

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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OFF 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 penalty(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 penalty(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.
- 6.4e 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.**

6.10b New Rule

Where the track separates into 2 lanes (split lane), and may or may not be marked by pegs or tape, riders must stay in the lane that they first enter into until after the split lane finishes. Riders cannot cross over lanes whilst riding the split lane.

6.10b Reason for Change

To stop riders gaining an advantage by straight lining the section.

6.17b Current Wording

Yellow: Held stationary or Waved – SLOW DOWN NOW – Proceed with extreme caution, No overtaking until the danger is passed, be prepared to stop.

6.17b Proposed New Wording

Yellow: Held stationary – no jumping – go slow. A jump is defined when any wheels are not continuously in contact with the ground

Yellow: Waved – SLOW DOWN NOW – Proceed with extreme caution, no overtaking until the danger is passed, be prepared to stop. No jumping, A jump is defined when any wheels are not continuously in contact with the ground. Riders are not to use the yellow flag to gain an advantage on a fellow rider. Any competitor that is seen to gain an advantage may be penalised.

6.17b Reason for Change

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. The rule change is designed to differentiate between a yellow flag held out for a look lap or first lap of practice, the waved yellow flag is if there is imminent danger – ie rider or bike on the track – riders need to slow to walking pace. This differentiation will mean that riders can clearly see if there has been an accident or obstacle on the track during practices/ look laps or other times the yellow flag is used generally around the track.

6.17c 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 and riders must not jump while this flag is displayed.

6.17c Proposed New Wording

Yellow Flag: During the first lap of practice for each class the yellow flag is to be held stationery by each flag marshal and riders must not jump while this flag is displayed. **The Yellow flag will be waived if there is an incident on track.**

6.17c Reason for Change

Yellow Flag: During the first lap of practice for each class the yellow flag is to be held stationery by each flag marshal and riders must not jump while this flag is displayed. The Yellow flag will be waived if there is an incident on track

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.

8.1f Current Wording

Mini Motocross:

Safety Helmets - as per rule 8.2a with an open face helmet recommended

Boots - as per rule 8.3

Jersey - heavy weight cotton or similar type fabric with long sleeves

Trousers - long leather, nylon motocross, heavy worsted, heavy corduroy or heavy denim (Jeans)

Gloves - compulsory

Goggles - at the Steward's discretion

Body Armour - commercially available Motorcycle Body Protection (Armour) that must include back protection

8.1f Proposed New Wording

Mini Motocross:

Safety Helmets - as per rule 8.2a with an open face helmet recommended

Boots - as per rule 8.3

Jersey - heavy weight cotton or similar type fabric with long sleeves

Trousers - long leather, nylon motocross, heavy worsted, heavy corduroy or heavy denim (Jeans)

Gloves - compulsory

Goggles - at the Steward's discretion

Body Armour - commercially available Motorcycle Body Protection (Armour) that must include back protection

Knee Pads and Braces - recommended

8.1f Reason for Change

Multiple injuries to knees that potentially could be prevented with good knee braces - still making the sport accessible, but by including this as recommended we are bringing this to front of mind when considering the safety gear for mini motocross riders

11.2n New Rule

There must be a minimum of 3 green flag laps of practice at a moto-x event. So if there is one lead around lap with no jumping there is to be a minimum of 4 laps total.

11.2n Reason for Change

Safety, we feel 2 laps of green flag practice is not enough on some of these very technical MX tracks plus when some riders are local and others have never seen the track before it tends to have the non locals trying to hard for the amount of track time they have had.

11.2o New Rule

If there is only one lap of practice on Day 2 of an event then that lap should be a green flag lap not one under yellow. If there are any changes what so ever besides track maintenance on the second day then there should be a minimum of one yellow and one green flag laps.

11.2o Reason for Change

Safety- Having only one lap of practice and it being under yellow where you can't hit the jumps , get use to them and warm up makes no sense as you then line up, start and hit the first jump of the day with the whole pack of riders behind you if you are lucky enough to be in the lead. Your first jump of the day should not be one under pressure.

11.4d Current Wording

Should minimum entries not be received then the organisers may combine like performance classes for racing but Championship/National/Island title points can only be taken by machines eligible for the particular Championship/National/Island title class.

11.4d Proposed New Wording

Should minimum entries not be received then the organisers may combine like performance classes for racing but Championship/National/Island title points can only be taken by machines eligible for the particular Championship/National/Island title class.

If classes are combined they then run for one set of points and one result. If classes are not going to be combined for points then they must have a split start gap of minimum of 40% of the track distance.

11.4d Reason for Change

Last year we had the host club combine two classes on the start line but kept the points separate. We had riders from one class effecting the results of the other class and that should never happen if they are in two different classes. In other races where two classes were split start they were sent off far to close together and once again one class affecting the other classes results so we would like to see a minimum of 40% gap on the track between classes to give all riders less chance of catching the other class riders.

13.6 Current Wording

A Cross Country start shall be a Le Mans start with riders running a minimum of 5 metres to their machines.

13.6 Proposed New Wording

A Cross Country start shall be **either** a Le Mans start with riders running a minimum of 5 metres to their machines **or a dead engine start with riders sitting on their bikes.**

13.6 Reason for Change

This allows for more flexibility and safety. Sometimes space, numbers and land contour is unsafe to have a Le Mans start. By allowing riders to be on their bikes, dead engine it can be safer in some circumstances. Also eliminates cheating and creeping forward.

13.10 Current Wording

No refuelling or transferring of fuel from one vehicle to another is permitted on the circuit except in an area designated by the organising Club.

13.10 Proposed New Wording

Refuelling is to take place in the organising club's designated area. In the event that a machine runs out of fuel on the course, **ONLY** a club's roaming marshal may fill enough fuel to get back to the designated pitting area to refuel. The marshal must radio back to the Steward and let them know the machine number that is to stop and refuel. If the machine does not pit, there will be a penalty given at the Stewards discretion.

13.10 Reason for Change

Allowing only enough fuel to be given to a rider by a marshal means we can keep riders riding, get them off the tracks faster and easier without having to do it after the race or between races holding up the day. Its also safer than having them walk their bikes back in some cases. This would be

monitored and only be given by marshals and radioed back to steward to make sure they stop at the pits.

13.15 Current Wording

Junior maximum capacity is 200cc 2 Stroke and 300cc 4 Stroke.

13.15 Proposed New Wording

Junior maximum capacity is 200cc 2 stroke and 300cc 4 stroke. 7-8 year olds may only ride a 65cc-85cc 2 stroke and up to a 125cc 4 stroke, 10-11 year olds may only ride 65cc-85cc 2 stroke and up to 150cc 4 stroke. Riders must be 12 years plus to ride a 125cc 2 stroke and 13 years plus to ride a 250cc 4 stroke machine.

13.15 Reason for Change

Putting all the age and bikes sizes together under this rule instead of being spread out in the rule book. Introducing 7 years to 10 years to help grow, and foster our sport. By the time kids are entering our sport they are well engrained in whatever sport dad has chosen - eg motocross as Enduro you have to be older, xc you have to be 10yrs giving no option. Introducing young kids earlier on a separate minis track is moving forward.

13.17 Current Wording

The minimum age for New Zealand Nationals and Island events is 12 years and maximum age is 16 years.

13.17 Proposed New Wording

The minimum age for New Zealand Nationals and Island events is 7 years and maximum age 16 years old. You must be 10 years old to compete in the Juniors race.
7-11years (Minis) must be a separate race to the Juniors race.

13.17 Reason for Change

Adding 10 year olds to be included in New Zealand and Island National events, as most of these are combined with a club event with 10yr olds doing the same track just not the title race.
Adding 7-11 Minis into XC and allowing them to compete at National level on a separate track to the juniors.

13.17a Current Wording

The minimum age for Club events is 10 years and maximum age 16 years. 10-11 year olds may only ride 65cc-85cc 2 Stroke and up to 150cc 4 Stroke only. These competitors ride at the Stewards discretion as per rule 13.22 in a class restricted to this age group only.

Riders must be able to pick up their own machine unaided as per rule 13.22. The Club will provide a minimum of one MNZ Licenced riding marshal per 6 riders to circulate during the event. At all points on the track where it is possible for a rider to fall into water a Safety Marshal must be present at all times. The course shall not exceed 5kms and the duration shall not exceed 1 hours.

Events where shadow riders are used are not Cross Country.

Note: Clubs are encouraged to hold "Trail Ride" type non competitive events for under 12 year olds. At these events the competitor shall be accompanied by a parent or guardian who shall shadow rider them throughout the entire course. Riders must be able to pick up their own bike.

13.17a Proposed New Wording

The minimum age for club events is 7 years and maximum age 16 years. 7-11 years (Minis) may ride a 65cc - 85cc 2 stroke and up to a 125cc 4 Stroke.

10-11 year olds on Junior track may ride 65cc - 85cc 2 stroke and up to a 150cc 4 stroke only. 12 years up can ride up to a 200cc 2 Stroke and from 13 years can ride up to a 300cc 4 stroke. These competitors ride at the Stewards discretion as per rule 13.22 in a class restricted to this age group only.

Riders must be able to pick up their own machine unaided as per rule 13.22. The club will provide a minimum of one riding marshal for the minis race and at least 5 marshals for the Juniors race. At all

points on the track where it is possible for a rider to fall into water, a marshal must be present at all times. Events where shadow riders are used are not Cross Country.

13.17a Reason for Change

Again aligning a rule to include minis racing to allow growth in or sport.

13.21 Current Rule

Juniors shall not under any circumstances ride with seniors, with the exception of Senior Ladies who may ride with 12-16 year old Juniors at Club level only.

13.21 Proposed New Wording

Juniors shall not ride at club or national level with seniors, with the exception of Senior Ladies who may ride with the 12-16 year old Juniors at Club level only and 15 years plus riding in any special events as defined in rule 13.26.

13.21 Reason for Change

Bringing in rules for special events that occur. Allowing growth and other options for riders to compete in different events. 15yrs plus to compete in races longer than 1.5hrs.

13.26 New Rule

Special Events – including 4 hour, 6 hour, 8 hour Cross Country.

These events are not defined as Senior or Junior specific events, unless stated by the organising club. You must be 15 years plus to race such event if it is not defined as a Senior or Junior event and can be on a Senior or Junior licence.

13.26 Reason for Change

Bringing 15 year olds into these races that previously did not allow them. This grows our sport and includes more people.

13.27 New Rule

Mini Cross Country.

7-11 years limited to 65cc-85cc 2 stroke or 125cc 4 stroke. Must be on a separate track to the juniors. This is introduction to Cross Country and must be no longer than 1 hour. Track must be no longer than 7kms and minis must have a look lap.

13.27 Reason for Change

Introducing minis to our sport. To grow the sport.

13.27 New Rule

Schools sanctioned Cross Country events:

17 years to 19 years may compete on 250cc 2 stroke and up to 450cc 4 stroke machines in the Open class. They must start on the front row minimum 30 seconds ahead of the next row and it must be in the competitive race not in the Novice race.

15.1 Current Wording [third paragraph] AND at the end of 15.8

The Intro classes are specifically designed to cater for riders new to the sport and will be run as an introductory class separate from other classes. Once riders are confident and capable of competing in other classes, they may move into another age and machine appropriate class.

15.1 Proposed New Wording

The Intro classes are specifically designed to cater for riders new to the sport and will be run as an introductory class separate from other classes. Once riders are confident and capable of competing in other classes, they may move into another age and machine appropriate class. **Intro classes may not double class in any other classes.**

15.1 Reason for Change

Intro classes are specifically designed to cater for riders new to the sport. Once riders are confident and capable of competing in other classes they are no longer fit for introductory classes.

15.7a New Rule

Mini rider at 8 years can ride as a junior in any non lap scored events on either a MX 60-65cc or Trail 112-149cc

15.7a Reason for Change

To bring back the opportunity for a mini rider a chance to try the big track with the 85cc bikes. Without having to say there for every event

15.8 Current Wording

Mini Riding Classes: These are as outlined in Appendix A. All motorbikes taking part in Mini Motocross must be Homologated, for more information about Homologation refer to Appendix C. Homologated bikes can be found on the MNZ website.

Motorcycle Capacity Restrictions:

Riders must practice and race only in their age groups.

Minimum age requirements.

50cc 2 & 4 Stroke machine minimum 4 years old (4-7 year Intro MX & Intro Trail) Intro classes may not intermix with other classes.

50cc 2 Stroke MX machine minimum 6 years old (6-8 year MX 50)

65cc 2 Stroke & 53cc-110cc 4 Stroke minimum 7 years old (7-8 year, 9-11 year 65cc & 7-9 year Trail class)

112cc 4 Stroke up to 149cc air cooled 4 Stroke & 85cc air cooled 2 Stroke minimum 8 years old (8-11 year Trail class and any 85cc class)

15.8 Proposed New Wording

Mini Riding Classes: These are as outlined in Appendix A. All motorbikes taking part in Mini Motocross must be Homologated, for more information about Homologation refer to Appendix C. Homologated bikes can be found on the MNZ website.

Motorcycle Capacity Restrictions:

Riders must practice and race only in their age groups.

Minimum age requirements.

50cc 2 & 4 Stroke machine minimum 4 years old (4-7 year Intro MX & Intro Trail) Intro classes may not intermix with other classes.

50cc 2 Stroke MX machine minimum 6 years old (6-8 year MX 50)

65cc 2 Stroke & 53cc-110cc 4 Stroke minimum 7 years old (7-8 year, 9-11 year 65cc & 7-9 year Trail class)

112cc 4 Stroke up to 149cc air cooled 4 Stroke & 85cc air cooled 2 Stroke minimum 8 years old (8-11 year Trail class and any 85cc class)

4-7 PW50 air cooled or liquid cooled, auto clutch to be run as it's own classes at NZ Nationals and NZ MX Grand Prix events

15.8 Reason for Change

The reason for this rule change is to encourage our youngest riders to compete at a national level and for MNZ to recognise their class as a class rather than having to race with bikes with gears that are faster than what they are riding. It will get young kids into the sport more.

15.8 Version 2 Proposed New Wording

Mini Riding Classes: These are as outlined in Appendix A. All motorbikes taking part in Mini Motocross must be Homologated, for more information about Homologation refer to Appendix C. Homologated bikes can be found on the MNZ website.

Motorcycle Capacity Restrictions:

Riders must practice and race only in their age groups.

Minimum age requirements.

50cc 2 & 4 Stroke machine minimum 4 years old (4-7 year Intro MX & Intro Trail) Intro classes may not intermix with other classes.

50cc 2 Stroke MX machine minimum 6 years old (6-8 year MX 50)

65cc 2 Stroke & 53cc-110cc 4 Stroke minimum 7 years old (7-8 year, 9-11 year 65cc & 7-9 year Trail class)

112cc 4 Stroke up to 149cc air cooled 4 Stroke & 85cc air cooled 2 Stroke minimum 8 years old (8-11 year Trail class and any 85cc class)

Intro classes may not double class in any other class.

15.10a – 15.24d – 16.2 – 16.3 – 16.11c

Proposed addition of new sentence

The use of any enhancement to the start gate mechanism or starting pads/ area not supplied by the club or specifically noted in the supplementary regulations is prohibited

Reason for Change

Due to a request from a competitor to bring their own starting pad/grate

15.13a New Rule

Strictly NO pit boards for mini competition

15.13a Reason for Change

mini riders have enough going on without parents trying to get them to read pit boards during competition. Move out of supplementary regs and into MoMs

15.21a Current Wording

The intermixing of classes/age groups is permitted but the total number of riders cannot exceed 30. If a 40 gate start permission has been approved then the intermixing of classes to a maximum of 40 competitors is allowed. All intermixing is at the discretion of the steward.

15.21a Proposed New Wording

The Maximum number of starters for any race will be 40 (if applied for with a permit and including split starts). Applications to increase the number of starters to 50 but only with a split start (no more than 40 starting at any one time) to be applied for with the permit and approved by the motocross commissioner and the steward of the meeting. This may only be applied for if the track is approved / licensed for Championship Competition

15.21a Reason for Change

Currently only under chapter 16, has been used for junior competition already.

This would be of an advantage such as at junior champs where only have 41-43 competitors in once class, for qualifying this means all have the same track conditions etc so much fairer. Safety still considered for junior riders as tracks must first be licenced for championship competition.

15.21b New Rule

A Junior 65cc class may only be combined or split started with an 85cc class (60cc to 85cc 2 stroke & 100 to 150cc 4 stroke).

15.21b Reason for Change

Safety, this prevents a 65cc class being out on the track with much larger bike cc's and frames which can quickly become dangerous. Ie 65cc split started with 125cc or all in women (up to 250cc 4 stroke)

15.24 Current Wording

Track Safety:

Course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed and as far as possible be coloured red on the right and white on the left.

15.24 Proposed New Wording
Track Safety

Where course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed.

15.24 Reason for Change

The rule of red on the right and white on the left has been moved away from in Motocross with most clubs using flexi road markers and/ or white or yellow track marker flexi pegs. This should no longer be a guide for clubs in MX

16.16 Current Wording

Track Safety:

Course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed and as far as possible be coloured red on the right and white on the left.

16.16 Proposed New Wording

Track Safety:

If course indicators are used they must be of sufficient height and design to be clearly visible to competitors at speed.

16.16 Reason for Change

remove the requirement for marker pegs to be red on the right and white on the left, no longer a guide that is used or practical

23.34 Current Wording

New Zealand Trial Championship:

The New Zealand Championship is to be a three day event decided over a series of three one day Trials held on consecutive days. Riders will gain Championship points (see 6.14a) for each one day Trial. Points will accumulate over duration of event or series. The event will alternate between the North and South Islands providing that it is applied for by a Club from each Island in turn.

Proposed New Wording

New Zealand Trial Championship:

The New Zealand Championship is to be a three day event decided over a series of three one day Trials held on consecutive days. Riders will gain Championship points (see 6.14a) for each one-day Trial. Points will accumulate over duration of event or series. The event will alternate between the North and South Islands providing that it is applied for by a Club from each Island in turn.

Should the event be reduced to one or two full days due to a severe weather event that results in safety concerns for riders or observers, the NZ Championship titles can still be awarded. However, the intention should always be to set out and run 3 days of competition.

APP A – ATV

Current Wording

All engines must be ATV based (except Open and Super quad).

Championship/National/Island Title classes:

Proposed New Wording

All engines must be motorcycle based

Reason for Change

This will align it with rule 11.2a. Which say.

All ATV's used in MNZ sanctioned events must be constructed such that the rider sits astride a motorcycle type frame and controls the machine using a handlebar, and has a motorcycle engine and a maximum dry weight of 350kgs. And to keep it financially viable as sourcing spare/new parts is getting alot harder and expensive, because most manufacturers have ceased making racing quads/parts.

Motorcycle engines are readily available in nz.
With no real power differences between atv engines and Motorcycle engines.
This rule needs to change to keep atvs racing at mnz events.

APP A – Senior Motocross

Current Wording

MOTOCROSS: Senior

Championship classes including NZ Motocross Grand Prix:

MX1 151cc to open 2 stroke & 251cc to open 4 stroke
MX2 120cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125 90cc to 125cc 2 stroke only (14 to under 19yrs)
Women 90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 12yrs)

An Under 19 Championship Class may be included within the MX2 class. Age will be determined by the age of the competitor on the day of the event, if the class is run as a series, the competitor must be under 19 on the first day that the competition starts.

Proposed New Wording

MOTOCROSS: Senior

Championship classes including NZ Motocross Grand Prix:

MX1 **125cc** to open 2 stroke & **250cc** to open 4 stroke
MX2 120cc to 150cc 2 stroke & 151cc to 250cc 4 stroke
MX 125 90cc to 125cc 2 stroke only (14 to under 19yrs)
Women 90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 12yrs)

An Under 19 Championship Class may be included within the MX2 class. Age will be determined by the age of the competitor on the day of the event, if the class is run as a series, the competitor must be under 19 on the first day that the competition starts.

Reason for Change

Make MX1 and Open Class

APP A – Senior Motocross v2

Proposed New Wording

Championship classes including NZ Motocross Grand Prix:

MX1: 151cc to open 2 stroke & 251cc to open 4 stroke
MX2: 120cc to 250cc 2 stroke* & 151cc to 250cc 4 stroke
MX3: 15yrs + all in
MXW: 12yrs + 90cc to 150cc 2 stroke & up to 250cc 4 stroke
MX125: **14yrs + 90 to 125cc 2 stroke only**

***MX2 250cc 2 stroke, only technical changes that may be made are an exhaust system and reed-block / Valves**

APP A – TT Nationals

Current Wording

MOTOCROSS TT: NZ Nationals

Senior Classes:

Class 1: MX1 151cc to open 2 stroke & 251cc to open 4 stroke
Class 2: MX2 120cc to 150cc 2 stroke & 250cc 4 stroke
Class 3: 90cc – 125cc 2 stroke

Junior Classes:

Class 4: 8 -11 years Max cap 85cc 2 stroke & 150cc 4 stroke
Class 5: 12-16 years Max cap 85cc 2 stroke & Max cap 200cc 4 stroke
Class 6: 12-16 years 80cc-125cc 2 stroke
Class 7: 14-16 years 126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke

Women:

Class 8: 8-16 years Max cap 85cc 2 stroke & 150cc 4 stroke
Class 9: 12-16 years: 90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke

(Minimum age 14 to ride 250cc 4 stroke or 126cc to 150cc 2 stroke)
Class 10: Senior Women (refer to rule 16.13)

Proposed New Wording

MOTOCROSS TT: NZ Nationals

Senior Classes:

Class 1: MX1 **120cc** to open 2 stroke & **250cc** to open 4 stroke

Class 2: MX2 120cc to 150cc 2 stroke & 250cc 4 stroke

Class 3: 90cc – 125cc 2 stroke

Junior Classes:

Class 4: 8 -11 years Max cap 85cc 2 stroke & 150cc 4 stroke

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Manual of Motorcycle Sport – Off Road

Class 5: 12-16 years Max cap 85cc 2 stroke & Max cap 200cc 4 stroke

Class 6: 12-16 years 80cc-125cc 2 stroke

Class 7: 14-16 years **125cc** to 150cc 2 stroke & 151cc to 250cc 4 stroke

Women:

Class 8: 8-16 years Max cap 85cc 2 stroke & 150cc 4 stroke

Class 9: 12-16 years: 90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke

(Minimum age 14 to ride 250cc 4 stroke or 126cc to 150cc 2 stroke)

Class 10: Senior Women (refer to rule 16.13)

Reason for Change

Change class MX1 to an open class and class 7 to align with MX2

APP A – Schools

Current Wording

For Secondary School events (Year 9 to Year 13) competitors must be registered and be attending Secondary School and aged under 19 years on the first of January of the current year. (As set by the New Zealand Secondary Schools Sports Council).

Secondary School event classes are as follows:

Novice Classes:

- 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
 - 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). The minimum age is 12 years to enter 2 stroke class and the minimum age is 14 years to enter 4 stroke class.

Championship Classes:

- 12 – 16 year 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
- 12 – 14 year 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). You must be aged 14 years to ride a 4 stroke in this class.
- 15 – 19 year 125cc class (90cc to 125cc 2 stroke).
- 15 – 19 year 250cc class (151cc to 250cc 4 stroke and 126-150cc 2 stroke).
- Women's class.

The minimum number of entries for a class to run is six paid entries and three for women's.

Proposed New Wording

For Secondary School events (Year 9 to Year 13) competitors must be registered and be attending Secondary School and aged under 19 years on the first of January of the current year. (As set by the New Zealand Secondary Schools Sports Council).

Secondary School event classes are as follows:

Novice Classes:

- **12 – 16 year** 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
- **12 – 19 year** 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). The minimum age is 12 years to enter 2 stroke class and the minimum age is 14 years to enter 4 stroke class.

Championship Classes:

- 12 – 16 year 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4

stroke).

- 12 – 14 year 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). You must be aged 14 years to ride a 4 stroke in this class.
- 15 – 19 year 125cc class (90cc to 125cc 2 stroke).
- 15 – 19 year 250cc class (151cc to 250cc 4 stroke and 126-150cc 2 stroke).
- **12 – 19 year Women's class.**

Reason for Change

Putting the ages back on the classes

APP A – Pit Bike

Current Wording

Championship Classes:

Open Classes

Except for rules relating to class specifications, modifications are permitted but machines must comply with any rules relating to general competition.

Age Groups

The senior pit bike classes are open to junior and senior licence holders who are aged 13 or over. If a competitor holds a junior licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a senior licence holder.

The junior pit bike classes are open to mini and junior licence holders who are aged 8 to 13 years. For avoidance of doubt, competitors may ride until they are 12 years 364 days, but not on or after their 13th birthday. If a competitor holds a mini licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a junior licence holder.

Senior Open 125 Big Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Senior Open 125 Small Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Open 90

Up to 90cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Stock 50

Up to 50cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Junior Open 125 Big Wheel

Up to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Junior 50 Stock

Up to 50cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Women's Open 125

Up to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

This class is open to all women who are aged 10 and over and who hold a mini, junior or a senior licence.

Proposed New Wording

Championship Classes:

Open Classes

Except for rules relating to class specifications, modifications are permitted but machines must comply with any rules relating to general competition.

Age Groups

The senior pit bike classes are open to junior and senior licence holders who are aged 13 or over. If a competitor holds a junior licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a senior licence holder.

The junior pit bike classes are open to mini and junior licence holders who are aged 8 to 13 years. For avoidance of doubt, competitors may ride until they are 12 years 364 days, but not on or after their 13th birthday. If a competitor holds a mini licence, (s)he shall, for the purpose of pit bike competition, be deemed to be a junior licence holder.

Senior Open **200** Big Wheel

91 to **200cc**, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Senior Open 125 Big Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Senior Open 125 Small Wheel

91 to 125cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Open 90

Up to 90cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Senior Stock 50

Up to 50cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Junior Open 150 Big Wheel

Up to 150cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Junior Open 125 Big Wheel

Up to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Junior 50 Stock

Up to 50cc, air cooled, 4 Stroke

Max rear wheel size = 10 inch

Women's Open 125

Up to 125cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

Women's Open 200

Up to 200cc, air cooled, 4 Stroke

Max rear wheel size = 12 inch

This class is open to all women who are aged 10 and over and who hold a mini, junior or a senior licence.

Reason for Change

Allow for new Pit Bikes that are up to 200cc

APP D – Electric Motorbikes

THIS DOCUMENT IS LIVE AND ANY CHANGES WILL HAPPEN AS MACHINES AND SPECIFICATIONS ARE ADDED OR UPDATED. Last updated 30.9.2024

APPENDIX D: ELECTRIC MOTORCYCLES – Motocross

Safety is an absolute priority for this class. In the event of a fire this may result in the event being terminated depending on where at the venue the incident is situated. Fumes from battery fires are toxic.

The technical concept is reserved for motorcycles powered solely by stored electricity (battery/accumulator) and by the action of the wheel/s in contact with the ground.

a) For two and/or three-wheeled electric propelled machines, powered solely by stored electricity (battery/accumulator). The number of electric motors is limited to one.

All Machines must be approved by MNZ and amendments to these technical regulations may be made at any time in order to ensure fair competition. For a list of eligible electric machines, the class and disciplines in which they are eligible to compete and other specific electric machine information, refer to <https://mnz.co.nz/manuals-policies/homologations/>

Machine examination by a technical official is compulsory for all electric propelled machines.

Class Performance Limits.

For MX, SX & Miniature TT, Vets & TT's:

- a) 50cc Auto & Demo Class equivalent – An electric motor with a maximum output of up to 4kw measured (measured at the motor).
- b) 65cc class equivalent – An electric motor with a maximum output of up to 16kw (measured at the motor).
- c) 85cc class equivalent – An electric motor with a maximum output of up to 18kw (measured at the motor).
- d) MX2 / 250cc Class equivalent – An electric motor with a maximum output of up to 48hp/36kw (measured at the motor).
- e) MX1 Class equivalent – An electric motor with a maximum output of up to 60hp/45kw (measured at the motor).
- f) Veterans MX Class equivalent – An electric motor with a maximum output of up to 60hp/45kw

Switching to a higher power mode from that listed for the class entered during competition is strictly prohibited. Switching to lower power mode from that listed for the class entered during competition is permitted.

The power output must be confirmed during machine examination and may be checked post-race at the designated Parc Ferme (i.e. a sound test area or podium). Approved methods must be used for technical inspections.

Only off road specific machines used to compete in the listed disciplines above are permitted to compete in the appropriate classes for that discipline. Road biased machines are not eligible.

Discipline specific wheel sizes apply to mini and junior classes utilising these machines.

Electric machines are permitted to compete in the appropriate class at Club or Interclub events and with the approval from the Discipline Commissioner in consultation with the Technical Steward at National & Championship Events.

In addition to these regulations, all machines must meet New Zealand Standards for Electric Vehicles and pass machine examination prior to being permitted to compete.

Refer to m i) to m vi) for information on the required standards below.

All disciplines technical requirements.

- a) The charging system must be that supplied by the OEM separate from the machine and comply with all New Zealand electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker. The charging of machines must be carried out in accordance with the manufacturers' instructions.
- b) Charging with OEM wall socket charger up to 3.5Kw/h may be done following the guidelines of the manufacturer in the general paddock area. The charging system must be automatic and must ensure that the battery cannot be overcharged or damaged if left permanently connected to the charger.
- c) For fast charging:

- i) A separate fast charging area is to be provided and controlled to allow safe fast charging of electric machines or removable batteries. It is not permitted to fast charge machines in the general paddock area.
- d) A Technical Official shall check the machine for compliance with the technical specifications.
- e) The machine or removable battery must not be left unattended while charging
- f) All motorcycles must comply in every respect with all the requirements for racing as specified in the Manual of Motorcycle Sport for each eligible discipline, unless otherwise specified below.
- g) For the accumulator (storage battery):
 - i) The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.
 - ii) The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.
 - iii) All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the machine's official accumulators.
- h) Recovering energy generated by the kinetic energy of the vehicle is permitted.
- i) The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the machine is strictly prohibited. This includes the energy used to drive the machine's cooling system.
 - i) The Machine must be able to freewheel in the event that the propulsion system has stopped (i.e. charge exhausted or system failure).
- j) The voltage is limited to 500 volts nominal between two points (when charging higher charging voltages are permitted).
- k) A 'self-closing' throttle (power control) must be applied.
- l) An emergency circuit breaker (kill switch) that isolates the battery/s and prevents drive must be fitted. The breaker must be fitted in such a position that it can be operated by the rider while seated and by an official attending the machine.
 - i) This breaker must be clearly identified as such.
- m) For IEC/NZS Publications (Guidelines):
 - i) If no specific rule exists in these MoM's, the relevant IEC/NZS Standard (New Zealand electrical safety requirements or International ElectroTechnical Commission Standard) or report should be observed.
 - ii) IEC 60529 Degrees of protection provided by enclosures (IP Code).
 - iii) IEC 60783/SA TR IEC 60783:2014 Wiring and connectors for the road vehicles. This report is applicable to cabling and connectors used in battery electric road vehicles
 - iv) IEC 60784 Instruments for electric road vehicles. This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
 - v) IEC 60785 Rotating machines for electric road vehicles. This report is applicable to rotating electrical machines (traction motors and auxiliary motors) of electric road vehicles including hybrids, which are fed from the main traction batteries.
 - vi) IEC 60786 Controllers for electric road vehicles. This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors.
- n) All electric machines must have the stand by / shut off time set to maximum 15 seconds

Note: For a list of eligible electric machines, the class and disciplines in which they are eligible to compete and other specific electric Machine information, refer to: <https://mnz.co.nz/manuals-policies/homologations/>

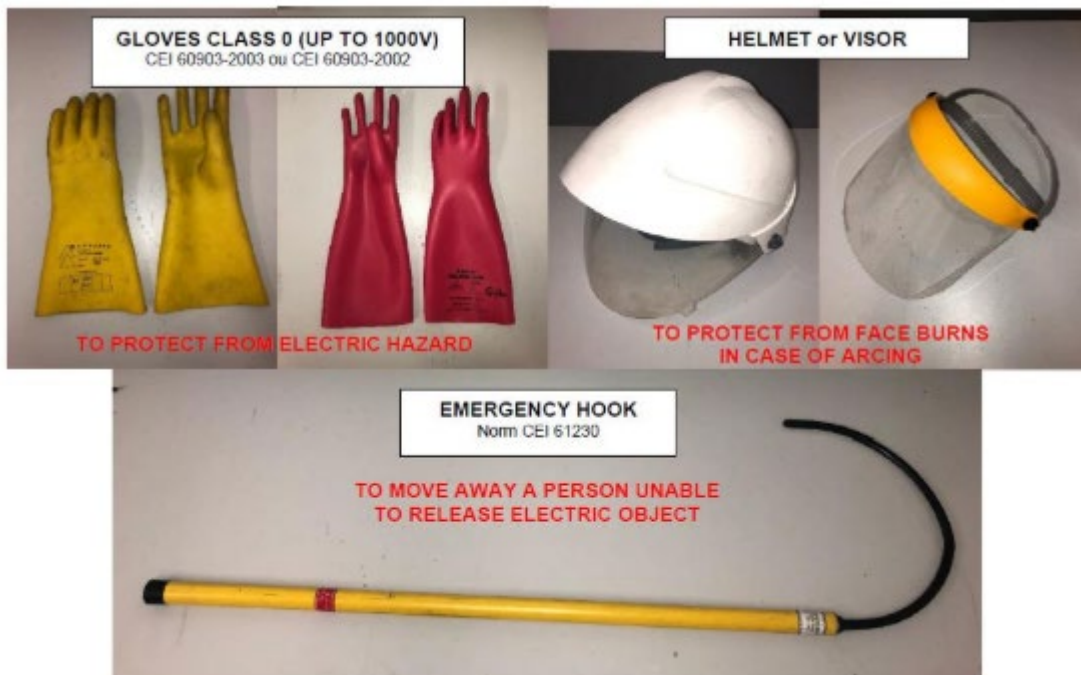
Recommended Safety Equipment and Procedures when exposed to Electric Machines.

At events where an electric motorcycle is competing, all officials need to be briefed on how to identify if a bike is isolated, and how to make it safe before moving.

Officials must be mindful to ensure that the machine is turned off, is safe to approach and do not twist the throttle prior to picking any machine up involved in an incident.

Recommended Safety Equipment

- Gloves: class 0 CEI 60903-2002 or CEI 60903-2003 (until 1000 V) – class 1 (above 1000 V.)
- Robust shoes with insulated soles
- Safety glasses (helmet or visor)
- CO2 fire extinguisher for HV system (min. 1 with a valid certification) - optional
- Emergency hook: CEI 61230
- 3m x 3m Fire Blanket



Recommended Safety Equipment and Procedures when exposed to Electric Machines.

IF A FIRE BREAKS OUT RING 111

Flag Marshals and other “on track” marshals briefing must include instructions in event of fire

Electrical fire in the pits or paddock

- Officials/marshals immediately inform the clerk of the course or Steward.
- Officials/marshals evacuate any person in the area
- Officials/marshals must not directly touch the vehicle
- Officials/marshals maintain a safe distance until the fire is out.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Electrical fire on track

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider status.
- Steward or the clerk of the course stops the session (red flag).
- Officials/marshals evacuate any person present in the area
- If required officials/marshals should use the safety hook to separate the rider from the machine if the safety hook is available.

- The rider must be checked by the medical crew.
- Officials/marshals maintain a safe distance until the fire is out.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Other hazards (overheating, sparks, electric shocks, electrical dysfunction, auto-riding, etc. ...)

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider status
- Steward or the clerk of the course stops the session (red flag) if applicable.
- Officials/marshals evacuate any person present in the area.
- Officials/marshals must approach the machine with caution and turn the machine off if safe to do so.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.

Electric Machine involved in a crash resulting in severe damage to the machine.

- Officials/marshals immediately inform the clerk of the course or Steward indicating the rider status.
- Steward or the clerk of the course decides if the session must be stopped or not.
- Officials/marshals evacuate any person present in the area of the crash
- Any riders must be checked by the medical crew.
- Officials/marshals must quarantine the area around the machine.
- The machine must remain under surveillance until proven safe to move.