I Inviting Your Feedback:

Having recently concluded the collection of proposed rule changes, we have now compiled them and are eager to receive your feedback.
It is important that we as an organisation, continually review our rules, to ensure that we keep up with the evolving changes in our sport, to ensure that our sport remains relevant and aligned with modern standards. Overall rule changes are not only necessary but also beneficial for the continued growth and success of our sport.
Your active participation in this consultation period for both proposed rule amendments and new rules is highly valued and encouraged.
This process offers every member a chance to contribute, and we strongly urge you to not only review the document carefully but also share your feedback.

Please provide your feedback using this **link**, no later than **12 noon, Wednesday 23rd July 2025**.

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ROAD CHAPTERS 1 to 10 General Competition Rules

3.1 Current Wording
Every event shall be directed and carried out by certain officials whose duties are either supervisory or executive. Each event must have Steward(s) and CoC(s) of the required levels and with the correct discipline endorsement.

3.1 Proposed New Wording
Every event shall be directed and carried out by certain officials whose duties are either supervisory or executive.

3.1.1 / 3.1.2 / 3.1.3 New Rules
3.1.1 Each event must have Steward(s) and CoC(s) of the required levels and with the correct discipline endorsement.
3.1.2 Steward(s) are not permitted to participate in a race as competitors at the event where they are listed on the permit.
3.1.3 CoC(s) are not permitted to participate in a race as competitors at the event where they are listed on the permit, unless

i) It is a club event only requiring a Grade 2 Official.
ii) There is another Grade 2 or higher CoC present.
iii) That the other Grade 2 or higher CoC is listed on the Permit for that event.
iv) The other CoC fulfils those duties while the other CoC competes.
v) If the permitted event is running two tracks concurrently all CoC roles must be fulfilled at all times.

3.4 Current Wording
Clerk of the Course: The Chief Executive Official at a competition, under whose control come the following officials: Secretary of Meeting Starter Judges Timekeepers Handicapper Machine Examiners Marshals Lap Scorers Observers

3.4 Proposed New Wording
Clerk of the Course: The Chief Executive Official at a competition, under whose control come the following officials: Secretary of Meeting, Starter Judges, Timekeepers, Handicapper, Marshals, Lap Scorers, Observers

3.4 Reason for Change
Remove the words "Machine Examiner"
When dealing with issues or protests of a technical nature, including but not limited to machine inspections, noise and fuel testing and the resulting penaltie(s), the steward is the most appropriate official to brief and liaise with the technical officials and any resulting action. Not idea to take a CoC away from race / track control to deal with "off track" issues.

3.4b New Rule
Technical Officials, including Machine Examiners report directly to the Steward of the meeting and fall under the Stewards control

3.4b Reason for Change
When dealing with issues or protests of a technical nature, including but not limited to machine inspections, noise and fuel testing and the resulting penaltie(s), the steward is the most appropriate official to brief and liaise with the technical officials and any resulting action. Not idea to take a CoC away from race / track control to deal with "off track" issues.

3.12 Current Wording
Machine Examiner: It shall be the duty of the machine examiner to satisfy themselves prior to a machine taking part in an event that the competing machine conforms to these Regulations and is in proper condition to race. He/she check machine(s) involved in an accident or fall if considered appropriate before such machine(s) is permitted to start in another race.

3.12 Proposed New Wording
Technical Official: It shall be the duty of the **Technical Official** to satisfy themselves prior to a machine taking part in an event that the competing machine conforms to these Regulations and is in proper condition to race. **They may** check machine(s) involved in an accident or fall if considered appropriate before such machine(s) is/are permitted to start in another race.

3.12 Reason for Change
Motorcycling Australia (MA) have recently reviewed their MoMS. A change that was made was the renaming of ‘Scrutineers’ to ‘Technical Official’. Speaking with MA on this, the work that the ‘Scrutineers’ did was similar if not the same as what is done here in New Zealand by the Machine Examiners. The proposal also allows the Technical Official to carry out documented tasks given to them by the Technical Steward who works closely with the Meeting Steward.
Note: The wording has also been changed for this season for the Technical Team as some of the Technical Team are not Technical Stewards and the word ‘Steward’ can only be used by a person who is a Steward.

6.1d Current Wording

All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in a central position in the pits and at strategic positions on the course, usually the flag points. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment. The location of the first aid kit and fire extinguishers should be pointed out and demonstrated to the riders at the riders briefing.

6.1d Proposed New Wording

All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in a central position in the pits and at strategic positions on the course, **for fire extinguishers this is** usually the flag points. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment. The location of the first aid kit and fire extinguishers should be pointed out and demonstrated to the riders at the riders briefing.

6.1d Reason for Change

1. Clarifying the rule to ensure it is clear that only the Fire Extinguishers are what is suggested to usually be located at the flag points, not the First Aid Kits.
2. It is not feasible to provide first aid kits at every flag point, and pointless unless there is also a first-aid-trained person with every kit, which is also not feasible.

6.4b Current Wording

b. At Championship and Major Events a second non-competing Riders Representative may be appointed to compliment the role of the elected Riders Representative. At major events two Riders Representatives may be elected. Green vests may be worn by Riders Representatives.

6.4b Proposed New Wording

b. At Championship and Major Events a second non-competing Riders Representative may be appointed to **complement** the role of the elected Riders Representative. At major events two Riders Representatives may be elected. Green vests may be worn by Riders Representatives.

6.4b Reason for Change

Riders' Representatives should not have to pay each other compliments, but should provide complementary function to those roles

6.4e Current Wording

e: The Protest Committee will consist of the Steward of the Meeting, a representative of the organising club and a representative of the riders. (Rule 7.2.6).

New Wording

e: The Protest Committee will consist of the Steward of the Meeting, a representative of the organising club and a representative of the riders. (Rule 7.2.6). **The CoC is prohibited from being a member of the Protest Committee.**

6.6l Current Wording

At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2, 3 or 4 wheeled, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car for Road and Street Racing, and behind a responsible person for all other events. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee

will be refunded. Approved AG helmets may be worn by officials as they go about their duties at events.

6.6l Proposed New Wording

At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion whether under power or not, whether these be 2, 3 or 4 wheeled.

6.6l Reason for Change

1. Danger is present when the machine is moving regardless of whether it is under power or not
2. The suggested addition is to provide officials clearer enforceability of this rule
3. This rule is a bit of a dog's breakfast, with random vaguely-related rules all piled in together.

Our suggestion for clarification is to split Rule 6.6L into three sections.
This rule change proposal, 6.6L-a, defines the first of these sections.
Please see also our rule change submissions for new rules 6.6L-b and 6.6L-c

6.6l(a) Current Wording

At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2, 3 or 4 wheeled, except for the official “Ride By”, which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car for Road and Street Racing, and behind a responsible person for all other events. Any rider guilty of abusing this “ride by” with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded. Approved AG helmets may be worn by officials as they go about their duties at events.

6.6l(a) Proposed New Wording

Rule 6.6L-a will not apply to an official “Ride By”, which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car for Road and Street Racing, and behind a responsible person for all other events. Any rider guilty of abusing this “ride by” with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded.

6.6l(a) Reason for Change

This rule contains three different sub-rules, none of which are clearly delineated within the rule.
This is part 2 of clarification thereof.
Please refer to our submissions for new rules 6.6L-a and 6.6L-b

6.6l(b) Proposed New Wording

Approved AG helmets may be worn by Officials as they go about their duties at events

6.6l(b) Reason for Change

This rule contains three different sub-rules, none of which are clearly delineated within the rule.
This is part 2 of clarification thereof.
Please refer to our submissions for new rules 6.6L-a and 6.6L-b

6.14 Current Wording

If a rider goes off the defined track they must return to the tack as safely as possible without gaining an advantage or a race position. Should an advantage or gain in a race position happen from the incident while returning, the rider may be penalised.

6.14 Proposed New Wording

If a rider goes off the defined track they must return to the **track** as safely as possible without gaining an advantage or a race position. Should an advantage or gain in a race position **result** from the incident while returning, the rider may be penalised.

6.14 Reason for Change
Tidy up the spelling ("tack") and grammar ("happen")

6.15f Current Wording
f) Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impede other competitors and/or create a safety issue. (For clarity this will be judged by the Steward or Clerk of Course.)

6.15f Proposed New Wording
f) Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impede other competitors and/or create a safety issue. (For clarity this will be judged by the Steward or Clerk of Course, **using 115% of the rider's best pace in the current race/practice session as a guideline.**)

6.15f Reason for Change
The old rule had no specific numerical qualification, only "judged" by……. It also aligns this rule with 14.1 b which relates to machine problems causing slow pace

6.16c Current Wording
A rider may have any type of refuelling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets Supplementary Regulations for the meeting.

6.16c Proposed New Wording
A rider may have any type of refuelling apparatus **they** wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving **their** pit after a stop, and meets Supplementary Regulations for the meeting.

6.16c Reason for Change
1. Remove the use of rider gender
2. Remove the word "may" before "wish" as it is redundant

6.21d New Rule
Should a result be unable to be declared under 6.21 B or 6.21 C, then the race shall be declared with no result recorded. Such a race cannot be rerun. The only exception to this is if the race comprises a single title (e.g. NZGP or NZTT), then an application may be submitted to run the race at a subsequent meeting of equal or greater status to the original meeting.

6.21d Reason for Change
New rule to be included

6.27 Current Wording
The following flags will be recognised as the standard colours to be used as signals to riders during a race:
Green: Start. Starting Lights can replace the flag
Red: All riders to signal and safely stop racing.
Yellow: Held Stationary or Waved – SLOW DOWN – Proceed with extreme caution. No overtaking until danger area is passed, be prepared to stop. Sidecar riders this could also mean your passenger is in difficulties.
White: Last lap.
Black: Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.
Black and White Check: Finish for all riders.
Red and Yellow Stripes: Oil or other debris on course.

White flag with Red Cross: Ambulance on course, proceed with caution.
Black with Orange Centre: Machine to be removed from the circuit immediately. The rider's number must be shown on a board at the same point as the flag is displayed.
Blue Waved: Overtaking signal warning rider is about to be overtaken.
Blue Held Stationary: Indicates that competitor is soon to be overtaken.
Also see rule 14.8a Endurance race.
When operational at permanent road race circuits:
Red or red and yellow flashing lights at the start line will indicate an aborted start.
Flags must be a minimum size of 24" x 24" (600mm x 600mm).

6.27 Proposed New Wording

The following flags will be recognised as the standard colours to be used as signals to riders during a race:
Green: Start. Starting Lights can replace the flag
Red: All riders to signal and safely stop racing.
Yellow: Stationary (solid): SLOW DOWN; Proceed with caution. Overtaking is forbidden until the danger area is passed. Riders should be prepared for a waved yellow or red flag.
Sidecar riders, this could also mean your passenger is in difficulties.
Yellow: Waved (or flashing light): SLOW DOWN; Proceed with EXTREME caution. Overtaking is forbidden until the danger area is passed. Riders should be prepared for a red flag.
White: Last lap
Black: Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.
Black and White Check: Finish for all riders.
Red and Yellow Stripes: Oil or other debris on course.
White flag with Red Cross: Ambulance on course, proceed with caution.
Black with Orange Centre: Machine to be removed from the circuit immediately. The rider's number must be shown on a board at the same point as the flag is displayed.
When operational at permanent road race circuits: Red or red and yellow flashing lights at the start line will indicate an aborted start.
Flags must be a minimum size of 24" x 24"
(600mm x 600mm)

6.27 Reason for Change

Yellow flag changes:
1. Consistency across MoMS and flag signals document.
2. Explicitly calling out the difference between a stationary and a waved yellow in the MoMS.
There should be a clear distinction between stationary and waved yellow flags in relation to the levels of danger on track, especially on circuits where the marshals will see a major issue immediately upon an incident and before the COC is able to respond with a red flag.
The most significant step the marshal has in the critical initial time frame is a waved Yellow flag and riders NEED to be aware of the serious nature of a waved yellow.
Specifically:
Level 1 – Stationary Yellow
Level 2 – Waved Yellow
Level 3 – Red
3. Removing reference to 'prepare to stop' as we do not stop riders on the track.
On a red flag they are to make their way to the pits and we need to reinforce this at every opportunity.

4. This should also be amended in the flag signals document.
Blue flag changes:
1. Delete all reference to blue flags. This should also be removed from the flag signals document
2. As per rule 6.13, the onus is on the overtaking rider to overtake without interference.
In riders' briefings for new/unfamiliar riders, we strongly advise them to hold their normal lines when they are being passed, and to ignore the presence of passing riders.

Seeing a blue flag to signal they are being overtaken can cause confusion and give the impression that there is some action they need to take, when in fact they should take no changed action at all. This creates an unsafe situation where it may cause the rider being overtaken to vary their line, against the instructions at riders' briefing. If anything, you should add a note to 6.13 to advise all riders to be aware at all times that they may be overtaken and to hold to their race line to enable the overtaking rider to do so safely and within the MoMS rules.
3. Flag marshals are instructed to look forward at the section of the track between their flag point and the next one, following race direction. The use of a blue flag requires the flag marshal to look backwards at all times that riders are approaching their flag point to ensure they can put the blue flag out in time, which means that they cannot be looking forward down the track in order to warn approaching riders of a danger situation ahead, by way of the yellow or red flag.
This issue, on top of point 2 above, make the blue flag requirement considerably less important than yellow or red, and potentially very dangerous.
4. When there is close competition within a race, there will be attempted passing manoeuvres constantly, so the blue flags would essentially be on constant display around the track, preventing effective monitoring of race situations by marshals, as well as distracting riders.
5. In all other forms of motorsport, the blue flag is an indication that a competitor is about to be lapped, rather than simply passed. These two situations are vastly different, so this rule is flawed as it stands. Even if changed to specify lapping instead of passing, the above points continue to make use of the blue flag invalid and dangerous in motorcycle racing.

6.27 Proposed New Wording v2
Yellow: Held stationery - No jumping (refer also to rule 6.17c), Waved SLOW DOWN NOW, imminent danger present, A significant reduction in speed, prepare to stop, No jumping, No overtaking

6.27 Reason for Change v2
Need to clearly show the riders the differences between a yellow flag waved vs stationery, in first lap of practices and sometimes in other "look lap" situations the yellow flags are out but with no difference between a waved or stationery flag if an incident occurs during these laps riders are not slowing or being as cautious. Provides also another layer of safety.

6.27a Current Wording
Yellow Flag: During the first lap of practice for each class the yellow flag is to be held stationary by each flag marshal.

6.27a Proposed New Wording
Red and Yellow Stripes Flag: During the first lap of practice for each class the red and yellow stripes flag is to be held stationary by each flag marshal.

6.27a Reason for Change
The purpose of the rule is to assist riders in recognising the position of the flag points. Using the yellow flag means there can be no passing at any point on the circuit, which is not the intent of the rule. Using the red and yellow strips flag will achieve the desired purpose without the passing restriction.

7.2.6 Current Wording
Protests are adjudicated by the Protest Committee. A Protest Committee will be set up prior to each event, and will comprise the Steward of the Meeting, a representative of the organising club, and a representative of the riders. Should any of these people have a conflict of interest, the Steward may appoint a suitable replacement. The Steward will be the chair of the committee provided that if the Steward is replaced then the Steward’s replacement will be the chair of the committee.

Proposed New Wording
Protests are adjudicated by the Protest Committee. A Protest Committee will be set up prior to each event, and will comprise the Steward of the Meeting, a representative of the organising club, and a representative of the riders. **The CoC is prohibited from being a member of the Protest Committee**. Should any of these people have a conflict of interest, the Steward may appoint a suitable replacement. The Steward will be the chair of the committee provided that if the Steward is replaced then the Steward's replacement will be the chair of the committee.

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

8.1 Proposed New Wording
Protective Clothing:
Protective clothing as specified in this chapter is to be worn by all competitors at all MNZ permitted Road race events, including Training and Have a Go Day events. Protective clothing may be examined by the Steward or their deputy prior to being used in each event. Once examined no alterations or substitutions can be made to the clothing or helmet without the examiner's approval and re-examination. The Steward of the event shall have final say on any safety gear presented and shall not allow any rider to take part in the event if the safety gear does not conform to the required standards. The minimum standard of protective clothing for events shall be as follows in this chapter. **Road Race National Championship Meetings covering classes Appendix C,F, MUST use Airbag Leather Suits, containing compliant and operational airbag vests/suits from Jan 1st 2027**

8.1 Reason for Change
Safety improvement

8.1b Current Wording
Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt.

8.1b Proposed New Wording
Riders with long hair **must** tie it up, **ensuring it is not free flowing out of their helmet or race suit.**

8.1b Reason for Change
1. Remove the ambiguity of the word "should", and replace it with "must", giving officials the power to enforce the rule.
2. Remove reference to the method of tying it up, focusing only on ensuring the hair is not freely flowing outside of the rider's race gear.

8.1b Proposed New Wording v2
Delete this rule

8.1b Reason for Change v2
Not applicable to Road Race

8.2m(c) Current Wording

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

8.2m(c) Proposed New Wording

C. Headphones, microphones, **cameras** or any other form of communication **or recording** equipment must not be fitted **or adhered to any part** of the helmet.

8.2m(c) Reason for Change

1. Add references to video recording devices.
2. Specifically add the word "adhered" to the rule to allow officials to enforce the rule whereby we are not accepting any items that are attached to the helmet in a semi-permanent or non-permanent manner, even where they don't technically change the structural form of the helmet but can impact the integrity of the helmet or fall off the helmet and become a hazard on track or potentially stop racing for identification of track debris.

10.2 Race Numbers – please refer to the MoMS

10.2 Proposed New Wording

All Numbers shall be easily readable from 50m and clearly identify the race number. The numbers shall be visible from the bike in the vertical plain on each side and from a head (Front) on visual. Numbers can be any colour as long as they conform to the above. Backgrounds can be any colour that enhances the number visibility. (This rule does not apply if race meeting is being run without transponders and lap timing being done manually)

10.2 Reason for Change

Current rule is old and archaic. All meetings currently use transponders for class identification. The number is purely for commentary and marshal identification. Providing these two elements are controlled then we should allow new rule which conforms to the two elements as per 10.13a

10.4b Current Wording

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

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

10.4b Proposed New Wording

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

a) Oils and fluids
b) Oil and fuel filters

c) Batteries
d) Oil filler plugs, drain plugs and washers
e) Brake calliper bolts (must be of same or similar material as OEM)
f) Fuel filler caps
g) Wheel bearings and seals (must be the exact same type of bearing and seal. (Same bearing numbers and codes and seal dimensions)
h) General fasteners maybe changed but must be of the same material as originally fitted.
i) Rear axle mounted OEM chain adjuster blocks or complete chain
j) Ignition key, barrel and steering lock. The replacement must perform the same function and be fit for purpose and unable to be dislodged from a crash.

10.4b Reason for Change
Ignition Keys protruding upwards (vertical) are a considerable crash threat to rider safety. There sharp unprotected edges within the cockpit area are often positioned close to the riders face when racing and are dangerous. IE positioned within the fuel tank shroud.
Should a rider crash the protruding key can be broken off, often rendering restarting the bike impossible. The broken key if missed during a track inspection from a crash could be a significant hazard to track surface.
Allowing a surface mounted button or switch fit for purpose prevents the associated hazards and inadequacies of a metal Key protrusion.

10.5g Current Wording
All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a rear wheel foot operated hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed to be fitted. If the rear brake system operated by the foot is retained with the fitting of a thumb or hand operated rear brake, the rear master cylinder maybe changed to allow the safe and correct fitting of the junction valve.

10.5g Proposed New Wording
All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a rear wheel foot operated hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed to be fitted. If the rear brake system operated by the foot is retained with the fitting of a thumb or hand operated rear brake, the rear master cylinder maybe changed to allow the safe and correct fitting of the junction valve. **All Front Brake Master Cylinders and Front Brake Systems shall be maintained to a standard where the Master Cylinders are fit for purpose and free from defects such as evidence of leaking hydraulic fluid and evidence of corrosion.**

10.5g Reason for Change
Current rule is not necessarily capturing visibly defective Master Cylinders.

10.7a Current Wording
Street Circuits – All Classes
All machines to be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that it can be overridden and must be securely attached to the rider. This switch is to be additional to the regular handlebar mounted kill switch.
A number of machines, mainly historic and classic classes, are technically difficult to modify to accept any type of kill-switch, tether or otherwise. These machines will be exempt from this rule on both the following conditions being met:
a. The machine must have a self-contained magneto ignition, and
b. The engine must stop when the throttle is closed. It must not idle.

10.7a Proposed New Wording

Street Circuits – All Classes All machines **with the exception of any motorcyle produced with a Anti Tilt system that renders the bike engine active when crashed**, to be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that it can be overridden and must be securely attached to the rider. This switch is to be additional to the regular handlebar mounted kill switch. A number of machines, mainly historic and classic classes, are technically difficult to modify to accept any type of kill-switch, tether or otherwise. These machines will be exempt from this rule on both the following conditions being met:

10.7a Reason for Change

Amend Rule to capture all new modern bikes that without major changes to the electronics cannot be fitted with a tether kill switch

10.13a Current Wording

The following classes shall have the choice of using “Unleaded Pump Gas, Avgas or Unleaded FIM Petrol” as defined in Appendix D.
Sidecars as defined in chapter 18.
National Speed Records, Hill Climb – Road
Classic Road Racing as defined in chapter 15.
Post Classic (Period 72) Road Racing as defined in Rule 17.3
Post Classic (Period 82) Road Racing as defined in Rule 17.4
Post Classic (Period 89) Road Racing as defined in Rule 17.5
Post Classic (Period 95) Road Racing as defined in Rule 17.6
125GP / 250 Mono as defined in Appendix G, BEARS
Methanol as defined in Appendix D maybe used in the following classes.
Classic Road Racing as defined in chapter 15
Classic Sidecars
Any machines using methanol must display “Dangerous Goods” or other appropriate stickers that clearly indicate its use, on the machine in a prominent place e.g. number boards, side and or top of fuel tank.

10.13a Proposed New Wording

The following classes shall have the choice of using “Unleaded Pump Gas, Avgas LL or Unleaded FIM Petrol” as defined in Appendix D. Sidecars as defined in chapter 18. National Speed Records, Hill Climb – 125GP / 250 Mono as defined in Appendix G, BEARS.Methanol as defined in Appendix D maybe used in the following classes. Classic Road Racing as defined in chapter 15 Classic Sidecars Post Classic (Period 72) Road Racing as defined in Rule 17.3 Post Classic (Period 82) Road Racing as defined in Rule 17.4 Post Classic (Period 89) Road Racing as defined in Rule 17.5 Post Classic (Period 95) Road Racing as defined in Rule 17.6 Any machines using methanol must display “Dangerous Goods” or other appropriate stickers that clearly indicate its use, on the machine in a prominent place e.g. number boards, side and or top of fuel tank. All Methanol Using Bike must supply to RRC Information of Bike, Number Club and Class.

10.13a Reason for Change

The rule change last year did not take into account the amount of motorcycles in Post Classics that use Methanol to protect engine life and give longevity to components. A list is still required of Methanol Using motorcycles for Safety Management.

Avgas needs to be commercially available. Which is now LL Lean Lead

14.1d Current Wording

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”

14.1d Proposed New Wording
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. At Machine check the rider will be handed a three checks list to be ticked off before reentering the race track.
1. Machine check.
2. Medical check clearance.
3. Gear and helmet check.
All three checks to be signed off by the Steward, so a rider may resume racing.
Riders that continue after crashing must be reported to the Clerk of the Course

14.1d Reason for Change
Defined process of control post crash incidents

14.3 Current Wording
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.

14.3 Proposed New Wording
Where grid style start is used, a minimum distance of 4.0m must be left between each row of the starting field, **except where racing is conducted on a closed Kart Track**. The maximum number of machines on each row of the grid shall be solo 4; sidecar 3.

14.3 Reason for Change
1. Kart tracks are significantly smaller than usual racetracks, with shorter start/finish straights and usually only 3 bikes per grid row. These factors combine to limit the safe length of the gridded field. In many cases, a 4 metre spacing would result in rearmost riders starting from around a corner, clearly a safety issue
2. Having 4.0m between each grid line on a kart track would, given the shorter length of the track, disproportionately disadvantage riders at the back of the grid, who, in conjunction with rule 14.9L, would be the slower paced riders.
3. We at BRNZ have done our best to limit our requests to add “excluding miniature road racing” or "on kart tracks" to rules within the MoMS, but we cannot see another way to amend this rule whilst still taking our above points into consideration.

14.9h Current Wording
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.

14.9h Proposed New Wording
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. **If two or more riders are tied for position (aka Dead-heat), then the total points for these positions shall be totaled and divided evenly between the affected riders. To avoid fractional points smaller than ½, the divided total shall be rounded up the next ½ or down to nearest whole point. (e.g. ¼ or ⅓ becomes ½, ⅕ goes down the previous whole point)**

14.9h Reason for Change
There is currently no rule to decide dead-heats apart from using 6.7a which is applicable to (Qualifying) Heats rather than Races

14.9l Current Wording

Grid Positions for all events, including Championships, to be decided as follows:
NB: In all instances, safety is to be a prime priority by ensuring the fastest riders are at or near the front of the grid. Riders must be notified of their grid positions prior to commencing warm up lap(s).

a. First Preference – where a reliable lap scoring/timing system is available, lap times recorded in practice and/or qualifying will determine grid positions for all races.

b. Second Preference – grid positions to be determined using known ability based on recent history (previous 12 months) in similar events.

c. The use of rolling or rotating grids is subject to a sign off process.

d. 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.

14.9l Proposed New Wording

Grid Positions for all events, including Championships, to be decided as follows: NB: In all instances, safety is to be a prime priority by ensuring the fastest riders are at or near the front of the grid. Riders must be notified of their grid positions prior to commencing warm up lap(s).

• 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.

• Third Preference – at a club level race event, the Steward has the discretion to seed riders amongst the grid as they see fit.

• 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.

14.9l Reason for Change

Occasionally at club level events, there are highly capable riders participating more for practice than for results. These riders usually prefer to start well behind the rest of the field, which gives the club riders an opportunity to achieve a race result or win amongst a field of their true peers.
This added third preference would allow some discretion for the Steward to accommodate these faster riders, while ensuring that applicable safety is considered.

16.2a Current Wording

All engines must be normally aspirated except F4 4 stroke engines of less than 100cc capacity, and F4 2 stroke engines of less than 70cc capacity, which may be turbo or supercharged. The cross-sectional area of the intake of an F4 2 stroke engine of greater than 104cc capacity, whether in the form of a carburettor or of an air intake for a fuel injection system, is restricted to that of a single 24mm round-throat carburettor, i.e. 452.4mm2.

16.2a Proposed New Wording

All engines must be normally aspirated except F4 4 stroke engines of less than 100cc capacity, and F4 2 stroke engines of less than 70cc capacity, which may be turbo or supercharged.

16.2a Reason for Change

Remove the entire sentence: " The cross-sectional area of the intake of an F4 2 stroke engine of greater than 104cc capacity, whether in the form of a carburettor or of an air intake for a fuel injection system, is restricted to that of a single 24mm round-throat carburettor, i.e. 452.4mm2.: "
To allow some possibility of the 2 strokes, which are now becoming old technology, some chance of keeping up with the more modern high revving unrestricted 158cc 4 strokes. Some of which now come standard with fuel injection, ABS, Slipper clutches, traction control and every other bell and whistle imaginable.

16.6 Current Wording

Miniature Road Racing Classes (F5, F4 and Sidecars) must not use Tyre Warmers unless the supplementary regulations of the event specifically state that these are allowed for those classes.

16.6 Proposed New Wording

Miniature Road Racing Classes (F5, F4 and Sidecars). Tyre warmers may only be used by prior approval of the Road Race Commissioner. This will be done by approval of the Supplementary Regulations for that event, specifically stating they are approved for these classes at this event.

16.6 Reason for Change

To tidy up ambiguity and potential conflict with other rules in the MoMS.

16.7 New Rule

Where motorcycle racing is conducted at a permanently sited Kart Track, the MoMS recognises local Kart Club and Track rules as equally applicable. All riders, crew and spectators must abide by the Kart Club and Track rules with the same manner of enforceability by Officials as all rules within the MoMS.

16.7 Reason for Change

1. Kart clubs often have local rules additional to those of MNZ, such as specific local noise level limits, restrictions on riding in the pits, running off track, smoking in the pits, presence of dogs, etc.
2. We would like this included in the MoMS to ensure officials have MNZ supported enforceability to hold people accountable to varying Kart Club/Track rules around the country.

17.4f Current Wording

Front and rear brakes must be manufactured in the period or be faithful replicas of the style and materials of those manufactured in the period.
Maximum disk diameter is 320mm, the maximum number of pistons per calliper is two, unless fitted as original equipment to the specific model of bike concerned. (Note: onus of proof is on rider or entrant of the machine).
Floating disks are permitted; however the disk carrier or “centre” must be of a style faithful to those manufactured in the period. (e.g. RG 500 “Star” pattern) Rear disk is open, but not exceed 300mm diameter.
Master cylinders (front and rear) are open.
Wave disks, their carriers and “direct pull” or “radial” master cylinders are specifically banned.

17.4f Proposed New Wording

Front and rear brakes must be manufactured in the period or be faithful replicas of the style and materials of those manufactured in the period. Maximum disk diameter is 320mm, the maximum number of pistons per calliper is two, unless fitted as original equipment to the specific model of bike concerned. (Note: onus of proof is on rider or entrant of the machine). Floating disks are permitted; however the disk carrier or “centre” must be of a style faithful to those manufactured in the period. (e.g. RG 500 “Star” pattern) Rear disk is open, but not exceed 300mm diameter. Master cylinders (front and rear) are open.

17.4f Reason for Change

Remove the Wording around Wave Discs and Master cylinders as the costs of replacement items that conform, are prohibitive when compared to standard available items from modern bike.

APP A – Championship Classes

Current Wording

MINIATURE ROAD RACING

New Zealand Miniature Road Race Grand Prix:

Solo motorcycles shall have two engine capacity classes:

F4 2 stroke over 53cc-110cc liquid cooled
2 stroke over 53cc-130.50cc air cooled

4 stroke over 53cc-158.09cc
F5 2 stroke 0-53cc
4 stroke 0-104cc
Sidecars shall have one engine capacity class:
2 stroke over 53cc-110cc liquid cooled
2 stroke over 53cc-130.50cc air cooled
4 stroke over 53cc-158.09cc

Proposed New Wording
Appendix A - Miniature Road Racing New Zealand Miniature Road Race Grand Prix
Solo motorcycles shall have two engine capacity classes:
F4 2 stroke over 53cc-130.50cc liquid cooled
Sidecars shall have one engine capacity class:
F4 2 stroke over 53cc-130.50cc liquid cooled

Reason for Change
Replace the two lines re F4 2 Stroke. To allow some possibility of the 2 strokes, which are now becoming old technology, some chance of keeping up with the more modern high revving unrestricted 158cc 4 strokes. Some of which now come standard with fuel injection, ABS, Slipper clutches, traction control and every other bell and whistle imaginable.

APP C – F – H – I – J
Current Wording
All machines homologated with lower fairing must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with a rubber bung/stopper or similar plug that may be removed in wet conditions.

Proposed New Wording
All machines fitted with a lower fairing must also be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold the machines engine oil and coolant combined capacity when fitted to the bike. The belly pan must have 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions. Motorcycles exempt from this rule are Classic, Miniature Road Race bikes (F4/F5), training class bikes, Mini Supersport and HAGD entrants on road machines
For the avoidance of doubt, a lower fairing is defined as a fairing that extends below the bottom of the fuel tank/tank cover or the top of the engine (whichever is the lower). Post Classics from 1982 Onwards will require to comply by Jan 1st 2028.

Reason for Change
Need to move into Chapter 10 (Suggest 10.6d) as not just applicable to National Championships

APP E – Second Paragraph
Current Wording
This class of motorcycle requires a production motorcycle available and on sale to the mass public in New Zealand. It is the competitor's responsibility to make sure that the machines engine configuration is the same as the manufacturer's specification. All parts unless mentioned elsewhere MAY NOT be interchanged between models, generations, and year of manufacture (YOM). Bike components are as per the VIN plate for that bike (see rule 1b).

Proposed New Wording
This class of motorcycle requires a production motorcycle available and on sale to the public in New Zealand. It is the competitor's responsibility to make sure that the machines engine and chassis

configuration is the same as the manufacturer's specification. All parts unless mentioned elsewhere MAY BE interchanged between models, generations, and year of manufacture (YOM) however the parts must conform (Be OEM) and be the same (identical) as the OEM part being replaced. Bike components as per the VIN plates of commercial models for that bike (see rule 1b) is the intent however allowing the class to function within the classes budget is also the intent..

Reason for Change
The PRO-TWIN race class is constantly heralded in New-Zealand racing for the budget friendliness. Often a part is readily available through a models importer or agent or through second hand outlets but because the part is not for the same year (YOM) generation of same model, or OEM model the part technically CANNOT be used but is. Often in order to race or meet schedules the racer has the option to ignore the rules or wait while the part is procured from elsewhere etc, often at considerable expense and delay that prevents competition. Now in cases like this we know what happens? Removing such rules just makes sense and avoids the rule book being thwarted.

APP E – 1 Machine Specifications

Current Wording

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

b) Be fitted with VIN compliance plates for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.

c) Be of a make and model lawfully imported and sold to the mass public in New Zealand.

d) Be as constructed by the original manufacturer.

e) Machines with re-bored cylinders must remain within that model's OEM capacity limits (i.e. second oversize, 0.5mm).

Proposed New Wording

1. MACHINE SPECIFICATIONS:

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

b) Be as per the VIN compliance and homologation for that model of machine. The onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.

c) Be of a make and model lawfully imported and sold to the New Zealand public.

d) Be as constructed by the original manufacturer.

e) Machines with re-bored cylinders must remain within the general models OEM max capacity. Where OEM oversize piston are available as stock parts (that is they have an OEM stock number) then the machine can be bored to allow the OEM (stock number) pistons use. The attention is that a LAMS engine or bike could be made to allow its competition within the class. For parity regulations the bored engine and all components would need to meet that of the full powered model and be as per parity for the full power mode rules.

Reason for Change

1b The current rule 1b allows a bike if directly supplied for racing from the manufacturer to be exempt from meeting VIN PLATE criteria. However there is no record keeping or knowledge of these exempt bikes, the bikes get sold, moth balled, stored only to return at some stage to racing which in turn makes the rule ineffective or uncontrollable. So why have it? Some bikes, especially second hand or wrecked (damaged) and bikes at auction don't have a VIN plate or even chassis numbers and as a result as per the rules technically aren't allowed. That is of course assuming they don't present as an intentional race bike from concept.

1e. Where an engine (model) can be bored with an OEM over size piston then the use of oversize pistons across all homologated class bikes should also be allowed. Where an engine can be fitted (bored) with an OEM piston from a Full powered model and provided all other rules and capacities are meet, then the use of oversize pistons across all homologated class bikes should be allowed. Allowing this rule also makes many more bikes available and as a result cheaper to procure, in turn meeting the affordability of the class.

The current parity rules which have been applied to say the YAMAHA R7 655cc LAMS model and have the announced intention of allowing the LAMS R7 to be class competitive actually make little difference to the HP levels of the bike. A gain of around 6 HP is achieved. Consider the HO model produces on a DYNO around 65HP at the rear wheel in stock form. And the LAMS produces in stock form around 46HP.
Putting the parity allowances in place as per the appendix sees a HP increase up to around 52HP at the rear wheel . This is 6HP and not even close to parity.
Currently the commercial cost of performing the parity rules could cost well in excess of $2600.00 and not actually get near achieving parity. The current parity rule would appear ineffective and allowing the inclusion of rule 1-e is a simple and cost effective method of gaining parity and does far more for the affordability and user friendliness of the current parity situation.
This rule does not change the current parity rule.

APP E – 1 Machine Specifications (f)

Proposed New Wording

a) Two cylinder four strokes up to 690cc standard engines.
b) The onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the public of New Zealand.
c) Be of a make and model lawfully imported, VIN compliant and sold to the mass public in New Zealand.
d) Be as constructed by the original manufacturer.
e) Machines with re-bored cylinders must remain within that model's OEM capacity limits (i.e. second oversize, 0.5mm)
F) Engines/frames may be swapped, however the replacement engine or frame must be of the same general model, CC class limit, and configuration of that which it replaces. All engine mounting points must occupy and serve the same function of the original engine. Where LAMS FRAMES and NOM LAMS FRAMES are identical the exchange of ENGINES is allowed. Unless mention elsewhere, other than the engine exchange NO alteration to the frame or engine is allowed in any form.

Reason for Change

The PRO-TWIN race class is constantly heralded in New-Zealand racing for the budget friendliness. Often the REPAIR of an engine or frame (chassis) failure is considerably more expensive than the cost of procuring a new engine or chassis. In these cases a second hand engine or frame is procured and the swap is made. This criteria meets the heralded budget friendliness however currently and in the past there would be numerous bikes on grids that would fail to meet the clause and that would suggest something needs to be amended:
APPENDIX E
All parts unless mentioned elsewhere MAY NOT be interchanged between models, generations, and year of manufacture (YOM). Bike components are as per the VIN plate for that bike (see rule 1b).
The position exists where new racers attracted to the budget of the class often purchase an attractively priced Race Bike only to learn the bike is not so eligible for the class and the new members enthusiasm is somewhat deflated and often at that point lost to the sport. Or the effected Racer purchases a replacement engine or chassis, does the swap and goes racing undetected yet illegal for the class. These situations do exist, have existed in the last few years, have happened track side.
Changing or making the rules accommodating of the heralded budget friendliness seems to be in line with what happens.

APPE – 9i

Current Wording

Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used. For front suspension details see the "Pro Twin eligible machines, componentry and balancing rules" document which is available on the MNZ website.

Proposed New Wording
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.
Front suspension FRONT FORKS Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters may be changed.
Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items.
Springs, free to change. spring spacers and washers may be changed. Emulators or any proprietary Emulator type devices for use with the damper rods may be fitted. Damper Compression Holes may be drilled over size. Damper Tubes may be replaced.
Replacement with both open type cartridges and enclosed type cartridges is allowed. Fork cartridge bottoming cones and the corresponding bottoming cups may be modified and or removed from the cartridge rods. Cartridge Pistons may be replaced, re-valved and modified as required for racing.
ALL other front suspension parts must remain standard.

Reason for Change
Currently within the PRO-TWIN class many suspension anomalies exist. These anomalies have existed for a considerable number of years and indeed many NZ titles won with suspension modifications exceeding the costs and performances of cartridges. For instance the use of emulators that requires the changing of the damping tubes and then this change constitutes what could be called an open type cartridge. Then emulators can be and are re shimmed or valved to suit tracks.
In to days world of modern consumer demands near all motorbikes are produced with front suspension consisting of internal cartridges. UNFORTUNATELY for suspension, manufactures are constantly striving to increase profits and as a result so called cartridges while looking the part for consumer sales are very inferior to the perceived view held by many of a cartridge fork. In most cases these pressed out and dangerous (for Racing) cartridges are allowed in competition yet inferior to the damper rod forks that have been allowed over the years to have major modifications and in some cases exceeding or equaling the cost of good aftermarket cartridges.
Many Racers in lower cost yet just as competitive classes EG PRO-TWIN would be very unaware of suspension inadequacy and there is a duty of care to consider safety and the best practices to these often very young competitors and hence it is appropriate for the commission to consider the use of and often cheaper but appropriate to racing OEM cartridges.

APP E – 9n
Current Wording
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.

Proposed New Wording
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 appropriate position as the original OEM 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 this may also be replaced with the same guidelines as above and must follow good engineering design, attachments and

welding principles. Alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, may also be added. The design and sub frame with fittings and welding procedures may be requested by the MNZ Technical officials and in the first instance the principle design and qualifications of persons requesting and making change should be submitted to the Road Race Commission.

Reason for Change
Many race classes within New-Zealand racing are, amongst other reasons popular because of there budget friendliness.
The current rule is ambiguous and open to many interpretations. The replacement of a Sub Frame that it is detachable with an after market sub frame is technically fraught with as many complications and technical requirements as the fitting of or alteration of a fixed Sub Frame. Both requirements need to meet engineering and welding principles and standards. In racing, crash excursions will often damage the Sub Frame or Sub Frame area of the Race Bike, there would be no suitable reason to allow one model preference for replacement while denying another model in these budget friendly classes.
Often a bike model may be restricted with what Rear Shock absorbers (dampening systems) can be fitted or used and this will often restrict the parity of one model against another, (these cases do exist) allowing some models to make alterations to sub frames while denying other models seems to deny the principles of parity or fairness and asks the question why Rear Dampening Systems are an open policy.
Allowing the alteration of this rule Appendix E 9n will also take away the current back yard engineering possibilities and associated dangers while allowing the development of or use of commercially available and approved items.

APP F – Second Paragraph

Current Wording
As the name Supersport implies, the machines used are allowed limited modifications.
Senior competitors aged 16 years and over may compete in the Supersport class.

Proposed New Wording
As the name Supersport implies, the machines used are allowed limited modifications.
Senior competitors aged 16 years and over may compete in the Supersport class.
Dispensations may be approved by the Road Race Commissioner for individuals to ride in this class, from aged 15. Based on a recommendation from a suitable Senior Rider or Coach.

Reason for Change
To enable suitable, experienced riders the ability to enter and develop their abilities and benefit the class.

APP F – 2.2

Current Wording
At least 10 production machines of that make and model must have been imported into New Zealand, by the manufacturer or the New Zealand distributor representing the manufacturer.

Proposed New Wording
At least **5** production machines of that make and model must have been imported into New Zealand, by the manufacturer or the New Zealand distributor representing the manufacturer

Reason for Change
Due to the lack of sales in this category there needs to be a re focus on the available motorcycles to allow the class to be sustainable for the next 2 years

APP N1 Super Twin Regulations

Current Wording

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

b) Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the “Super Twin eligible machines, componentry and balancing rules” which is available on the MNZ website.

c) Balancing rules for the noted models must be adhered to, and these can be changed at any time by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used

d) Be fitted with VIN compliance plates for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.

e) Be of a make and model lawfully imported and sold to the mass public in New Zealand.

f) Be as constructed by the original manufacturer.

Proposed New Wording

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

b) Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the “Super Twin eligible machines, componentry and balancing rules” which is available on the MNZ website.

c) Balancing rules for the noted models must be adhered to, and these can be changed at any time by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used

d) Be as per the VIN compliance and homologation for that model of machine. The onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the public of New Zealand.

e) Be of a make and model lawfully imported and sold to the public in New Zealand.

f) Be as constructed by the original manufacturer.

g) Machines with re-bored cylinders must remain within the general models OEM max capacity. Where OEM oversize piston are available as stock parts (that is they have an OEM stock number) then the machine can be bored to allow the OEM (stock number) pistons use. The attention is that a LAMS engine or bike could be cheaply made to allow its competition within the class. For parity regulations the bored engine and all components would need to meet that of the full powered model and be as per parity for the full power model rules.

Reason for Change

1b The current rule 1b allows a bike if directly supplied for racing from the manufacturer to be exempt from meeting VIN PLATE criteria.

However there is no record keeping or knowledge of these exempt bikes, the bikes get sold, moth balled, stored only to return at some stage to racing which in turn makes the rule ineffective or uncontrollable. So why have it? Some bikes, especially second hand or wrecked (damaged) and bikes at auction don’t have a VIN plate or even chassis numbers and as a result as per the rules technically aren’t allowed. That is of course assuming they don’t present as an intentional race bike from concept by the importer.

1e. Where an engine (model) can be bored with an OEM over size piston of the same make and general model then the use of oversize pistons across all homologated class bikes of the same general model should be allowed. Where a LAMS engine can be fitted (bored) with an OEM piston from a Full powered model and provided all other rules and capacities are meet, then the use of oversize pistons across all homologated same model class bikes should be allowed.

Allowing this rule also makes many more bikes available and as a result cheaper to procure.

The current parity rule suggests that the LAMS bike is eligible however the actual parity is ineffective as the cubic capacity can’t be modified

The rule: Pistons free to change (changing engine cubic capacity not allowed)

So while the intention of parity is to make bikes equal for competition in this case the words “all years and versions” would appear to not offer parity.

By This rule change parity could actually be achieved and the parity wording only need minor modification.
It would be perceived that the rule be carried forward to the renamed class.