

- 13.1 The terms 'Drags' or 'Drag Racing' must not be used in any publicity involving MNZ events.
- 13.2 Attempts at National Records may be arranged by the organising club obtaining a Record Attempt Permit from the MNZ Office.
- 13.2a Competitors successful in bettering existing records must on the same day file a Record Claim with the Steward in control of the meeting together with the record claim fee.
- 13.3 The following certificates are required and must be forwarded with the record claim to the MNZ Office within (14) fourteen days of the event.
- 13.3a Certificate from a surveyor or competent official of the meeting that the course has been measured and found to be correct.
- 13.3b Certificate of gradient (must not exceed one per cent (1%) for the entire course and 100 metres of the approach to the start line).
- 13.3c Certificate to be issued by the electronic timekeepers signed off by the Steward a copy of paper work to be forwarded to MNZ for confirmation.
- 13.3d Certificate from a reputable manufacture of the electrical timing devised used to certify accuracy of the timing device.
- 13.3e A Certificate from a National Grade Steward, MNZ Official or a Senior Steward that he/she has sealed the engine before the machine was taken from the venue and not more than 30 minutes after the last run of the machine.
- 13.3f **Engine Machine Examination:**  
Normally Aspirated and Fuel engines.  
Certificates of measurements from a MNZ Official or engineer certified by an MNZ Official, of the bore, stroke, and number of cylinders of the machine.  
(All measurements to be given in metric measure – refer to rule 10.11).  
Engine may be pre sealed/sealed during assembly if requested in writing by the competitor; the engine must be checked at the time by an MNZ Official.  
An assembly certificate is not produced signed off by the MNZ Official.  
MNZ reserve the right to check an engine.  
Where possible displacement will be measured by fluid displacement process. If necessary to verify the engine size by other means the cost of dismantling shall be met by the rider.
- 13.4 In the case of a sidecar record claim, the weight of the passenger or ballast carried. The minimum weight of a passenger or ballast is sixty (60) Kilograms.
- 13.5 On ratification of the record claim, MNZ shall forward to the claimant a record certificate stating the nature of the record and speed and/or time achieved.
- 13.6 The course shall not be ridden on or cut up in any way that may lessen a rider's chances.
- 13.6a The course shall be clearly marked with markers on both sides of the track, with a minimum size of 2 x 2 metres.  
Start (Yellow) Finish (Black & White Squares)  
The electronic timing device must be placed in such a place as to give consistent and accurate timing.
- 13.6b Every effort shall be made to ensure that the full length of the course is clear of spectators or other objects that may jeopardise a rider's safety or chance of success.  
The speed run must not start until cleared by the MNZ Officials who are satisfied of both spectator and rider safety, this will be done by a sweep vehicle.  
Spectators must remain behind and to the side but not in front of the start line by at least 50mts in a safety zone corralled by either a hurricane wire fence or hay bales.  
Spectators must remain corralled clear of the finish line in a similar position as the start.
- 13.7 Machines may be of any type and any form of streamlining is permitted.
- 13.8 **Timekeeping:**  
Times must be taken using an electronic timing system capable of recording times to 1/1000 of a second and recorded by the Official Timekeeper. These times must be confirmed by MNZ Steward.

### 13.9 **Engine Capacities:**

Normally Aspirated.

The engine used in this class of racing must be of a production motorcycle origin. Fuel Gasoline Class; refer 13.10 for this class.

In the Gasoline class all fuel is to be tested.

A Sample from the fuel tank will be taken by the steward after the record run attempt for analysis before a record is awarded.

This cost and checking to be completed by MNZ.

#### 13.9a **Engine Capacities: Fuel class:**

Supercharged/turbo charged/Nitrous Oxide.

The engine used in this class of racing must be of a production motorcycle origin.

Nitrous Oxide is classed as Chemical Supercharging hence falls into this class. Fuel Class is a fuel other than gasoline (Rule 13.10) or mixing a fuel with gasoline as the base fuel and additives of any 5 added. i.e. Nitrous Oxide/ Methanol.

A Sample from the fuel tank will be taken by the steward after the record run attempt for analysis. Before a record is awarded.

#### 13.9b **National Record Attempts:**

<b>50cc</b>	Not exceeding 50cc
<b>100cc</b>	Exceeding 50cc but not exceeding 100cc
<b>125cc</b>	Exceeding 100cc but not exceeding 125cc
<b>250cc</b>	Exceeding 125cc but not exceeding 250cc
<b>350cc</b>	Exceeding 250cc but not exceeding 350cc
<b>500cc</b>	Exceeding 350cc but not exceeding 500cc
<b>750cc</b>	Exceeding 500cc but not exceeding 750cc
<b>1050cc</b>	Exceeding 750cc but not exceeding 1050cc
<b>1350cc</b>	Exceeding 1050cc but not exceeding 1350cc
<b>1650cc</b>	Exceeding 1350cc but not exceeding 1650cc
<b>Open</b>	Any capacity up to but not exceeding 2300cc
<b>Sidecars</b>	Any capacity up to but not exceeding 1350cc (Flying start records only)

#### 13.9c **Standing ¼ Mile Sprints:**

<b>Feather Weight</b>	Not exceeding 50cc
<b>Super Lightweight</b>	Not exceeding 100cc
<b>Ultra Lightweight</b>	Not exceeding 125cc
<b>Lightweight</b>	Not exceeding 250cc
<b>Junior</b>	Not exceeding 350cc
<b>Senior</b>	Not exceeding 500cc
<b>Light Heavyweight</b>	Not exceeding 750cc
<b>Middle Heavyweight</b>	Not exceeding 1050cc
<b>Heavyweight</b>	Not exceeding 1350cc
<b>Open</b>	Not exceeding 2300cc
<b>Sidecars</b>	Not exceeding 1300cc

The Class record either LSR or 400 Meters, Normally Aspirated or Fuel class being attempted must be nominated before the record attempt.

### 13.10 **Fuel shut off and engine kill switch:**

Motorcycles must be equipped with a positive ignition off switch to terminate engine ignition and fuel pump power for all class's capacity or fuels. The rider must be able to use the switch without the hands leaving the bars.

All riders to be equipped by engine cut-off wrist lanyard.

Motorcycles fitted with Nitrous Oxide must have a protective shroud around the bottle (where the bottle is installed in an exposed position) made of an alloy of 3mm thickness and extend past either end of the bottle by 20mm to protect the bottle and the valve.

The Nitrous Oxide Bottle must be adequately secured to the motorcycle by suitable brackets or clamps.

**13.11 Flying Start Records: LSR**

**Course:** The course shall measure at least 2.8 kilometres overall with a minimum of 1200 metres before the start line and after the finish line.

13.11a The timed strips shall be 400 metres by flags as per rule 13.6a.

13.11b A rider will be allowed at least three runs - a run means a ride in each direction. The return ride for a record time must take place within (3 Hours) of the first ride.

The motorcycle will be impounded immediately after the back-up return run for a Record.

13.11c The speed will be calculated on the mean time of the best run. The record claim shall state the actual time for each ride, and the mean time for the best run. (Note: mean time is calculated by adding together the times of two consecutive rides, and halving the result).

13.11d A record will be acknowledged if it betters the previous time to be ratified by the board.

**13.12 Standing 400 mtrs Sprints:**

The course will measure 400 mtrs between timing points.

13.12a An adequate pre start and run-off areas for braking at the end must be provided. If the braking area is dry it must exceed 350m, if wet it must exceed 450m. There must be sufficient practice runs for all riders to be familiar with the braking area.

13.12b Competitors must start from the start line at the first timing point and no part of the motorcycle may be forward of that line.

13.12c No run-in to the start line will be permitted.

13.12d Records can be claimed from one-way runs provided that in the opinion of the Steward, there was no material wind advantage confirmed by a wind meters. Allowance is 2km tail wind. The meter to be placed at the halfway point 200mtrs.

13.12e A record will be recognised and forwarded for confirmation if it betters the existing record by one- hundredths of a second (0.01 sec's).

13.12f Riders will be allowed three runs per class entered.

13.12g Competitors must nominate the class entered before the run is timed. Refer rule 13.9c.

13.12h A rider's fastest timed run for the day will only count towards the class nominated before the run.

Risk identification and management strategy:

MNZ and NZDRA members/riders to provide their log book to the steward before each event which will all record runs practice and actual.

This is to be used to verify practice and racing history.