

CHAPTER FOURTEEN – Road Racing (Road)

- 14.1a The Clerk of the Course or his/her nominee shall organise a briefing session and give written instruction to all Flag Marshall's before the meeting to inform of the conduct of their duties with particular reference to rules 3.12, 14.8a, any potential danger areas peculiar with the track and their position within the organisation with particular reference to access to the Clerk of the Course, communications, First Aid and other support groups.
- 14.1b If during practice qualifying or racing a competitor's machine malfunctions or becomes disabled for any reason such that the competitor is unable to continue practicing, qualifying or racing at or near their previous or actual pace, the competitor must hold their line until it is safe to move as quickly and as safely as possible from the racetrack to the safest and nearest viable stopping position. The machine must be parked as far as is practicable from the track and the rider should move to the safest available position. The Clerk of the Course will have the jurisdiction to remove competitors from a practice, qualifying or race by means of black flag or black with orange disc flag for reason of machine malfunction or disablement so that the competitor cannot maintain their previous or actual pace. If riders shown said flag respond appropriately, no penalty will apply. If riders do not respond appropriately, penalties will apply. The qualifying standard of 115% of the best lap time in the current session will be used.
- 14.1c 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.
- 14.1d All machines that crash during practice, qualifying or racing cannot continue that session. At the end of that session crashed machines must be delivered to the machine examiners for re-examination. Riders must also obtain a medical clearance and have their gear and helmet checked before re-entering the circuit.
Riders that continue after crashing must be reported to the Clerk of the Course.

For endurance road races of more than 55 minutes duration, a crashed rider may re-enter that session as long as the machine is not leaking fluids and that brakes and throttle are in working order. That rider must return directly to the pit area and must pass machine examination and gear check before continuing the session.

For the purposes of this rule "Crash" is defined as: "When a rider and machine become separated and or the machine has stopped moving and has any parts other than it's tyres in contact with the circuit, ground or crash barriers and these parts are supporting the machine"

- 14.1e If a rider goes off the defined track then re-enters the defined track, the rider is

not to gain any advantage and is required to fall back to behind any riders that were overtaken as a result of the off track excursion.

- 14.1f For clubs running mixed classes within a practice, qualifying or race, this will be quantified and defined in the Supplementary Regulations for the event. It must be recognised that speed differentials and capabilities within mixed classes need to be monitored and adjusted accordingly during the meeting, if they represent or develop into a risk to riders and/or those people involved in running the meeting. At all times the Club, Riders Representative, Clerk of Course and MNZ Steward reserve the right to modify/adjust riders race classes based on the above around speed differential and capability.
- 14.2 Practice will be under the control of Club officials who will notify competitors of practice times.
- 14.2a Mass start practices are prohibited. Competitors must be dispatched in small numbers at intervals.
- 14.2b A "CHECK HELMET STRAP" sign shall be displayed to competitors immediately prior to entry to the circuit. The sign will be properly sign written, and be of minimum size 60cm x 40cm and/or displayed electronically.
- 14.3 Where grid style start is used, a minimum distance of 4.0m must be left between each row of the starting field. The maximum number of machines on each row of the grid shall be solo 4; sidecar 3.
- 14.3a 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. Starters control ends once the event commences as per rules 6.6a and 6.6b.
- 14.3b A time penalty of 20 seconds is to apply to any rider jumping the start, this penalty is to be added at the end of the race. The offending rider is to be notified of the penalty within 30 minutes of the race/part race using a Competitor Infringement Notice.
- 14.3c At permanent circuits (e.g. Hampton Downs, Ruapuna etc.) any rider late for the start may be permitted to start from Pit Lane. The Clerk of Course will direct via Marshall or lights to release the rider(s) immediately after the field has passed the pit exit road or a point deemed safe by the Clerk of the Course.
- 14.4 Signals and information may be relayed to a competitor from their pit assistants by means of pit boards and/or signal boards. Radio, Bluetooth, Wi-Fi, Cellular or

other radio and/or digital-based communications are not permitted and are considered as outside assistance.

- 14.5 **Fuel:** See rule 10.13.
- 14.6 At the discretion of the organising Club, trials universal and trail tyres may be used for closed Club road racing events.
- 14.7 **Wet Weather Declaration:**
Where weather conditions dictate, the Steward of the meeting **shall** declare the Practice/Qualifying/Race(s)/Day or Meeting “wet”. This brings into play the relevant “wet weather” tyre regulations for those Classes affected. **The 115% threshold in Rule 14.1b is suspended.**
- Where the declaration is made immediately prior to a race, a **30 minute** time period must be allowed to enable Competitors in that race to change their wheels/tyres/setup.
- Once the declaration is made, the onus remains on the Rider to fit the tyres he/she considers most suitable. Once declared wet, racing will not be stopped due to changing track conditions – unless the Steward and Clerk of the Course decide that the conditions make it too dangerous to continue **on wet tyres**. Riders who wish to change tyres during a race declared wet must do so while racing continues. **Should weather conditions change sufficiently to make the use of wet tyres inappropriate, the Steward and Clerk of the Course shall reverse the wet race declaration and revert to normal dry weather rules. When reverting to ‘normal dry weather rules’ the 115% threshold in Rule 14.1b shall be reinstated, and the appropriate (dry weather) tyre allocation rules for the affected classes will apply.**
- 14.7a A **functioning** red rear facing safety light (preferably LED) is required to be permanently mounted to the rear of the motorcycle at all events. The rear light must be permanently mounted near the end of the seat / rear bodywork and approximately on the motorcycle centre line, in a position approved by the Technical Steward or Steward. This will be checked during machine examination. In case of a dispute over the mounting position or visibility, the decision of the Technical Steward or Steward will be final.
- 14.7b The safety light must be switched on any time the motorcycle is on track or is ridden in pit lane and the Race/Day or Meeting has been declared wet. **Non-compliance will result in exclusion from the results of the race or practice session.**
- 14.7c The safety light power supply may be separated from the motorcycle.
- 14.7d The output must be continuous – no flashing safety light allowed.
- 14.7e Power output / luminosity equivalent to minimum 10W (incandescent) or 1W (LED).
- 14.7f The Technical Steward or Steward has the right to refuse any light system not

satisfying this safety purpose.

- 14.8 When it is necessary to put an emergency vehicle on the course during a Road Race meeting the race must be Red Flagged (stopped) by the Clerk of Course (CoC) or Steward of the meeting.
Prior to the start of any Road Race the Clerk of the Course or Steward must brief the attending emergency vehicle drivers. This briefing must inform the drivers as to when they are allowed on the track, who will give the instruction to go onto the track. (e.g. Clerk of the Course) and what the instruction shall be. Should there be a change of emergency driver during the event, the briefing must be carried out with the new driver.

- 14.8a **Long Distance Events (60 minutes or longer):**
In the situation when an Ambulance is required to attend an incident during the Endurance Race the following procedure will apply:

Procedure:

An Emergency Vehicle will be deployed from Pit Lane with amber or red flashing lights operating. Riders MUST queue in single file in the order they arrive at the Emergency Vehicle.

An Ambulance Flag and a waved Yellow flag will be displayed at each Flag Marshall Point. An ambulance will be deployed from the nearest point to the incident. All competitors are to slow immediately and fall in behind the Emergency Vehicle in single file, in the positions they arrive. No passing is allowed during the period of the ambulance/waved yellow flag. Pit lane is open during ambulance/waved yellow flag period. Competitors who choose to enter pit lane during an emergency vehicle period must re-join at the back of the single file queue.

Pit lane speed limits must be observed.

The emergency vehicle will continue to lead the competitors until the incident is cleared and the ambulance has left the racing circuit.

When racing is to recommence, the emergency vehicle will turn the flashing roof lights off at a designated point on the circuit (refer to MNZ Circuit Operating Plan). The emergency vehicle will accelerate away from the field and pull into the pit lane entry on the completion of that lap, while the field will remain behind the leading rider and remain at the slower pace that the Safety Car had been travelling at. The race will not restart until the Green Lights or Green flag is shown to competitors at the Start/Finish line. There is to be no passing until the Start/Finish line has been crossed and the pace of the re-start is to be dictated by the Bike in front of the field.

In the event of a race stoppage the procedure will be:

Red Flags will be displayed at strategic points around the circuit.

All competitors still running will signal to notify following riders; safely stop racing and return at reduced speed to pit lane. Competitors must enter pit lane and proceed to their respective pit area, but the Motorcycle MUST remain in Pit Lane and not be taken into the garage area.

No tyres, fuel or repairs may be carried out. Tyre warmers may be put on the bikes only.

The same rider must be on the same bike for the restart as was on the machine

at the time of the race stoppage.

The restart will consist of 1 warm up lap, followed by a green flag standing start at the Start finish line.

14.9 **Road Race Championships:**

Clubs may apply to cater for solo and/or sidecar classes. The Road Race Commission shall recommend which clubs shall run the Road Race, Grand Prix and Tourist Trophy championship events.

14.9a The Road Race Commission and event organisers shall determine the number of races each class shall race at each round of a Championship event. Each race must take place provided that six entries are received by the closing date for normal entries.

14.9b The Road Race Commission and event organiser shall determine each race distance at each event.

14.9c Official practices for Road Race Championship races must be a minimum of two ten minute sessions for each Road Race Championship class. Combining of classes shall be at the discretion of the Clerk of the Course, the Riders Representative and the Steward of the meeting.

14.9d For Road Race Championship races, organisers must provide warm-up sessions for each class, prior to the commencement of the racing programme, on the final race day (on previous days, the practice and qualifying sessions will be adjudged to represent warm-up sessions). Classes for the warm-up sessions may be combined, and will be stated in the Supplementary Regulations, or determined and informed at the discretion of the Clerk of the Course, at riders briefing, should extraneous circumstances dictate.

14.9e Entry forms, acceptance forms, programmes must clearly indicate which races are the point's races. This also applies for TT and GP titles. A copy of each of these forms must be sent to the MNZ Office, Road Race Coordinator, and Regional Coordinator.

14.9f An official list of Road Race numbers will be compiled separately for each class, only numbers 1-99 will be issued. Numbers 1-10 will be reserved for those riders finishing in the top ten places in the previous year's championship and must not be issued to any other riders. Immediately at the conclusion of the current year's Championship numbers one to ten will become available to those who took part and were placed accordingly, competitors with existing one to ten numbers will be required to change their number by contacting the MNZ Office.

Official numbers will only be issued to holders of a Championship licence.

Applications must be sent to the MNZ Office and will be approved by the Road Race Commissioner. The official list will be available on the MNZ Website.

14.9g **Notification that entry forms are available online** to be sent to all official road race number holders no later than a month prior to the closing date of entries.

- 14.9h Points are awarded for 1st to 15th placing as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 14.9i **Championship Points:** To gain points and or remuneration/reward or acknowledgement in a Road Race Championship Race the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.
- 14.9j Remuneration/reward/acknowledgment is to be awarded to place finishers in each Road Race Championship road race by the way of prize money, trophies or product.
- 14.9k Tourist Trophy and Grand Prix classes will be those as detailed Appendix A together with any additional classes which may from time to time be deemed appropriate by the Commissioner.
- 14.9l 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).
- 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.**
 - Second Preference – grid positions to be determined using known ability based on recent history (previous 12 months) in similar events.**
 - The use of rolling or rotating grids is subject to a sign off process.**
 - In extenuating circumstances the event Steward may instruct the organisers to seed faster riders nearer to the front, if an unexpected qualifying situation arises, such as machine or equipment failure, accident etc.**
- 14.9m For all Road Race Championships, live motor starts shall be employed.
- 14.9n Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least 3 Road Race **events (in any country)** within the 12 months immediately prior, or be observed by a recognised senior competitor or suitably trained MNZ Official, clearance for which must be obtained from the Road Race Commissioner, proof of this **may** be from entries in the logbook, **overseas results** or if observed, written clearance from the Road Race Commissioner, only senior Championship licence holders may compete on the Streets.
- 14.10 **Road Race Championship Classes:**
Appendix B – Superlite,
Appendix C – Superbike
Appendix E – 650 Pro Twins
Appendix F – Supersport
Appendix G – 125GP / 250 Mono
Appendix H – 250 Production
Appendix I – Supersport 300
Appendix J – Supersport 150
Appendix K – Gixxer 150.

All technical and eligibility rules will be set by the Road Race Commission and published as an appendix to the Manual of Motorcycle Sport Competition Rules. The Road Race Commission shall have the power to vary these rules where necessary by notifying all competitors of the change. The Road Race Commission shall rule on any rule interpretation during the season and notify all competitors.

- 14.10a **Sidecar Passenger Championships:** The points will be awarded in principle to the drivers. However, the passengers will also be classified and receive awards in the final classification together with the driver provided they have participated together in more than half of the meetings counting for the championship and gained whilst together more than 50% of the total points awarded to the driver. When trophies / medals / ribbons are awarded one must also be provided for the sidecar passenger.
- 14.10b **Endurance Championship:** To qualify as a championship title race, the race distance shall be a minimum of two hours duration.
- 14.11 Turbocharging and supercharging shall not be allowed, except for rule 17.4g where turbo or supercharging be allowed, where fitted as original specification equipment to the base motorcycle in question. The capacity of rotary engines shall be determined by the formula approved by MNZ.
- 14.12 **Supersports:**
All technical and Championship rules shall be set by the Road Race Commission. These shall be published as an appendix to the Manual of Motorcycle Sport. The Road Race Commission shall rule on any rule interpretations during each season and notify all competitors.
- 14.13 **Mini Supersport & Road Race Training Class:**
Riders from age 7 and above may take part in structured junior road race training run by approved coaches and junior training coordinators. All riders in this age group undergoing training must have a dedicated trainer (one on one) who is coaching/training this rider whilst on track. Juniors 7 to 13 years old, as of January 1st for that competition year, shall be allowed to compete in the following class:
- Mini Supersport (Appendix L)
- Providing all riders have passed a basic skill handling test of their machines or have graduated from their club training plan.
- Junior riders that are eligible to race in Senior Road Race events may continue to race as a Junior in Motocross events up until the date of their 17th birthday. Junior's 13 years and over shall be allowed to compete in the following classes:
- 250 Production (Appendix H),
 - Miniature Road Racing (Chapter 16),
 - Classic (15.3),
 - Post Classic (17.6),
 - GIXXER 150 (Appendix K)
 - Supersport 150 (Appendix J)

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

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

14.13a **Road Race Training Class:** is intended to be an introduction to the sport of Road Racing providing an outlet for youthful energies under controlled conditions.

The goals are:

To encourage and support our young riders.

Give an introduction to motorcycle riding in the disciplines Undertake training, coaching and fun day events.

Give an introduction to the spirit of racing.

Clubs are expected to take full responsibility for the training of prospective Young Junior road race riders and for the safe control of riding. In larger clubs it would be desirable to appoint a Juniors road racing class-riding committee.

Parents are expected to guide support and assist their children to participate safely in and enjoy the sport.

It is an ideal stage for clubs to introduce and educate young riders and their parents in to the sport thus encouraging club participation and ensuring that the Young Junior Road race riders are at least conditioned and have some understanding of the sport.

14.13b The general competition rules of MNZ apply. Rules not covered in this chapter may be found in the Manual of Motorcycle Sport e.g.; conduct of competition, motorcycles technical and safety gear.

14.13c Trainees are to be supervised by a licenced experienced rider.

14.13d For all 7 – 13 year olds, Kayo (Appendix L), F4 & F5 or FIM Junior MiniGP eligible bikes are allowed. The bike should be matched to the riders size and experience, over 13 years Development & 250 Production bikes can be used.

14.13e Training and racing to be under controlled conditions. Riders mentors must be present at the event at all times. Controls to be specifically stated in the Supplementary Regulations as submitted with the Permit application and signed off by the Road Race and Officials Commissioners.

14.13f The Club running the event is to run a log/register for all trainees to log their progress.

14.13g Riders under 13 years of age shall not be allowed to passenger or ride a sidecar.

14.13h There shall be no Island or New Zealand Championships at all; this age group is for club racing and learning skills only.

