rigid construction.
 - e) be controlled manually or remotely, with the control mechanism not visible to the riders.
 - f) be 500 mm high and allow at least 1 meter spacing (center-to-center) for each motorcycle and 2 metres for quadbikes.
 - g) have a barrier behind to prevent riders from moving their motorcycles backwards away from the Start Gates. The distance between the top of the Start Gate (released) and the rear barrier should be 3 metres. (Refer to the diagram below).
 - h) for Championship events, provide for up to 40 solo competitors (40 metres wide) in one single line (no second row) and be self-penalising.
 - i) for events other than MNZ Championships, a starting mechanism other than gates as described in this Standard may be acceptable.

5.9.3. A Start Pad should:

- Where an earth/dirt starting pad is secured to the ground with a concrete footing, such footing should not exceed 600 mm in width.
- be constructed of concrete, steel mesh pads, or similarly solid material to allow riders to start on a firm base promoting equal opportunity for all riders.
- A barrier at the rear (to prevent riders from moving their machines backwards) should be installed 3 metres behind the top of the starting gate (released). (Refer to the diagram on the next page)

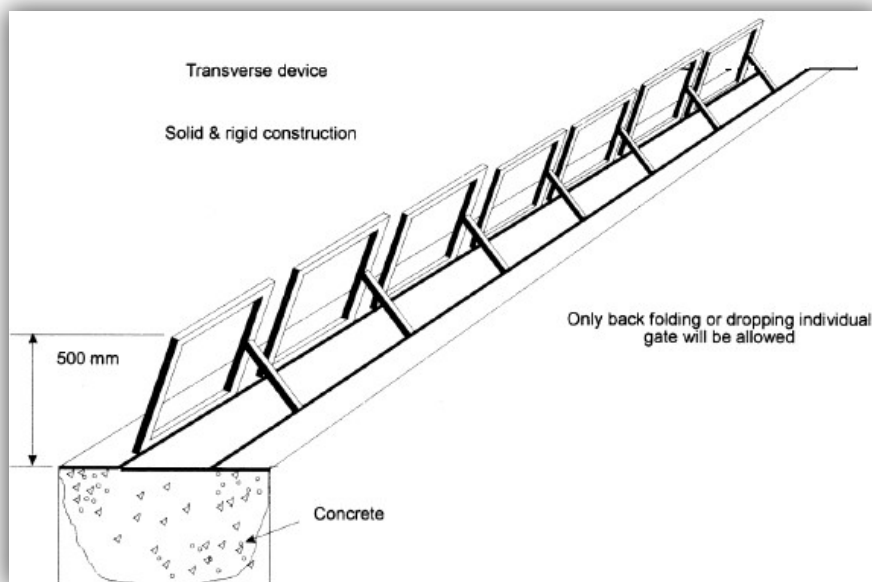
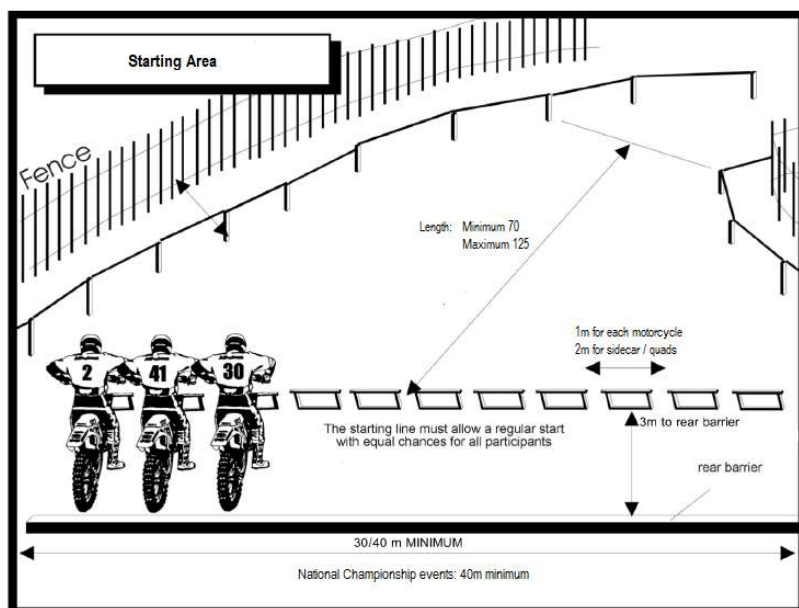


Diagram: Steel Mesh Start Pads

The preference is for pivoting mess pads for ease of cleaning under pad between races.
Pads must be securely mounted to prevent movement.



Diagram: Starting Area



5.10. Start straight:

5.10.1. The start straight should:

- Not include Obstacles
- be at least 70 metres and not more than 125 metres to the inside of the first corner measured along the centre of the track (see diagram below)
- start line taper must be consistent for the entire start straight. Mini Motocross tracks must confirm to rule 15.10.
- taper to a width of at least 12 metres at the first corner, further tapering to 8 metres over the length of the first corner.

5.10.2. The first corner can turn either to the left or to the right.

5.11. Waiting zone:

5.11.1. A waiting zone should be provided for all MNZ Championship events, designed to accommodate 40 motorcycles, preferably under cover and in close vicinity of the starting area.

5.12. Finish Area

5.12.1. Finishing line should:

- be clearly marked with a flexible post on either side of the track
- be clearly displayed on all track drawings and plans

5.12.2. Timekeeping and lap scoring services should be positioned in line with the finish line.

5.13. Pit Board Area

5.13.1. This is allowed Refer to 4.14

5.14. Mechanics Area/Zone

5.14.1. This is allowed Refer to 4.15



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Quick Reference Guide for MX:

Item	Detail	MOTOCROSS		
		National	Club	Mini
Track Length	Min.	1.5km	800m	500m
	Max.	3km	3km	1.5km
Start Straight Length	Min.	70m	70m	30m
	Max.	125m	125m	70m
Average Speed	Max.	65kph	65kph	35kph
Lap Time	Min.	N/A	N/A	N/A
Track Width	Min.	6m	6m	Minimum width of 50% of the full Start gate (40 gate) for 250 meters of the track
First Corner	Min	12m	12m	6m
Number of Start Gates	No:	40	30 to 40	20 to 30
Gate Height	Min.	500mm	500mm	500mm
Gate Centres	Min.	1m	1m	1m
Rear Barrier	Min.	3m	3m	3m
Bridge/Tunnel Clear Space	Min.	3.6m	3.6m	3.6m
Jump/Obstacle Height	Max.	3.0m	3.0m	1m
Double Jumps	Yes/No	Yes	Yes	No
Triple Jumps	Yes/No	No	No	No
Tabletop Jumps	Yes/No	Yes	Yes	Yes
Whoops	Yes/No	Yes	Yes	No
Stutters	Yes/No	No	No	No
Always refer to Track Standards for clarification and application of allowable obstacles for each discipline				
Mechanics Area	Yes/No	Yes	No	No
Pit Board Area	Yes/No	Yes	Not compulsory	No



6. TEMPORARY COURSE MODULE

6.1. Scope and Application

- 6.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 4) outline the desired Track conditions for *Temporary Courses* which should be evident during a Track Inspection, and recorded in a Track Inspection Report. The Clerk of the Course and/or Steward must complete the temporary track – track inspection document.
- 6.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

6.2. Track Preparation

The Promoter's responsibilities include:

- 6.2.1. Creating an accurate plan or map of the Track well ahead of the event to support applications by the Promoter for the necessary approvals from:
 - a) Local government authorities (noting special permission is needed for activity on any public land); and where an event involves the use of public roads / tracks, from
 - b) Local government:
 - c) Road traffic authority
 - d) Traffic accident commission
 - e) Regional environmental authority.
- 6.2.2. Obtaining landowner / lessee's permission
- 6.2.3. Undertaking a letter-drop to inform adjoining or nearby property owners of the intended activity.
- 6.2.4. Erecting direction signs along the length of all Courses to minimise potential impact to flora.
 - a) The placing, direction, and volume of any public address systems to avoid or minimise the projection of sound onto neighbouring properties.
 - b) Designate parking areas to avoid or minimise environmental impact and the risk of fire.
 - c) Developing and executing an appropriate waste management plan that:
 - i. ensures waste receptacles are provided for various litter types.
 - ii. ensures there are adequate toilet facilities.
 - d) Mandate and enforce the use of enviromats in washing areas / refuelling areas.
 - e) For Enduros, recording the GPS coordinates of a suitable helicopter landing area (if available) adjacent to the main control area.
 - f) For Enduro events which are being held beyond the range of mobile phone communication, equipping the sweep rider with UHF radio capable of communicating with the main control area, and equipping the main control area with a satellite phone for use in contacting emergency services.
 - g) Advising the local hospital and ambulance service that the event is taking place.
 - h) Securing appropriately qualified first responder medical personnel adequately equipped
- 6.2.5. A clearly designated and sign-posted area should be provided for spectators that is separated from the Track with appropriate barriers.

6.3. Spectator Areas

- 6.3.1. A clearly designated and sign-posted area should be provided for spectators that is separated from the Track with appropriate barriers.
- 6.3.2. An Emergency Management Plan should be developed for the venue and event.



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DATE	EVENT or VENUE	AREA or LOCATION	NAME of official completing this form	SIGNATURE of official completing this form

DESCRIPTION OF IDENTIFIED RISK	CONSEQUENCE (describe word)	LIKELIHOOD (describe word)	RISK RATING (describe word)	CONTROLS / TREATMENT What has or will be done about it?
.....
.....
.....
.....

CONSULTATION REGISTER – Who did you talk to?					
	NAME	POSITION	EXPERIENCE	SIGNATURE	DATE
Responsible person advised >					
Person responsible for review >					
Who else was notified? >					
Who else was notified? >					
Who else was notified? >					

Risk Calculator			LIKELIHOOD: <i>How likely is it to happen?</i>				
CONSEQUENCE: <i>How severely could it hurt someone (riders, officials or public)? And what impact will it have?</i>			ALMOST CERTAIN Will occur	LIKELY Could happen frequently	POSSIBLE Could happen occasionally	UNLIKELY Could happen but only rarely	RARE Could happen, but it is unforeseeable that this will occur
	PERSONAL INJURY	ADMINISTRATIVE					
CATASTROPHIC	Life threatening injuries, death or multiple fatalities	Major hardship to organisation. Huge \$ loss.	Extreme	Extreme	Extreme	High	Medium
MAJOR	Extensive (Serious) injuries resulting in major medical treatment. Hospital.	Significant hardship to organisation. Major \$ loss	Extreme	Extreme	High	High	Medium
MODERATE	Moderate injuries - medical treatment required (broken bones). Hospital.	Moderate hardship to organisation. Medium – High \$ loss	High	High	High	Medium	Low
MINOR	First aid injury. No ongoing medical attention.	Some hardship to organisation. Minor \$ loss	High	Medium	Medium	Low	Low
INSIGNIFICANT	No injury.	Little or no hardship to organisation. 0 – Low \$ loss	Medium	Low	Low	Low	Low

RISK RATING:	RISK TREATMENTS	LEVELS OF CONTROL METHODS	
Extreme: Stop activity, immediate action required	AVOID: Don't do the activity	1. AVOID < Try to start here	5. REDUCE admin warning and rules
High: Prioritised action required	TREAT: Reduce – use controls	2. SUBSTITUTE	6. PPE < Last resort
Medium: Planned action required	ACCEPT: If low or if consequences are tolerable	3. ISOLATE	
Low: Action when possible	TRANSFER: (Caution – cannot transfer duty of care)	4. REDUCE by physical controls	



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email: rules@mnz.co.nz

Inspection Report

*This form is to be completed by the Track Inspector and forwarded to MNZ.
Please ensure all sections are filled in correctly.*

Applicant / Licensee	Applicants position					
Club / Promoter name						
Postal address of Club/Promoter						
Contact telephone number	Email:					
Name of the track / venue						
Full address of track						
Track GPS co-ordinates	Refer item 2.1.15 Track Standards					
Track direction	Clockwise		Anti-clockwise		Both	
Application type	New License		Renewal		Variation to existing License	
Type of inspection	Major		Minor		Temporary	
Track map provided and accurate	Refer item 3.2.6 Track Standards		YES		NO	
Disciplines to be used at track						

The following Track Inspector has been appointed by MNZ to inspect this track

Track Inspectors' Name		
MNZ Licence number	Expiry date	
Date of inspection	Standard Version #	

The following Track Representative was present during the inspection of this track

Name	Position	
Signature of Track Representative	Date	

Track Inspectors must be approved by MNZ and meet any requirements as prescribed by MNZ from time to time. Track Inspectors assess tracks for the purpose of providing this Inspection report to MNZ. Track inspectors do not provide advice to Track Operators or Promoters in regard to legal or regulatory compliance. During the Inspection, the Track Inspector should be accompanied by a representative of the Track Operator. Refer to Section 3.3 "Track Inspections" of the Track Standards for further information.

A copy of this report, plus any further recommendations from MNZ shall be provided to the Applicant with the Track License documentation.

Satisfactory	The item complies to the Track Standards	= tick 1
Unsatisfactory	The item does not comply with the Track Standards.	= tick 2
TRA #	If ticked "2" then enter <i>T.R.A number. - TRA should be completed</i>	= TRA #
Not Applicable	The item does not apply to this track or is not required	= tick N/A

I have examined the following areas where they are applicable to the track. The items that are satisfactory are listed in column one (1). Items listed in column two (2), are not satisfactory may require action before licensing is approved.

Please place a tick in the relevant box identified as Satisfactory (1), Unsatisfactory (2) or Not Applicable (N/A)					
Section #	Description	1	2	TRA #	N/A
MINIMUM OPERATIONAL STANDARDS					
4.2	Track and Support Infrastructure				
4.3	Emergency Procedures: EMP Sighted,				
4.4	First Aid: Medical and First Aid requirements for this discipline				
4.5	Fire Precautions: should be adequate in all areas				
4.6	Provision of Fuel: minimum standards for "suppliers" of fuel				
4.7	Marking: Must comply with ALL requirements				
4.8	Protection from Hazards: Hazards = poles, bridges, PA systems pole etc (2 metres)				
4.9	Vertical Space: 3 Meters free space				
0	Flag Points Photo's both directions				
4.11	Lines of Protection				
4.12	Neutral Zone				
4.13	Verge (area between 1LoP and adjacent 1LoP)				
4.14	Pit board area				
4.15	Mechanics Area/Zone				
4.16	Watering Systems				
4.17	Washing Zone for Motorcycles: local laws, designation, protection, signage				
4.18.1	Paddock Area & Track Access: Paddock for participants.				
4.18.2 (a,b,c)	Paddock Area & Track Access: Flat, access, signage and fencing				
4.18.2.d)	Paddock Area & Track Access: Adjacent fencing				
4.18.2.e)	Paddock Area & Track Access: Waiting/Collecting area.				
4.18.3	Paddock Area & Track Access: Multiple circuit waiting/collecting areas.				
4.18.4	Paddock Area & Track Access: Emergency vehicle access route				
Printed name of applicant		Signature of applicant			
Date of application					
4.19	Legal and Regulatory Compliance (Track Operator and/or Promoter made aware)				
Section #	Description	1	2	TRA #	N/A
4.20.1	Notices to the public: Fixing, public roads, spectators, disabled and literacy issues.				
4.20.2	Notices to the public: Warning to the Public notices (Take Photo's)				
4.20.3	Notices to the public: Prohibited Area notices. (Take Photo's)				

Error! Reference source not found.	Notices to the public: Warning notices, Alcohol in Pit area. (Take Photo's)				
Error! Reference source not found.	Notices to the public: Animals and Guide Dogs (Take Photo's)				
Error! Reference source not found.	Notices to the public: Pit Area – Riding, Smoking, and Footwear (Take Photo's)				
4.20.4	Notices to the public: Suggested additional signage				
Error! Reference source not found.	Rider Information Signs: Track plan, emergency routes, first aid posts, toilets etc.				
4.21	Non-Permanent Advertising Signage on Track: Inform Track Representative.				
4.22	Landline / Mobile telephone				
4.23	Track Control - Light Systems				
Error! Reference source not found.	Lighting: <i>Should meet requirements</i>				
4.24	Parking				
3.3.2	<u>OTHER OBSERVATIONS</u>	1	2	TRA #	N/A
a)	Venue Plan				
b)	Track Map				
g)	Machine Examination / Scrutineering Area: Location _____				
j)	Public Address System: (pits / spectators)				
k)	Timing Facilities: Location _____				
l)	Medical Centre / First aid room facilities: as per MoMS				
m)	Emergency Equipment: Including fire prevention				
n)	Emergency access to Track and infield				

Section #	<u>MOTOCROSS MODULE STANDARDS</u>	1	2	TRA #	N/A
5.2	Track layout: design for all grades of riders, safety, minimal stops/starts				
5.3	Length: Measured _____metres				
Error! Reference source not found.	Width: Measured _____metres				
Error! Reference source not found.	Track Density: calculated $N = W \times L \times 30 \pm 1$ _____				
5.4	Vertical Space: Lowest overhead Hazard _____				
5.5	Speed: average speed = distance (m) / lap time (sec) x 3.6 _____				
5.6.1	Obstacles: JUMPS <i>Triple jumps and stutters not allowed. Jumps should not exceed 3m in height</i>				
5.6.4	Obstacles: DOUBLE JUMPS				
5.6.5	Obstacles: TABLETOP JUMPS				
5.6.7	Obstacles: WHOOPS SECTION				
5.6.8	Obstacles: STEP UP / STEP DOWN JUMPS				
5.7	Lines of Protection:				
5.8	Bridges and Tunnels: Inspector received current written certification and checked barriers (Send Copy with report)				
5.9	Starting Area: Clearly marked and fenced off to restrict entry				
5.9.2	Start Gate: should comply with ALL requirements				
5.10	Start Straight: should comply with ALL requirements				
5.11	Waiting Zone				
5.12	Finishing Line				
<u>ANY OTHER ITEMS OF NOTE</u> (please list on separate page and attach to report)					

Section #	TEMPORARY COURSE – MODULE STANDARDS	1	2	TRA #	N/A
	Track Map: It is understood it may not be practical to submit an 'accurate plan' for Enduro.				
Error! Reference source not found.	Temporary Courses				
Error! Reference source not found.	Track Markers:				
Error! Reference source not found.	Track Density: calculated $N = W \times L \times 30 \pm 1$ _____				
6.2	Course Preparation:				
6.3	Spectator Areas and Signage: Must be clearly marked and displayed				
<u>ANY OTHER ITEMS OF NOTE</u> <i>(please list on separate page and attach to report)</i>					

The Track Inspector, having completed the inspection should submit the following documents with the report:

- ☐ A written overview of the track as seen on the day of inspection
- ☐ A dot point comment sheet describing all items listed in the report as "Unsatisfactory"
- ☐ Copies of all TRA's completed on all items listed as "Unsatisfactory"
- ☐ A photographic record of all items where TRA's have been completed
- ☐ Copies of track maps showing all features required as per items 3.3
- ☐ A photo/video journal (including catalogue with description of images) of entire track and relevant facilities
- ☐ Any recommendations by the Track Inspector of Special Conditions and/or restrictions to be placed on the Track License

Please tick every box to confirm that documents are attached to the report.

I confirm that I have made a comprehensive inspection of this track, to the best of my ability and within the scope of an accredited MNZ Track Inspector and that this report and all supporting documentation is an accurate representation of my observations as made on the date of the inspection.

Name of Track Inspector:

Signature:

Date:

MNZ Office use only

Date Received	Report Complete?	Reviewed by:
	YES <input type="checkbox"/>	NO <input type="checkbox"/>

MNZ Certifier use only

Date Received	Certified?	Certified by:
	YES <input type="checkbox"/>	NO <input type="checkbox"/>

DRAFT TEMPORARY TRACK INSPECTION REPORT:

The purpose of this is to guide the officials to review the temporary track prior to use. A risk assessment should be completed in respect of any non-compliance.

A track must be constructed or laid out with safety of the riders foremost in mind. Hay bales or other shock absorbent material to protect the riders from dangerous obstacles must be used. Special consideration must be given to the angle of jump faces and landing zones.

	Satisfactory	Non-Satisfactory
Track Width allowing rider run-off safety		
Start mechanism satisfactory		
If the start is using backward falling gates <ul style="list-style-type: none"> - What is the height of the gates _____ - Are they suitable to ensure a rider is not trapped by them? 		
Start area provide for single row starts, providing a minimum of one meter between machines, measured from wheel to wheel.		
A line and/or bunting 4 meters behind the rear of the start area for all other persons (other than riders) to stand behind prior to the 10 second board.		
Track markers – sufficient height & design to be clearly visible to competitors at speed, and be coloured red on the right and white on the left.		
Track Markers (Pegs) to be placed with a slight lean away from approaching riders		
No solid (hand or head high barriers to be on inside of corners, i.e. silage bales or tyres		
No hazards within 3 meters of the track <ul style="list-style-type: none"> - include photos of hazards 		
3 meters distance between racing sections of the track, minimising risk of collision		
Are all potential problem areas highlighted, e.g. jumps, blind corners, anywhere a rider cannot see enough distance ahead? Do these areas have identified flag stations to be manned at all times during practice and racing. - Include photos of the flag stations		

Flag points location and marshal safety		
Spectator access and safety		
Protective devices and barriers		
Condition of the track and ongoing monitoring		
Ability to water the track if necessary		
Bike movement within pit area		
Spectator Areas and Signage (must be clearly marked and displayed).		
Provision for fire extinguishers in a central position in the pits		
Provision for medical to be in strategic positions on the course.		
Provision for timing/lap scoring to be in a safe distance from the track		

Pit Mechanic Area/Zone	Satisfactory	Non-Satisfactory
Does it require crossing of the track to access the area		
Is this area clear and visible to all riders		
Does the area have barriers to protect signallers/mechanics		
Is this area located on the outside of a corner or outside exit of a corner		
Emergency Equipment		

Flag Marshall Points	Satisfactory	Non-Satisfactory
Sufficient number around the course within unrestricted view to the next point		
Sufficiently protected from riders with suitable shock absorbent barriers if within 3 metres of the track		
Flag marshall points located on the outside exit of a corner		
Flag marshall points clearly visible to the riders		

Spectator Control Fencing	Satisfactory	Non-Satisfactory
Spectators kept minimum of 3 meters from the edge of the track by either fencing or other barriers		
First and second line of protection in place for spectators		
Manned controlled track crossings		

Public Amenities	Satisfactory	Non-Satisfactory
Toilets sufficient for public		
Toilets sufficient for competitors		

Venue	Satisfactory	Non-Satisfactory
Emergency access to the track		
Medic area clear and identified (including GPS co ordinators for emergency services)		
Medic facility area/base		
Clear landing area for helicopter		
Specific timing area		
Wash zone with water supply and tap outlets		
Suitable pit areas and spectator parking		

- **Non-compliant matters must be rectified prior to the commencement of competition. Participant and/or spectator safety must not be compromised.**
- **This checklist is to be read in conjunction with the Manual of Motorcycle Sport (MoMS).**

Copies of this must be forwarded to the MNZ Office, with a copy to the MX Commissioner

- admin@mnz.co.nz
- mnzmxco@mnz.co.nz