

25 September 2025

Unfortunately, due to staff illness there has been a delay in publishing the latest rule changes. We appreciate your patience and understanding.

Please see below a summary of the approved rule changes, split into three categories

- Both Off Road & Road
- Off Road
- Road

All changes are shown in ***bold and italics***, this will also be reflected in the MoMS both printed and on line versions as well as in the MNZ App.

OFF ROAD & ROAD

New Rule 3.1.1 – Off Road & Road

Each event must have Steward(s) and CoC(s) of the required levels and with the correct discipline endorsement.

New Rule 3.1.2 – Off Road & Road

Steward(s) are not permitted to participate in a race as competitors at the event where they are listed on the permit.

New Rule 3.1.3 – Off Road & Road

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.***

Amend Rule 6.4e to read:

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 must not be a member of the protest committee.***

Amend Rule 7.2.6 to read:

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 must not be 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.



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OFF ROAD ONLY

New Rule 6.10b

Where the track separates into 2 lanes (split lane), 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. The split lane must be clearly marked with tape and or markers from the entry point to the exit point, to clearly define the length of the split lane.

Amend Rule 6.12 to read:

If refuelling is necessary, the machine must be refuelled at the allotted pit and nowhere else. **In Cross Country events, if a machine runs out of fuel, refer to Rule 13.10 (Off Road).** Contravening this rule entails instant exclusion.

Amend rule 6.17b to read:

The following flags will be recognised as the standard colours to be used as signals to riders during a race or practice session:

The flags may be **used in conjunction with** lights at **any** flag points. However, the flags are to remain as the primary signally method. **Lights must not be used solely in place of a flag marshal.** An explanation of the lights function must be made to the riders at riders briefing.

- The amendment to using lights at tracks comes into effect from 1 February 2026.

Green: Start. Starting lights can replace the flag.

Red: All riders top racing

Yellow – Held Stationary – no jumping – go slow. A jump is defined when both wheels clear the jump, more than approx. a metre in height.

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 wheels clear the jump, more than approx. a metre in height.

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 **will** be penalised.

White: Last lap

Black: Individual rider to stop and retire from course, riders may return to the course if the issue is rectified to the Steward, Clerk of Course or Technical Officials satisfaction. The rider's number must be shown on a board at the same point as the black flag is displayed.

Black & White Check: Finish for all riders

White Flag with Red Cross: Ambulance or Medical personnel on course proceed with caution.

Black & White Stripe: Oval track only, competitor under protest. The rider's number must be shown on a board at the same point as the flag is displayed.

Blue Waved: Supercross only. Warning you are about to be lapped.

Purple Flag: Motocross Protest Flag

Flags must be a minimum size of 24" by 24" (600mm x 600mm)

Amend rule 6.17c to read:

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 waved if there is an incident on the track.**

Amend Rule 8.1f to read:

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



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protection.
Knee Pads - **strongly recommended. From 1 September 2026 knee pads will be compulsory**

New rule 11.2 n

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

New rule 11.2o

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 whatsoever besides track maintenance on the second day then there should be a minimum of one yellow and one green flag laps.

Amend Rule 13.6 to read:

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.**

Amend Rule 13.10 to read:

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 for the competitor to return to the designated pitting area to refuel. The roaming marshal must radio back to inform the Steward and let them know the machine number that is to stop and refuel. If the competitor does not pit there will be a penalty given.

Amend Rule 13.15 to read:

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

7-9 year olds may ride a 65cc-85cc 2 stroke and up to a 125cc 4 stroke.

10-11 year olds may ride a 65cc-85cc 2 stroke and up to 150cc 4 stroke.

Riders must be 12 years and over to ride a 125cc 2 stroke.

Riders must be 13 years and over to ride a 250cc 4 stroke.

Amend Rule 13.17 to read:

The minimum age for a New Zealand Nationals and Island event is **10** years and maximum age is 16 years.

Amend Rule 13.17a to read:

The minimum age for Club events is **7** years and maximum age 16 years.

7 to 11 years (Minis) may ride a 65cc-85cc 2 stroke and up to 125cc 4 stroke.

10-11 year olds on a Junior track may ride 65cc-85cc 2 stroke and up to 150cc 4 stroke only.

12 years and over can ride up to a 200cc 2 stroke

13 years and over can ride up to 300cc 4 stroke.

These competitor ride at the Stewards discretion as per rule 13.22 in a class restricted to **their age groups only.**

Riders must be able to pick up their own machine unaided as per rule 13.22.

The Club will provide a minimum of two riding marshals per 10 (ten) riders for the minis race. And at least 5 (five) marshals for the Junior race.

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.

For Juniors the course shall not exceed 5kms and the duration shall not exceed 1 hour

For mini's refer to rule 13.27

Amend Rule 13.21 to read:

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 in any special events as define in rule 13.26.**

New Rule 13.26

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



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These events are not defined as Senior or Junior specific events, unless stated by the organising Club. You must be 15 years and over to race such event on either a Senior or Junior licence.

New Rule 13.27

Mini Cross Country

This is an introduction to Cross Country. Events must be no longer than one hour. The track must be no longer than 5km in distance, and must not have any road or water crossings.

Events must be held on a separate track to Junior or Senior Cross Country. Clubs must provide a minimum of two riding marshals per 10 (ten) riders for mini events.

Class:

7-11 years limited to 65cc-85cc 2 stroke or 125cc 4 stroke.

New Rule 13.28

Schools sanctioned Cross Country events:

17 to 19 years may compete on 300cc 2 stroke and up to 450cc 4 stroke machine in the Open class.

They must start on the front row, minimum 30 seconds ahead of the next row. They must only compete in the competitive race and not in the Novice race.

Amend Rule 15.10a

Starting: Stationary with motor running behind either, backward falling independent start gate or elastic barrier cord or flag.

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.

Amend rule 15.24d

- a. Altering of track in front of the gates by a rider or ***their*** entourage will be deemed altering the track in terms of these rules and is not permitted.
- b. Where ruts are in front of the start gate it is the responsibility of the starter of the meeting to have these corrected if they are deemed dangerous.
- c. Behind the centre pole of the start gates is also under the control of the starter and may not be altered without the express permission of the starter. Alterations made without the approval of the starter will be deemed altering the track under the rules.
- d. A line and/or bunting is to be placed 4-metres behind the rear of the start gates and all persons other than the riders must retreat behind this line prior to the 10-second board. The starter shall not start the race until such time as all riders' entourage and assistances are behind the 4-metre line.
- e. No person other than the starter and/or their assistants shall re-enter the 4-metre area after the 10-second board until all riders have left the start gate. This area is deemed to be under the starter's control and only the starter and/or their assistants can enter it to relieve a rider for any reason i.e. engine failure, stuck under the gate etc. Failure to comply is already covered by the rules as outside assistance.
- f. ***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.***

New Rule 15.13a

Strictly NO pit boards for mini competition.

Amend rule 15.21a to read:

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) is to be applied for with the permit application, and approved by the



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Motocross Commissioner and the Steward of the Meeting. This may only be applied for if the track is licenced for Championship Competition.

New Rule 15.21b

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

Amend Rule 15.24 to read:

Track Safety

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

Amend Rule 16.2 to read:

All New Zealand Championship motocross races are to be started by use of independent backwards falling starting gates. An alternative system may be used if the start gate becomes non functional.

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.

Amend Rule 16.3 to read:

New Zealand Motocross TT, Island and national event races may be started with an elastic (barrier cord), starting gate or an approved alternative starting system.

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.

Amend 16.11c to read:

The start will be a single row by independent backward falling starting gates or elastic (barrier cord).

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.

Amend Rule 16.16 to read:

Track Safety

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

Amend Rule 23.34 to read:

New Zealand Trials 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 safety concerns for riders and/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.

Amend Rule- Appendix A Senior MX Championship classes to read:

Championship classes including NZ Motocross Grand Prix:

MX 1 151 to open 2 stroke & 251 to open 4 stroke

MX 2 120cc to **250cc** 2 stroke* & 151cc to 250cc 4 stroke

MX 125 90cc to 125cc 2 stroke only (14 to **21** years)

MXW 12+ years; 90cc to 150cc 2 stroke & up to 250cc 4 stroke

***MX 2 250cc 2 stroke, only technical changes that may be made are an exhaust system and reed block/valves. Jetting and ECU mapping changes are allowed – OEM ECU's/CDI for the correct model must be retained.**

Amend Rule- Appendix A Motocross TT: NZ Nationals to read:

Senior Classes:



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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 **120cc** 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)

Amend Rule- Appendix A Motocross Schools Events to read:

MOTOCROSS: Schools Events

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 years** 85cc class (60cc to 85 cc 2 stroke and 100cc to 150cc 4 stroke).
- **12-16 years** 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.
- **17-19 years 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke).**

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 years** - Women's class.

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

Novice Rider definition

A “Novice” rider is a competitor that has not held a MNZ licence or a competitor that has a MNZ Club licence that was obtained within the last 12 months. However, if a Steward considers that a rider is not



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competent enough to ride in the competitive class (whether they hold a MNZ licence or not), (s)he may direct that rider to compete in the novice class.

Note: Novice riders do not contribute to the overall School Points total in a Schools competition event.

PIT BIKE:

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



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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 200
Up to 200cc, air cooled, 4 Stroke
Max rear wheel size = 12 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.

New Rule Appendix D – Electric Motorcycles

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).



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- 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**



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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.

j) The Machine must be able to freewheel in the event that the propulsion system has stopped (i.e. charge exhausted or system failure).

k) The voltage is limited to 500 volts nominal between two points (when charging higher charging voltages are permitted).

l) A 'self-closing' throttle (power control) must be applied.

m) 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.

n) This breaker must be clearly identified as such.

o) 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.



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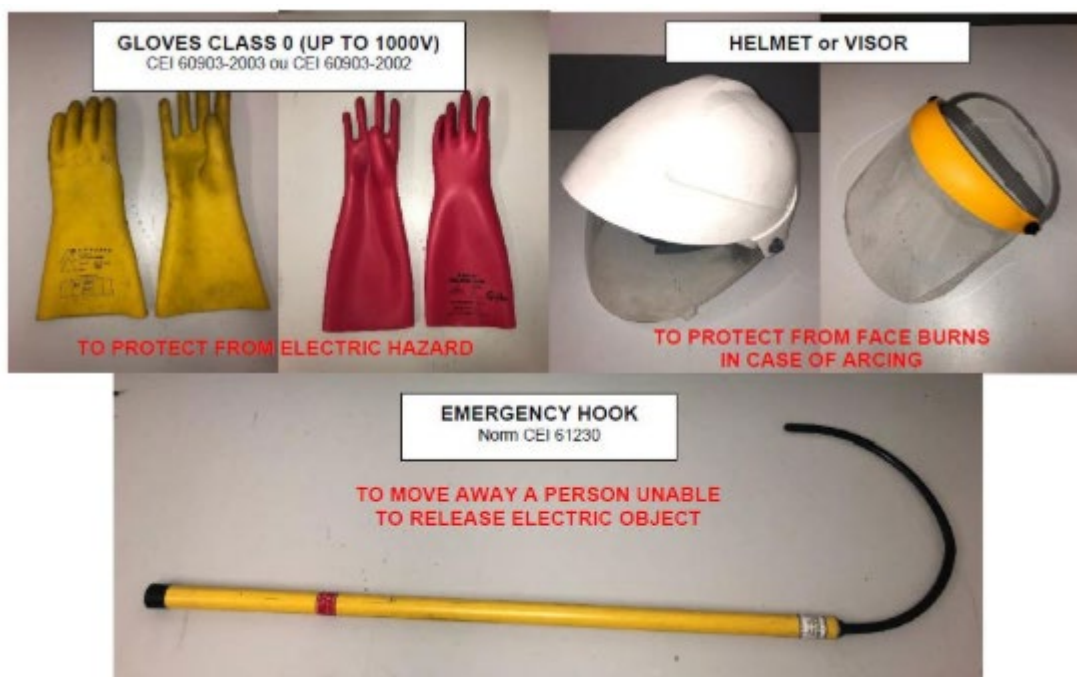
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At events where an electric motorcycle is competing, all officials need to be briefed on how to identify if a bike is isolated, and how to make it safe before moving.

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.*

ROAD ONLY

Amend Rule 6.1d Road to read:

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.

Amend Rule 6.4b Road to read:

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.

Amend Rule 6.15f Road to read:

Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impeded 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**).

Amend Rule 6.21 to read:

6.21a Stopping and Restarting a Race

Should it be necessary to stop a race due to an accident, climatic or other conditions, a Red flag will be displayed at the finish line under the direction of the Steward or Clerk of the Course. Once instructed, all flag points are to display waved Red flags, except in the case of events on tracks where flags or lights may be deployed.

Upon sighting the red flag, all riders are to signal to notify following riders; safely stop racing; and return at reduced speed to pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this place must be announced at riders briefing), where they will stop and await further instructions.

The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.

Any red flagged race may only be re-started or continued once.

Points can only be awarded to riders that were racing at the instant of the red flag.

The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:

- A) If less than three laps of the stopped race were completed at the time of the red flag:
- i. The stopped race will be declared null and a re-start will take place.
 - ii. This will not count for laps completed but does count as a start
 - iii. The re-started race will be for the full original race distance
 - iv. The re-start will take place as soon as possible and must occur no more than 60 minutes after the race has been stopped (provided the circuit is available for racing). If it cannot be re-run within this time it shall be declared null and void. This shall cause all parts to be null and void and no points will be awarded.
 - v. The original grid positions will be used
 - vi. The place of any machine unable to take part in the re-started race will be left vacant
 - vii. Machines can be repaired or replaced provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before the re-start.



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- viii. Only those riders that took place in the original start can take place in the re-start.
 - ix. All riders who took part in the first start are eligible to re-start.
- B) If three laps (or more), but less than 65% of the original race distance, have been completed then the race shall be in two parts:
- i. The second part must occur no more than 60 minutes after the race has been stopped (provided the circuit is available for racing). If it cannot be continued within this time it shall be null and void. This shall cause all parts to be null and void and no points will be awarded.
 - ii. The second part race distance will be the remainder of the original race distance.
 - iii. The grid positions for the second part shall be determined by the finishing order of the first part.
 - iv. The place of any machine unable to take part in the second part of the race will be left vacant
 - v. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the instant of the red flag will be allowed to participate in the second part of the race.
 - vi. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before re-joining.
 - vii. The final race classification will be established according to the finishing order of the second part of the race (providing three laps or more were completed by the lead rider) and include only those who were racing at the instant of the red flag (if any).
- a. If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded
 - b. If less than 65% of the original schedule race distance (in total), but three laps or more is completed half points will be awarded.
 - c. If less than three laps of the second part of the race are completed, the final race classification will be established according to the first part of the race and include only those who were racing at the instant of the first ref flag, with half points being awarded
- C) If 65% or more of the original scheduled race distance (in total) is completed:
- i. This shall be declared a full race
 - ii. The finishing order shall be at the end of the last full lap completed by Lead rider and include only those who were racing at the instance of the red flag
 - iii. Full points will be awarded

New Rule 6.21b

6.21b Should a result be unable to be declared under 6.21A or 6.21B 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 MNZ to run the race at a subsequent meeting of equal or greater status to the original meeting.



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Amend 6.27a to read:

Yellow Flag: During the first lap of practice for each class the yellow flag is to be held stationary by each flag marshal. ***Overtaking is permitted in the first lap of practice.***

Amend Rule 8.1 to read:

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 examiners 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 confirm to the required standards. The minimum standard of protective clothing for events shall be as follows in this Chapter. ***Road Race New Zealand Championship Meetings covering classes Appendix C, F MUST use Airbag Leather Suits, containing compliant and operational airbag vests/suits from 1 January 2027.***

Amend Rule 8.1b to read:

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

Amend 8.2m (c) to read:

Headphones, microphones, or any other form of communication ***or recording*** equipment must not be fitted ***or adhered to any part of*** the helmet. ***Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.***

Amend Rule 10.4b to read:

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 materials 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 be fit for purpose and unable to be dislodged from a crash.***

Amend Rule 14.1d to read:

All machines that crash during practice, qualifying or racing cannot continue in 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 re-entering 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.

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 for machine re-examination. ***At machine check the rider will be handed a three checks list to be ticked off before re-entering the race track:***



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1. **Machine check**
2. **Medical check clearance**
3. **Gear and helmet check**

All three checks to be signed off by the Steward, 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.”

Amend Rule 14.3 to read:

Where a 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.

Rule 14.9h to read:

Points are awarded for 1st to 15th place 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 in a race (aka Dead-heat), then the total points for these positions shall be totalled and divided evenly between the affected riders. To avoid fractional points smaller than 1/2, the divided total shall be rounded up the next ½ or down to the nearest whole point. (e.g. ¼ or 1/3 becomes ½, 1/5 goes down to the previous whole point).**

Note:

All appendices are currently being reviewed by the Road Race Commission who have the authority to vary the rules where necessary by notifying all competitors of the change, as per rule 14.10



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