



MOTORCYCLING NEW ZEALAND INC.

MANUAL OF MOTORCYCLE SPORT

Edition: 2025-2026

CODE OF CONDUCT

OFF ROAD

ROAD

Advancing the Sport of Motorcycling



Motorcycling New Zealand is the New Zealand affiliate
of the Fédération Internationale de Motocyclisme.

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Postal: PO Box 253, Huntly 3740

Courier: 211 Main Street, Huntly 3700

Phone: +64 7 828 7852

Email: admin@mnz.co.nz

Website: www.mnz.co.nz

MNZ CODE OF CONDUCT

INTRODUCTION

Minimum standards of behaviour are necessary so that members and their families, friends and supporters may enjoy the activities that MNZ and its member clubs provide. The purpose of this Code of Conduct is to set out the minimum standards expected of members and of those whom they bring to events and other activities.

This Code of Conduct is not an exhaustive code and the Board may amend it from time to time as new situations arise. Penalties for breaching this Code include warnings, fines, loss of competition points, suspensions, termination of membership and/or such other penalties as the Board may from time to time determine appropriate.

Code of Conduct complaints are intended for actions that occur outside of 'the field of play' (TFOP). Any incident occurring inside of TFOP i.e. on track shall be handled by the Stewards, as provided for in the Manual of Motorcycle Sport.

Complaints under the Code of Conduct maybe filed with the Steward of the event at which the complaint originated, or if after the event, with the MNZ Office within five working days of the alleged offence.

MEMBERS RESPONSIBLE FOR GUESTS

Members are responsible for the behaviour of non-members/guests that they bring to MNZ events or other activities. This includes family, friends, pit crew and other supporters. They must ensure that their guests comply with the minimum standards of behaviour set out in this Code.

MEMBERS DUTIES AND RESPONSIBILITIES

Members are expected to conduct themselves in a courteous and socially acceptable manner. Threats, abuse or physical violence will not be tolerated and provocation may not be accepted as an excuse.

MISCONDUCT

The following are examples of offences which constitute misconduct and which may give rise to disciplinary action:

- i) Threatening, abusing and/or assaulting any other member, competitor, MNZ or member club's officers or officials (including stewards), MNZ staff members, other member's guests, and/or spectators.
- ii) Any obnoxious, anti-social or criminal behaviour, including using obscene language or gestures. No member may make any discriminatory, derogatory, or abusive comment about any other member, competitor, MNZ or member club's officers or officials (including stewards), MNZ staff members, other member's guest, and/or spectator.
- iii) Theft or unauthorised possession/use of another's property.
- iv) Willfully damaging any property, machinery or other equipment.
- v) Unauthorised use of a member club's facilities, including riding on a member club's track without permission.
- vi) Failing or refusing to follow any direction given by a steward or other MNZ or Club official.
- vii) Racial, sexual or other improper harassment of any other member or person.
- viii) Consuming any illicit drugs at any MNZ event or activity whether competing or not.
- ix) Competing in, or controlling, any event while under the influence of alcohol or any judgment impairing drug. As regards alcohol, a person is considered 'under the influence' if their alcohol reading exceeds the youth alcohol limit permitted for driving on a public road.
- x) Interfering with safety equipment or otherwise acting in a manner that threatens safety, health, or hygiene at any MNZ event or activity.
- xi) Failing to comply with any of the MNZ constitution or any rule set out in the MNZ Manual of Motorcycle Sport.
- xii) Any act which is likely to diminish the good reputation of MNZ, its members (including any club), Officers, staff, or other officials.

COMPETITORS' DUTIES

Competitors shall abide by MNZ's principle of "*Advancing the Sport of Motorcycling*". This means:

- Respect – for the opposition, the officials and rules of competition.
- Staying cool – no matter what happens.
- Dignity – in winning and losing.
- Keeping motorcycling fun – it's why we do it.

CODE OF CONDUCT INVESTIGATION PROCESS

To make a formal Code of Conduct complaint, follow these steps:

MAKING A FORMAL CODE OF CONDUCT COMPLAINT

Make a formal Code of Conduct complaint in writing to the Operations Manager, by completing the Code of Conduct Complaint Form. This form can be found on the MNZ website, under Manuals & Policies (www.mnz.co.nz)

WHAT HAPPENS NEXT

After receiving the formal complaint, and based on the material provided, the Operations Manager will determine those Code of Conducts that require investigating by the Judiciary Committee.

In making this decision the Operations Manager will take into account the following:

- The relationship between you and the respondent.
- Whether the facts of the complaint are in dispute.
- The urgency of the complaint, including the possibility that you might face further unacceptable behaviour while the process is underway.
- If this is a MNZ matter or a matter for the Police or other appropriate authority.

If the Judiciary Committee is the appropriate Committee to handle the complaint, the Code of Conduct will be handled as per the rules set out in Chapter 7 of the MNZ Manual of Motorcycle Sport (Off Road and Road) which can be found on the MNZ website under Manuals & Policies (www.mnz.co.nz).

OFF ROAD

OFF
ROAD

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- 1.1 The Federation Internationale de Motocyclisme (FIM) is recognised as the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of motorcycle competition (including speedway competition and records) and is the final international court of appeal for settlement of disputes arising there from.
- 1.2 Motorcycling New Zealand Incorporated (hereinafter called MNZ) is affiliated to the Federation Internationale de Motocyclisme (FIM) and charged with the control of the sport of motorcycling and speedway racing, in all its branches, throughout New Zealand.
- 1.3 No member of an affiliated club of MNZ which has formally undertaken to observe and comply with these rules shall:
 - a. Assist any person or body conducting Motor Racing that does not comply with the Rules of MNZ and Motorsport NZ or these Rules or acts in any manner contrary thereto; or
 - b. Belong to, lend his/her name to, or be an Officer of any such body unless such body is a duly constituted national organisation with an efficient set of Rules and Regulations for the conduct of Motor Races.
- 1.4 **Acquaintance With and Submission to Rules:** Every person, body, group of persons, etc, organising a competition or taking part therein shall by doing so, or by and upon applying for an organising permit, or by and upon applying for a licence from MNZ, or by and upon entering for a competition, be deemed to have and recognise that they have:
 - a. Made themselves acquainted with these Rules and
 - b. Submitted themselves without reserve to the consequences resulting from these Rules and any subsequent alterations thereof, and
 - c. Renounced under pain of disqualification the right to have recourse except with the written consent of MNZ to any arbitrator or tribunal not provided for in these Rules and Regulations.
 - d. Agreed to exonerate and indemnify the Promoters, MNZ and their respective officials, servants, representatives and agents.
- 1.5 **Contingencies:** If any case occurs which is not or which is alleged not to be provided for by these rules it shall be determined in the first instance by reference to the Board of MNZ, whose decision unless afterwards reversed by MNZ in General Meeting, shall be final.
- 1.6 **Interpretation:** These regulations shall be considered bylaws of MNZ and shall be interpreted according to the MNZ Constitution.
MNZ shall be empowered to decide any question raised within the Dominion of New Zealand concerning the interpretation of these Regulations and reserves the right at any time, and from time to time, to add to, or otherwise vary or amend these Regulations.
- 1.7 The relevant Commissioners may from time to time undertake a review of the validity of any rules. Particular reference should be made to those of a legal, technical, quantitative or monetary nature, but will not include any alteration to the basic principle of a rule. Final ratification of any rule review is still required by the GB.
- 1.8 Each Commission shall determine the structure of their NZ and Island Championships which must be ratified by the Board.

The following definitions and abbreviations shall be adopted in these rules, in any Appendices thereto, in all Supplementary Regulations and for general use.

- 2.1 **ACU:** The Auto Cycle Union of Great Britain, a branch of the RAC to which the RAC has delegated its control of the sport of motorcycle and speedway racing.
- 2.2 **AGM:** Annual General Meeting
- 2.3 **Affected Parties:**
 - a. Protests: Protester, protested party, any other party that will be detrimentally affected if the protest is successful.
 - b. Appeals under rule 7.3.2a.: Appellant, Steward, any party who is in a detrimental position due to a protest outcome.
 - c. Appeals other than under Rule 7.3.2 a.: Appellant, Party whose decision is being appealed.
- 2.4 **Appeal:** A formal demand made to a higher tribunal for relief from the decision of the lower tribunal.
- 2.5 **ATV:** A four-wheeled motorcycle as defined in Chapter 11.
- 2.6 **Beach Race:** A race on the seashore either on a continuous circuit or from point to point.
- 2.7 **Board:** The Board of MNZ, also referred to as the Governance Board or GB of MNZ.
- 2.8 **Chair (Judicial):** means the chairperson of a Judiciary Committee
- 2.9 **CGO:** Chief Governing Officer
- 2.10 **CIN:** Competitor Infringement Notice
- 2.11 **Club:** Any constituent Club of MNZ, which has formerly undertaken to observe and comply with these Rules.
- 2.12 **Code of Conduct: As defined in the Constitution.**
- 2.13 **Competition:** Any trial, race, sports meeting, attempt at record or sporting event in which one or more persons compete either amongst themselves or against time or attempts to fulfil certain conditions laid down in advance.
- 2.14 **Competitor:** The driver and his-her passenger, if any, together with his-her vehicle.
- 2.15 **Complaint:** means a complaint in writing by an individual or organisation that a Member or any person for whom a Member is responsible for, has;
 - a. breached, failed, refused or neglected to comply with a provision of the Constitution, the Manual of Motorcycle Sport, the Code of Conduct, the Code of Ethics and any other rule, regulation, bylaw, policy, resolution or determination of the Board or any Committee;
 - b. acted in contravention of MNZ objectives as set out in the Constitution;
 - c. acted in a manner unbecoming of a Member or prejudicial to the interests of MNZ; and / or
 - d. brought MNZ or the sport of motorcycling into disrepute.
- 2.16 **Completed lap:** the number of completed race laps is counted as the lead bike (on track) crosses the defined control line(s) at the completion of a circuit of the course.
- 2.17 **Control line:** a line that crosses the course that is used for determination of an occurrence.
- 2.18 **Course:** A line of way to be followed in a competition.
- 2.19 **Clerk of the Course (CoC):** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Clerks of the Course are graded according to their experience, skills and qualifications.
- 2.20 **Competition Licence: An annual MNZ Championship or MNZ Club Licence.**
 - a. MNZ Championship Licence: Required for all Championship Classes at Championship Events & Street Road Races, also valid for all MNZ permitted Club events (subject to 5.2d).
 - b. MNZ Club Licence: Minimum licence requirement for all MNZ National events, also valid for all MNZ permitted Club events & support classes at Championship Events (subject to 5.2d).
 - c. MNZ One Event Licence: Valid for MNZ Club events that the Host Club have decided to make available. Only valid for One Event as specified on the One Event Licence Application form. Not valid for Championship Events. The Steward of the meeting has jurisdiction to decline a one event licence application at his/her discretion. Refer 5.2g for age restrictions.

2.21 **Cross Country (XC):** A long distance cross country race presenting irregularities of surface and terrain.

2.22 **Disqualification:** The loss for all, or a stated time, of any right to take part in any capacity whatsoever in any international vehicle competition. A sentence of disqualification may be pronounced on any person or body of persons or on one or more vehicles by the Board. The rights lost under a sentence of disqualification can only be restored by MNZ.

2.23 **Enduro:** A competition in which competitors are required to maintain prescribed average speeds and undergo special tests over varying terrain including cross country and other rough terrain.

2.24 **Entrant:** A person or body having signed an entry form and having been accepted for any competition whatsoever.

2.25 **Exclusion:** The prohibiting of a person or body of persons from taking part either in some particular capacity or in any capacity whatsoever in a certain vehicle or of vehicles of a certain type or a vehicle accessory, from being driven or used in a specified competition. Exclusion may be pronounced by a competent authority either before, during or after the competition, and may be made retrospective, subject to confirmation by the Steward of the meeting before doing so.

2.26 **Finishing Line:** A finishing line is the last control line on a course.

2.27 **FIM: (Federation Internationale de Motocyclisme):** The FIM is the Geneva-based world controlling body of motorcycle sport of which Motorcycling New Zealand is an affiliated member.

2.28 **FMN:** National Federation of Motorcycling affiliated to the world body FIM.

2.29 **GMO:** General Manager Operations

2.30 **Grass Track Race:** A race on a continuous grass circuit of up to one mile and a quarter (1 1/4) in circumference, e.g., racecourse.

2.31 **Handicap:** A method laid down in the Supplementary Regulations of a competition having for its purpose the equalising so far as possible the chances of the competitors. A handicap may be either published or sealed.

2.32 **Heat:** One of a series of races, the whole of which constitute a particular competition.

2.33 **Judiciary:** The Committee established under Section 10 of the MNZ Constitution.

2.34 **Judiciary Committee:** the committee appointed from persons on the Judiciary panel to hear complaints and appeals.

2.35 **Judiciary Panel:** A panel appointed by the Board from which Judiciary Committees are appointed by MNZ.

2.36 **Junior Enduro:** A long distance event over varying terrain with no penalties for time taken to cover the trail and special controlled time tests of a cross country and motocross nature for riders over the age of 12 years.

2.37 **Major Event:** Major events are MNZ title events and other events, with advertising beforehand, of more than \$4000 prize money or kind.

2.38 **Member:** a member of Motorcycling New Zealand as defined in the Constitution.

2.39 **Miniature TT Race:** A race on a continuous reasonable smooth or undulation grass or earthen surface.

2.40 **MNZ:** Motorcycling New Zealand Incorporated, affiliated to the FIM and hereafter referred to as MNZ.

2.41 **MoMS:** Manual of Motorcycle Sport

2.42 **Motocross (MX):** A cross-country race presenting irregularities of surface and terrain.

2.43 **Motorcycle:** A vehicle having two wheels in line, mechanically propelled.

2.44 **MSNZ - Motorsport New Zealand:** The organisation to which control of automobile sport in New Zealand has been delegated by the FIA.

2.45 **Non Speed Event:** An event of a non-competitive nature designed to encourage and or foster participation in motorcycling. Such events can include but are not limited to rider training, trail and adventure rides.

2.46 **NZTA:** New Zealand Transport Authority.

2.47 **OEM:** Original Equipment Manufacturer.

2.48 **Outside Assistance:** The doing by any person other than the driver, or passenger (if any) or an official in the performance of duties, of an act involving contact with the machine.

2.49 **Permit:** The documentary authority to organise and hold a competition, or non-speed event granted solely by MNZ or its agent.

2.50 **Proceeding;** means any proceeding taken pursuant to Chapter 7 in this Manual of Motorcycle Sport.

2.51 **Programme:** A document prepared by the Promoters of a meeting for the purpose of informing the participants and spectators about such meeting.

2.52 **Protest:** A formal statement of objection to some act of omission or commission on the part of the promoter, an executive official or a rider made by another competitor.

2.53 **Race:** A competition in which speed is the factor determining the result.

2.54 **Race Director:** Appointed by discipline commissioner to oversee the consistent running of an event series (e.g.: NZMX or NZSBK). The Race Director's role is to oversee consistency of the series.

2.55 **Record:** The best result obtained under prescribed conditions

2.56 **Regional Official:** An Official appointed by the Officials Commission and ratified by the Board of MNZ. Duties include, but are not limited to, maintaining the standard of Officials, training Officials, and supervising Clubs and Officials.

2.57 **Relegation:** Demoting a competitor or competitors by moving them back in the finishing order by one or (preferably) more positions.

2.58 **Sidecar:** A vehicle having three wheels, two of which are in line fore and aft, with the third wheel offset to either side.

2.59 **Speed Event:** As for Race (2.52).

2.60 **Sports Tribunal:** means the Sports Tribunal of New Zealand established under the Sports and Recreation New Zealand Act 2002 and continued under the Sports Anti-Doping Act 2006.

2.61 **Start:** The start is the moment when the order to start is given to a driver in any competition.

2.62 **Starting Line:** A starting line is the first control line on the course.

2.63 **Steward:** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Stewards are graded according to their experience, skills and qualifications.

2.64 **Steward (National):** An official appointed by the Officials Commission and ratified by the Board of MNZ.

2.65 **Supplementary Regulations:** Regulations, supplementary to these Rules, drawn up by the organiser of a competition and approved by the authority granting the permit, having for their object the laying down of the details of a competition. All events advertising \$2000 or more prize money will publish with the Supplementary Regulations and entry form, the prize money scale.

2.66 **Suspension:** The prohibition by the MNZ Board, for a definite period or sine die of a person or body of persons or a certain vehicle or of vehicles of a certain type or of a vehicle accessory from taking part in any capacity or being driven or used, as the case may be, in vehicle competition within New Zealand.

2.67 **Technical Steward:** Appointed by the Officials Commissioner for the role of overseeing machine technical conformity. Responsible for the overseeing and training of machine examiners.

2.68 **Track Race:** A race other than a Road Race, on a closed circuit, the surface of which is hard and either banked or not banked on the bends.

2.69 **Trial:** A competition in which a number of competitors take part endeavouring to fulfil prescribed conditions.

2.70 **Working Days;** Working Day means, a day of the week other than:

- a Saturday, a Sunday or any recognised public holiday
- a day in the period commencing with 23 December in a year, and ending with the 2 January in the following year.

3.1 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.

3.1.1 *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 fulfills 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***

3.1a MNZ shall appoint representatives (hereinafter called Stewards) who shall have supreme control over the conduct of any motorcycle meeting and shall have the duty of enforcing the rules, bylaws and regulations of MNZ that apply at the meeting.

3.1b Junior Officials (under the age of 16). Minimum Ages:

- for officials working in event administration – 12 years;
- for officials working in a non-competition area – 14 years;
- for officials working as a timekeeper – 14 years; and
- for officials working alongside the competition surface – 14 years.

All Junior Officials must be supervised by an Adult Official.

3.1c *Officials Minimum Age*

Clerk of the Course, Steward, Riders Representative and Technical Officials – minimum age 20yrs.

3.2 Officials (Stewards and Clerk of the Course) will be required to attend a formal training course at least every two years. This may be extended to three years on individual application to the Officials Commissioner should exceptional circumstances exist.

Official's progression details are available on the Officials page of the MNZ web site or from the MNZ office upon request.

3.2a MNZ may appoint Series Officials, including a Race Director and Technical Steward to control Island, National and New Zealand Championships with multi round structures. Host clubs may appoint Event or Round Officials of appropriate grade to officiate that round and/or club Officials for training and assessment. Single round Championship Officials may be appointed by MNZ.

3.2b Officials of not less than the required level must attend every event where a MNZ permit has been issued to supervise and to see that all safety requirements of riders, spectators and officials are met and that the course meets the requirements as set out for the type of event being run.

3.2c The Steward of the Meeting shall have no executive duty in connection therewith on the day, but shall be in supreme supervisory control over the meeting in accordance with the regulations, and exercise all powers set out in the MNZ Constitution.

3.2d Stewards required by MNZ to officiate at meetings outside their area are to be paid expenses by organising clubs at Public Service rates.

3.2e For selected major events MNZ may appoint the Steward of the meeting and other officials from outside the area of the meeting.

3.2f A Stewards report must be completed by the Steward of the event and forwarded to the office of MNZ within seven days of the event being held.

The MNZ Office will make available on request a copy of the Stewards report and Medical report to the Club that ran the event and/or, the Regional Official of the Region.

3.2g A Clerk of the Course report must be completed by the Clerk of the Course of the event and forwarded to the Office

of MNZ within seven days of the event being held. The MNZ Office will make available on request a copy of the Clerk of the Course report to the Club that ran the event, and/or the Regional Official of the Region.

3.2h Stewards must be visible by wearing an MNZ marked 'Steward' vest (Hi-Vis Yellow). This vest may not have club, sponsor or event branding.

The Clerk of Course must be visible by wearing a MNZ marked 'Clerk of Course' vest (Hi-Vis Orange). This vest may have other branding.

Green vests may be worn by MNZ series Race Directors & Riders Representatives.

All other Officials should wear the 'Hi-Vis Orange' colour but none may be marked to give the impression they are the Steward or Clerk of the Course.

3.3 MNZ may appoint Officials of the correct grade for Major, Island and New Zealand Championships and street road race events. The grade of event and the required grade of Officials shall be advised on the event permit.

3.4 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.

3.4a The Clerk of the Course shall be responsible to the Steward of the Meeting for the good management and conduct of a competition in accordance with these Rules, the Supplementary Regulations and the official programme and for the direction and control of all executive officials necessary for that purpose.

3.5 **Technical Steward.** The Technical Steward may at any time attend any meeting in the capacity of the Technical Steward. The Technical Steward must on arrival at an event introduce themselves to the Meeting Steward and Clerk of Course. They must also sign in on any official documentation.

3.6 **Coordinator:** The Coordinator is a Commission appointee. He/she is to liaise with Clubs running New Zealand Championship rounds. He/she is responsible for presenting supplementary regulations, point's progress and results to the MNZ office. He/she may attend protests in an advisory capacity only.

3.7 **Secretary of Meeting:** The Secretary of the Meeting shall be particularly responsible for the organisation of the meeting insofar as the supply of all necessary documents, badges, etc., are concerned as well as for the transaction of all official correspondence relating to the meeting.

3.8 **Duties of Judge:** It shall be the duty of the Judge to declare the order in which the competing machines pass the finishing line. If the Judge considers he/she has made a mistake he/she may alter his/her decision after consultation with the Steward of the Meeting and the Clerk of the Course.

3.9 **Duties of the Starter:** It shall be the duty of the Starter to start each race when so instructed by the Clerk of the Course: from then until the start of the race the competitors are under the sole control of the Starter. In the case of a false start the Starter may order a re-start.

3.10 **Timekeeper:** The principal duty of the Timekeeper is to record and report such times as are required by the conditions of the competition as instructed by the Clerk of the Course and to prepare and sign such records as may be required in the case of an attempt at records or a certified test.

3.11 **Handicapper and Starters:** Shall be approved by the Steward and at no meeting shall a handicapper or starter be allowed to compete in any event under the jurisdiction of MNZ where they are officially engaged. The Handicappers shall on demand from MNZ immediately forward to the MNZ office, particulars of the handicaps and results of their meeting and these results shall be available to any approved handicapper at any time on application to MNZ.

3.12 **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 may check machine(s) involved in an accident or fall if considered appropriate before such machine(s) is permitted to start in another race.

3.13 The Club/Promoter shall provide a sufficient number of Flag and Track Marshals who must be briefed prior to the start of the first practice.

Flag Marshals: Are marshals appointed to give signals laid down in these rules. Flag Marshals shall occupy posts along the course assigned to them by the Clerk of the Course.

As soon as the meeting commences all Marshals under the orders of the Clerk of the Course to whom he/she shall immediately report by any means at their disposal (telephone, signal, courier, etc.) all incidents and accidents which occur on the section of the course for which he/she is responsible.

3.14 **Observers:** Are officials in charge of admitting riders to Observed Sections and recording their scores. They decide in the first instance upon any matter relating to the application of MNZ Rules to rides they observe.

FREE ADMISSION OF OFFICIALS OF MNZ:

- 3.15 Any Board or Life Member, Grade 3 or 4 MNZ Official, Commissioner, on production of his/her warrant, is entitled to free gate admission for themselves and their family to any event run by a MNZ affiliated Club.
- 3.15a Any Grade 2 or above MNZ Official, on production of his/her warrant, is entitled to free gate admission to any event run by a MNZ affiliated club.

- 4 All events require a permit from the MNZ Office. A permit must be displayed at the event, and the permit number and MNZ Logo must be shown on all paid media advertising and all printed entry forms for events, posters, programmes, including those on club websites. Where a local body requirements or exemptions exists those requirements of exemptions shall prevail. Proof of such requirements or exemptions shall be made available to the Steward of the Meeting.
- 4.1 No competition shall be promoted on either a public or private road or elsewhere until such permission as may be legally necessary is first obtained from the appropriate authority or private individual as the case may be.
- 4.1a **Events Involving Road Closure:**
Typically these will include, beach racing, road-hill climbs, flying and standing quarter mile, and forest Owner/Management type events. Two legal acts cover the closure of roads for the purposes of racing. Permit applications for these events must state the act applying to the event concerned.
- 4.1b All event permit applications must be submitted to the MNZ Office with the appropriate fee. This application must arrive at the MNZ office not less than 14 days (90 days for MNZ Championship Events) prior to the proposed event date. Late applications will require double fee payment.
- 4.1c The fees for permits shall be decided upon by MNZ annually. The MNZ Office shall advise all clubs of the schedule of fees.
- 4.1d Permits to organise events will only be issued to affiliated clubs or registered promoters.
- 4.1e **Motocross Events:** All permit applications and supplementary regulations for motocross events must state whether the event is to be held on natural terrain or Supercross style man improved circuit.
- 4.2 Special conditions apply to events at which competitors from overseas are invited to attend. The MNZ Office will supply details on request. All overseas competitors wishing to compete in New Zealand must obtain a clearance from their licencing Federation and have this emailed to MNZ prior to the event being held. This is the competitor's responsibility. MNZ is required to notify the event organisers prior to the sign on for the meeting.
- 4.3 No event or demonstration other than a motorcycle event shall take place at a meeting held under these rules without the consent of MNZ which must be applied for on the permit application. If granted it will be shown on the permit.
- 4.4 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made a statement of accounts of any race meeting held under control of the club.
- 4.5 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made, all records and results of any race or meeting held under the control of the club.
- 4.6 Any claims made on a letterhead or in any other manner by any rider, entrant or firm, must be correct and precise, and must state the year, class and type of competition (e.g. 1999-2000 NZ 125cc Senior Motocross Champion - NOT simply NZ Motocross Champion).
- 4.6a Any infringement of this rule whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body, by, or on whose behalf the advertisement is published or issued, liable to or may cause exclusion, suspension or disqualification.
- 4.7 No club shall be permitted to conduct, on the same day, a conflicting event within an 80 kilometre radius North Island, 160 kilometre radius South Island of the venue of any permitted championship, except with the permission of the club organising the championship.
- 4.7a No club shall be permitted to conduct, on the same day, an event within a 40 km radius of the venue of any event under permit by MNZ, unless the two events are not of a similar nature.
- 4.7b MNZ may, where appropriate decline to issue an event permit.
- 4.8 Every person promoting, organising, or taking part in a competition held under permit from MNZ shall be deemed to be acquainted with these rules, and with any supplementary regulations that may be issued for any particular event.
- 4.9 Supplementary Regulations for events, particularly Championships, must not contradict rules or the intention of the Manual of Motorcycle Sport, and will form additional rules and information for the event. Supplementary Regulations are to be treated as rules for the event from the date published or amended until the end of the event or series. ALL events advertising \$2000 or more prize money will publish with the supplementary regulations an entry form, or acceptance forms with the prize money scale.
- 4.9a All Championship Supplementary Regulations must be forwarded to the MNZ office for approval by the relevant Commissioners prior to the issuing of the event permit.

4.9b When Championships are being run, Supplementary Regulations must also be forwarded to the Coordinator.

Additional rules applying to New Zealand and Island Championships:

4.10 MNZ recognises a number of championships that are available for annual competition.

4.10a Commissioners/commissions through the MNZ Office shall invite applications to host New Zealand & Island Championship events.

4.10b Commissioners/commissions will allocate Championships to host Clubs based on applications received. Allocations will be ratified by the Board of MNZ prior to the announcement.

4.10c Permits to hold a championship meeting must be applied for 90 days in advance, always providing that the championship allocations have been finalised at this time.

4.10d Supplementary Regulations must be approved by MNZ prior to distribution to clubs and riders.

4.10e If minimum of 6 valid paid entries have not been received at the published closing date for normal entries (for clarity this excludes late entries and similar), then the Championship, GP, National or Island event class may not run for that year, provided that if the event is part of a series then this will apply only to that round; and 6 entrants must start said event (in official practice, qualifying or race).

Host Clubs may apply to MNZ for dispensation of the above rule under special circumstances.

4.10f The Officials Commissioner may appoint Stewards of the correct grade for New Zealand Championship, Island and National Championships. The grade of event and the required grade of Stewards shall be advised on the event permit.

4.10g Results of MNZ designated championship events must be notified to the MNZ office by post (within 7 days) or electronically within 24 hours of the event finishing. Failure to comply with this will incur a \$250 fine on the club. Existing permits will be withdrawn and no further permits will be issued until the fine is paid.

4.10h A Championship allocated for a given year and not run in the prescribed time may incur a penalty from MNZ.

4.10i MNZ shall not issue a permit for more than one New Zealand title event of a like or similar nature on any one day, unless approved by the Board in consultation with the Commissioners prior to ratification.

4.10j Entry Forms and Supplementary Regulations, once approved, will be sent from the MNZ office to the nominated meeting Steward.

4.10k Every championship will be conducted under these rules.

4.10l Any event with more than one track that is in use concurrently must have a Clerk of the Course for each such track. Dispensation for this must be applied for to the discipline Commissioner and Officials Commissioner.

This dispensation is valid for one licence year, or until any one track is modified on layout.

4.11 MNZ will register Private Promoters. Registered Private Promoters may be allocated events to promote. MNZ will require certain criteria to be met including MNZ will appoint Steward/Referee and Clerk of the Course, along with supplementary regulations.

4.11a Subsequent recognition and registration of the promoter will depend upon the promoter's performance.

4.12 There will be no restriction on affiliated clubs promoting events.

5.1 All competitors shall ride at their own risk.

5.2 Competitors wishing to compete in events shall cause themselves to be registered on the books of MNZ prior to competing, by either forwarding to the MNZ Office a correctly filled in competition licence application form or completing the online licence application. Such registration shall expire one year from date of issue, or as determined by the Board of MNZ, with the exception of international licences which will expire on December 31.

5.2a Every person so registered must be a financial member of a club affiliated to MNZ.

5.2b Any intending competitor who is under the age of 16 years must have his/her application for a competition licence endorsed by a parent or legal guardian. All applications for mini and junior class licenses must include a copy of their birth certificate or passport.

5.2c Licence application forms are obtainable from the MNZ Office, MNZ Website, and Club Secretaries and must be sent together with such fee as shall be determined by the Board. Upon receipt, the MNZ Office shall enter the name of such person in the register and issue them with a competition licence and competitor logbook. Riders are encouraged to make application for competition licences online through the MNZ App or MNZ App web portal where full details of applications and fees are available.

5.2d MNZ may refuse to issue or may withdraw any competition licence/membership.

5.2e

- i. Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.
- ii. When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may upgrade their junior licence for a senior licence. See specific disciplines for details on how it may affect different types of riding.
- iii.
 - a) Subject to rule 5.2(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.
 - b) If a junior competitor's birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However nothing in this rule shall entitle a junior competitor to ride or compete at a junior event once the rider has turned 17.
 - c) Juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT.

The circumstances when juniors and seniors may compete or practice together are as follows:

- From aged 15, provided they are riding a 90cc 2 stroke up to 150cc 2 stroke bike or 150cc 4 stroke up to 250cc 4 stroke maximum capacity.
- From aged 12, women in any all women class providing they are on an 85cc up to a 125cc 2 stroke or a 150cc 4 stroke capacity machine and from aged 14 provided they are riding a bike 85cc 2 stroke up to 150cc 2 stroke or 150cc 4 stroke up to 250cc 4 stroke maximum capacity.

However, women may not ride a capacity bike that they are not entitled to ride in junior competition (refer Appendix A).

However, if any competitor's bike exceeds 150cc 2 stroke or 250cc 4 stroke (in the combined all women class), no competitors under 15 can compete or practice together.

Competing or practicing with seniors in such circumstances shall not affect the rider's junior status.

If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition.

iv. Where a junior's birthday falls during a consecutive multi day event the competitor may complete that event, in that class except when the rider turns 17.

5.2f **One Event Licences:** can be issued to competitors at Club Events. These Licences cannot be used at the following events; New Zealand or Island Championships, Street Racing, except in the instance of a competitor having a MNZ Championship licence but has forgotten it for the event. The competitor must sign the disclaimer on the One Event Licence application, and is subject to a fine & Judiciary referral should they be found not to hold a MNZ Championship licence.

The decision of having One Event Licences available for purchase is that of the host Club. The Steward of the meeting has jurisdiction to decline an application at his/her discretion. If the steward approves the One Event Licence Application, such approval is signified by the steward signing the Licence after payment has been made for it.

5.2g **Ages for Purchasing One Event Licences:**

Off Road Events: 4 years Motocross and Trial, 10 years Cross Country, 12 years Enduro

All other events: 16 years & over

Should a rider be between the ages 4 and 18 a parent or guardian must sign the One Event Licence.

5.2h **Special Event Upgrade Licence:**

For the express purpose to enable the competitor to partake in one single New Zealand or Island Championship Event for the given licencing period.

Limited to a single Special Event Upgrade Licence per licencing period for a competitor in any class.

The decision of having a special event upgrade licence available for purchase is that of the host Club; and subject to Club application to MNZ

A Special Event Upgrade Licence can be issued to a competitor holding a current MNZ Club Licence who has competed in more than three Senior previous MNZ permitted events, or six Junior & Mini MX previous MNZ permitted events in the class entered at club level, proof of which shall be in the riders log book, or proof from results of Electronic Lap scored MNZ permitted events.

The Steward of the meeting has jurisdiction to decline an application at his/her discretion.

- a. Host Club must apply to MNZ to offer a Special Event Upgrade Licence.
- b. Competitor must indicate to the host Club they will require a Special Event Upgrade Licence on pre-entry.
- c. Competitor's log book will be clearly marked by the Steward that they used the sole Special Event Upgrade Licence.
- d. The provision of Special Event Upgrade Licence must not contravene Rules 5.2a and 5.2f
- e. Any competitor found to be in breach of the single use upgrade will be subject to Rule 5.2n and have their entry refused.

5.2i A competitor registered as stated and not disqualified or suspended shall be eligible to compete in any competition that the licence is valid for.

5.2j Acceptance of an entry form is decided by the club or promoter provided that the entry may only be declined in good faith and for valid reasons. The club or promotor must give reasons for the declining of the entry.

5.2k Competitors will enter details including helmet brand, model and serial number in the front section of their log book and the MNZ APP. Any change of helmet must be listed in this section. Competitors will also add details for the event they are entering in the Event section of their log book. Competitors licence and log book must be produced at sign in and will be held by a club official until the end of the event at which time the rider will collect. Rider injury, machine faults, faulty riding gear, rider conduct, shall be noted in the log book by the Steward or an appointed official. The steward's name must be recorded in the log book for each event listed. In the absence of a competitors MNZ licence and log book Stewards may accept Scanning of current QR code/Licence which provides proof of a valid current licence. The Steward shall record notes within the App that would usually be recorded in log book, i.e. helmet detail, rider injury, machine faults, and rider conduct.

5.2l Licence Categories: Licences will be issued in the following categories, Senior, Junior, Mini & Associate Member. Licences will be valid for 12 months from date of issue.

5.2m A sidecar combination competing in any competition other than Record Attempts must carry a passenger. Passengers are deemed to be competitors and must have the appropriate current licence.

5.2n Any person competing in any event open to registered riders only, without first being the holder of a current competition licence shall be liable to a fine, suspension or disqualification for life and no un-registered person shall be entitled to receive any prize-money or trophy from any club.

5.3 If a competitor is entered in multiple classes with one machine (hill climb etc.) then prior to each run the class that, that run is to be counted for must be nominated.

5.3a Separate runs must be undertaken for each class entered.

5.3b Where the entry of any competitor is refused by a club for a New Zealand, North or South Island title event, or any event counting towards any of these titles, always providing that the entry is on the correct form and received by the club within the stipulated time, the competitor shall have the right to appeal to the Judiciary of MNZ.

5.3c An appeal under this section shall be lodged at the MNZ Office within seven (7) days of the competitor being notified by the promoter or organising club that the entry has been refused.

5.3d The competitor shall be permitted to compete in the particular event or events concerned until such time as the appeal has been finalised.

5.4 All visiting overseas competitors must sign an MNZ indemnity form. All overseas competitors wishing to compete in New Zealand must obtain a Start Permission and FIM International Licence (if applicable) from their Federation and have this sent to MNZ prior to the event being held. This is the competitor's responsibility. MNZ shall send to the organising Club and Steward for the event a copy of these documents.

5.5 **Entries:** Entries shall be made by the competitor on the clubs form to the Secretary of the Meeting and any club may refuse entries if not on this correct entry form. No written entry will be accepted unless signed by the rider. Most Clubs now have web sites along with MNZ where information of events and entry forms are available online.

5.5a All entries must be accompanied by the correct fees. If the rider is unable to attend and notifies the Secretary of the meeting by phone or by written word prior to, but not including the event day or in case of a two day meeting, the practice day, entry fees to be refunded in full if all passes are returned. In the case of a telephone cancellation written application must follow, postmarked before the event or practice day.

5.5b Any entry by telephone must be confirmed by forwarding an official entry form immediately with entry fee.

5.5c Any entry which contains a false statement shall be considered null and void. The entrant may be deemed to be guilty of a breach of these rules and the entry fee may be forfeited.

5.5d Whenever entry forms are circulated in advance of an event at least one copy must be sent to the MNZ Office.

5.5e Any Club not allowing late entries must print words to this effect on entry forms if entry forms are printed for any particular event.

5.5f The use of any term in poster, press, radio, TV, or any other publicity or in entry forms, acceptances or programmes, that conveys any impression that any event carries other than local significance, is expressly forbidden without the written consent of MNZ. Examples of such terms are: international, national, names of countries, provinces, nationalities, oceans or seas, north, south, west, title, championship, GP, or Grand Prix, TT or Tourist Trophy. Any club wishing to use any such or similar term must request it in its permit application. If granted, it will be shown on the permit, and this will be considered to be sufficient written consent for its use for the particular event.

5.5g **New Zealand Championships (including GP's):** No limit shall be put on the number of entries accepted before the closing date, provided all entries are correctly completed including the entry fee. If more than the maximum entries are received, qualifying shall take place.

5.5h To compete at a Championship event, competitors must have a MNZ Championship Licence (via upgrading their Club Licence prior to the event, or upgrading with a special event upgrade license if offered).
To compete at a Veteran and Women's Motocross Nationals, Mini Motocross Nationals, Cross Country Nationals, Cross Country Island Events, NZ Motocross TT or Motocross Island Events competitors can compete on a Club or Championship Licence.

5.6 Any competitor entering under a false name or address, or in any way trying to mislead the handicapper or club shall on proof thereof be excluded.

5.6a No competitor shall take part in any competition under an assumed name unless special permission for use of such assumed name has been granted by MNZ.

5.6b A rider who is entered at a permitted event who allows a non-entered person to compete on their entered motorcycle at the event without the permission of the steward of the meeting and club officials, shall be excluded from the meeting and the matter reported to the Judiciary for possible further disciplinary action.

5.7 The name of any disqualified rider will go on the Restricted Riders list, available via the MNZ website/App. Their MNZ licence will be invalid while on the Restricted Riders list.

5.7a Any rider being a defaulter to any club under these rules shall not be allowed to start in a race until all monies owing by them are paid.

5.7b Any competitor starting in a race before his/her fees are paid shall be liable to exclusion, suspension, disqualification and/or fine.

5.7c No entry shall be accepted from a disqualified or suspended competitor until the time of his/her disqualification or suspension has expired.

5.8 **Roads Closed Under the Local Government Act 1974:**
No civil licence is required

5.8a **Roads Closed Under the Land Transport Act 1998:**
Road closed under this Act are typically state highways and remain listed as "roads" as defined in the Act, it is for this reason that the following civil licence requirements apply:-
Riders holding a current Class 6 (unrestricted) licence may compete without limitation.
Riders holding a current Class 6R (restricted) licence may compete subject to the conditions of the licence. Riders holding a Class 6L (learners) licence are not permitted to compete.
These conditions will be noted on the permit and must be included in the Event Supplementary Regulations.

5.8b Exceptions to Rule 5.8a:

In the event of a temporary cancellation of his/her civil licence the rider cannot compete on circuits that require civil licences, unless they apply to the courts for permission to do so and such permission is endorsed on his/her civil licence. Holders of Class 6R licences may apply to the LTSO for an exemption to the conditions attached to their licences. The onus is with the rider to provide proof of this exemption to the event organizers prior, to the commencement of practice.

- 5.9 Any competitor injuries or receiving hospital treatment see Chapter 6.
- 5.10 Competitors are responsible at all times for the behaviour of their assistants during the course of a meeting.
- 5.11 All NZ Title holders shall have reasonable access to their trophy until the following year's event. It shall be the rider's responsibility for the safe return of all trophies to the next running of that Title event.

6.1 Riders entering any MNZ event must sign an MNZ disclaimer with details of Name and MNZ Licence number before any riding. One Event Licence holders will also record their name and allocated one event licence number on the disclaimer sheet.

6.1a A physical or approved electronic form of Competitors licence, log book and proof of club membership must be produced at sign in and physical copies will be held by the Steward until the end of the event or at the Stewards discretion. All entrants at any permitted event (with the exception of Trail Rides. must have a valid licence or One Event Licence. All documentation must be checked before competitors enter the track. Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.

6.1b Competitors who take out a competition licence for the first time at an event and those who have a One Event Licence must be given an additional briefing by the Clerk of the Course and the competitors machine will be examined to see that minimum requirements of MNZ have been met (Rule6.19). A penalty will be imposed by the Steward on any rider who fails to attend any briefings that are required during the course of the event.

6.1c Any rider who is under the age of 16 years, that was signed in by a Parent or Guardian must have that person present at any Briefing, Protest or consultation in relation to the issuing of any penalty or competitor infringement notice by the Steward.

6.1d All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in a central position in the pits and at strategic positions on the course, usually the flag points. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment. The location of the first aid kit and fire extinguishers should be pointed out and demonstrated to the riders at the riders briefing.

6.2 All accidents involving a referral for further medical attention for any person occurring at a race meeting must be reported in writing, accompanied by the competitor's licence/logbook by the Steward of the meeting direct to the MNZ Office. It is the rider's responsibility to produce a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist to the MNZ Office before competing in future events. The competitors licence and logbook will then be returned to the competitor.

When a rider is injured during a multi-day competition, the competitor can return to the meeting (and take part in the remainder of the meeting. with a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist, the Steward will return to the competitor their licence/logbook. The certificate of clearance must be returned to the MNZ Office with the Stewards report. The Steward is to note in the competitor's logbook that they have viewed the certificate of clearance.

6.2a Where a concussion has occurred, an automatic stand down period of 23 days (for Under 19 years or 21 days for 19+ years. (refer to MNZ Concussion Policy. shall apply, at the end of the stand down period the competitor must supply to MNZ a medical clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist.

Where a suspected concussion has occurred, an automatic stand down period of 23 days (for Under 19 years or 21 days for 19+ years. (refer to MNZ Concussion Policy. shall apply unless the competitor can supply a medical clearance stating that they were not concussed and they are fit to compete in motorcycle competition, the medical clearance must be from a Doctor, Surgeon or Specialist.

Where a competitor has three concussions in one season, the rider is required to obtain a clearance from a neurosurgeon or similar medical specialist before competing in any future events. The competitors licence/log book will be returned to the rider when a medical clearance certificate has been received by MNZ.

6.2b Refer to the MNZ Medic Guidelines (Draft. for the recommended medical requirements at specific events.

6.3 Adequate toilet facilities must be provided for competitors and spectators at all MNZ Permitted Events.

6.4 Riders Briefing

- A Riders Representative shall be elected by the competitors, at riders briefing to be available to represent the interest of riders to the Steward of the Meeting on questions of safety, or other matters involving the welfare of competitors and to attend any protest meetings as required under Chapter 7 of these Rules.
- At Championships and Major Events a second non-competing Riders Representative may be appointed, to compliment the role of the elected Riders Representative. In Cross Country and Enduro Championships where two Riders Representatives may be appointed, the elected Representative will be competing. At Major Events, two Riders Representatives may be elected. Green vests may be worn by Riders Representatives.
- At National Championships and Major Events the elected Riders Representatives will not be a member of the Organising Club.

- d. A Club Representative must be announced, to serve on the Protest Committee, on behalf of the Club.
- 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 must not be a member of the protest committee.***
- f. Members of the Protest Committee will be announced at Riders Briefing. All representatives must also sign the 'Officials & Assistants Sign-On Sheet' for that event and be available for a period of at least 30 minutes after completion of the days racing, in the event of a Protest.
- g. At any event where a Representative is a party to a matter being protested, a substitute will be appointed by the Protest Committee.
- h. The Discipline Commissioner may select a non-competing Riders Representative, prior to any Major Event, Championship or a Series of three rounds or more.

6.5 The Clerk of the Course, together with the Secretary of the meeting, shall have the power to change the order of the events as shown on the official programme, subject to all competitors being notified prior to the start of such change.

6.6 There shall be several methods of starting in Off Road Events:

Standing Start: When the motorcycle or motorcycles concerned start from a stationary position on the starting line with the engine stopped.

Clutch Start: When the motorcycle is started from a stationary position on the starting line with the engine running.

Le Mans Start: When the motorcycles are parked with engines stopped on one side of the track, angled in the direction of the race, and on the start signal the riders sprint to their machine from an appointed position on the other side of the track immediately opposite their motorcycle. The parked machines may be held in readiness by assistants.

Non-Speed Events: Organisers will release riders in small groups, massed starts are NOT permitted.

- 6.6a In all events where a flag is used for starting, the flag shall be held in a stationary position overhead and the event shall start by a drop of the flag.
- 6.6b The use by the Starter or by the Judge of mechanical appliances for facilitating starting, or recording finishes, is permitted provided that such apparatus has first been approved by MNZ.
- 6.6c Competitors shall always be prepared to start in accordance with the programme when called upon to do so. Any competitor late for the start will forfeit his/her chance of competition.
- 6.6d The number of starters unless otherwise stated shall be limited only by the conditions of the track and consideration of the competitors and public.
- 6.6e Starts may be arranged in heats. A rider must start in the heat allotted to him, or for which he/she is qualified. The Clerk of the Course may merge heats if the number of entrants present at the start or other conditions warrant him doing so.
- 6.6f Any competitor starting before his/her time may be penalised and for any repetition of the offence may be excluded from that event, or otherwise punished.
- 6.6g Any mechanic or mechanics assisting a competitor to start in a race must leave the track immediately once the competitor has started.
- 6.6h Before a race has been started, all officials must leave the track with the exception of the starter, flag steward and lap scorers who must be in a safe secure area.
- 6.6i All questions as to starting shall be at the absolute discretion of the starter/Clerk of the Course who shall have full control of all riders when they are on the mark for starting.
- 6.6j Where remote structures (lights etc. are in place for starting, the race may be started away from the start line after clearance from the official at the start line area.
- 6.6k A 'Check Helmet Strap' sign shall be displayed to competitors immediately prior to the start of every race or official practice. The sign will be properly sign written, and be of a minimum size 60cm x 40cm and/or on a display on an Electronic Countdown Board.
- 6.6l At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2, 3 or 4 wheeled, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind a responsible person. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded. Approved AG helmets may be worn by officials as they go about their duties at events.
- 6.6m Organisers will use a 10 and 5 second starting board or clock for starting Motocross, Motocross TT, Junior & Mini Motocross starts.

6.7 In races run in heats, at least the first and second placed competitors shall start in the final. When considered necessary by the Clerk of the Course, semi-finals shall be run. In any classification dead heats for first, second or third place the prizes shall be awarded in order of the rider with the fastest lap for that race.

6.7a In the event of a tie in the number of points at the end of an event or series, the final positions will be decided on the basis of the number of best results in the event or series (number of first places, number of second places etc)). If a further tie exists, it will be decided in the following order, by the better placing in the last, in the last but one, or in the last but two results counting towards the event or series in question, etc. If a dead heat still exists the riders concerned shall divide among themselves any awards according to their placing.

6.8 Should a competitor have the misfortune to break his/her machine or disable it in a heat, owing to an accident caused by another competitor, the Clerk of the Course shall have the option of allowing such competitor to start in the next heat of the same event or in the final heat.

6.8a If during a practice or racing a competitor's machine malfunctions or becomes disabled for any reason and the competitor is unable to continue racing s/he must hold their line until it is safe to move as quickly and as safely as possible from the track. The machine must be parked as far from the track as practical and the rider should move to the safest available position.

6.8b If a machine is disabled in the course of a race or practice/qualifying the competitor shall be allowed to use another machine in other races subject to handicap but not to ride another machine during that particular race or heat, however they may ride another machine in that practice/qualifying if they have another machine available for the same class.

6.8c A competitor may not, under the penalty of exclusion, receive any outside assistance during the race. Assistance in pushing off at any stage other than a pit stop may immediately exclude the competitor. The Steward may allow a competitor to have a pusher during starting.

6.8d Assistance of a Mini/Junior Motocross Competitor in Mini/Junior competition is limited to lifting a fallen rider's machine only and pointing in the right direction and restarting the motor. No outside pushing is permitted to assist the rider.

6.8e Riding or pushing a machine in any but the race direction on the course must be a cause for a penalty.

6.8f A competitor in full safety gear may push their machine over the finish line on the last lap under the chequered flag, at the discretion of the Steward of the meeting.

6.9 No entrant or rider shall change motorcycles during a race unless the change is authorised in the supplementary regulations.

6.9a For Enduro or Trials a race means the competition of the day.

6.10 When overtaking, the onus is on the overtaking competitor to overtake without causing interference to the overtaken competitor. Any competitor guilty of foul or unfair riding shall be excluded, suspended, disqualified or otherwise punished.

6.10a Riders who miss a peg or leave the designated track, must slow down and return to the track as soon as it is safely possible without gaining an advantage, race position or damaging track markings.
Should an advantage or gain in a race position happen from the incident, or damage be done to the circuit markings while returning, the rider may be penalised.

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.*

6.11 Any competitor guilty of the following, may be punished by fine, exclusion, relegation or disqualification.

- careless riding,
- remaining on the track after being ordered off by the Stewards,
- racing in the interests of another competitor,
- straggling or late to the start of a race when called to do so,
- or of any other conduct which the Steward considers to be unacceptable or inappropriate behaviour.

6.12 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.

6.12a Refuelling pits will be provided at a convenient spot near the starting point for each competitor who is to make provision if refuelling during the progress of a race is necessary.

6.12b All machines must be stationary with engine stopped before the fuel cap is opened.

6.12c A rider may have any type of refuelling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets supplementary regulations for the meeting.

6.12d The provision of a suitable fire extinguisher is recommended in each rider's pit.

6.12e **SMOKING IN REFUELING PITS IS ABSOLUTELY FORBIDDEN BY ALL PERSONS.**

6.12f Any organisation holding a meeting shall have power, after consultation with the Steward of the Meeting, to declare a race void, when, in their opinion, such race has been 'faked'. The Steward shall have the final say in such a decision. Such decision shall be final as to the meeting in progress, but an appeal therefrom will lie to the Judiciary Committee. If any race is declared void by the Judiciary Committee on appeal, it shall be optional on the organisation's part to return entrance money in such race. Once declared void a race cannot be rerun.

6.12g Disciplinary action will be taken against riders who enter an event, then without notice to the club, ride elsewhere at another meeting on the same day.

6.13 Stopping and Restarting a Race: Should it be necessary to stop a race due to an accident, climatic or other condition, a Red flag will be displayed at the finish line (or earlier) and at any accident scene attended by medics under the direction of the Steward or Clerk of Course. Once instructed, all flag points with a red flag available are to display waved Red flags. Should a re-run take place, only those competitors who started in the original start will be allowed to compete. Any rider that has retired from or is excluded from a race which is ordered to be re-run shall be ineligible to take part in the re-run. Should race conditions deteriorate through a cause other than an accident and it is unsafe for the race to continue for the full number of laps or time and it is unlikely that a re-run would be practicable, the finish flag will be shown to all competitors.
If the race leader at the time of stopping has completed more than fifty percent (50% of the total number of laps or time, the race shall be declared finished and the places as at the last completed lap prior to the stopping of the race will be declared as the final result.

6.14 Lap scoring boards or charts are compulsory at all race meetings and must be available for examination on demand by MNZ.

6.14a Unless otherwise stated points will be awarded 1st – 20th placing as follows: 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

6.15 A list of unpaid fees, fines, etc., shall immediately after the meeting be forwarded by the Secretary of the Club holding the meeting to the MNZ Office, who shall record such information in a register to be kept for that purpose and shall forthwith notify every affiliated club to that effect, and by whom owing. No clubs shall allow any competitors to enter or compete in any event until all monies owing by them have been paid and until such payment they shall be deemed to be excluded, suspended or disqualified

6.16 Each competitor is responsible for the safe keeping of his/her machine, fuel, oil and spare parts and tools.

6.17 The distribution of prizes shall not commence until 30 minutes have elapsed after the publication of the results of the competition.

6.17a When prize money, whether advertised or not, is competed for all prize monies won shall be paid within one calendar month of the event being held.
Should a club fail to pay prize money within the stipulated period, an aggrieved competitor shall have the right to directly appeal to MNZ. A club failing to subsequently pay prize money when called upon by MNZ to do so or not offering a satisfactory explanation for refusing to pay, may be refused permits for further meetings.

6.17b 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 point. However, the flags are to remain as the primary signalling 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 stop racing.

Yellow: Held stationary – no jumping – go slow. A jump is defined when both wheels clear the jump, more than approximately 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 approximately 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 the 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" x 24" (600mm x600mm).

6.17c **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. ***The Yellow flag will be waved if there is an incident on the track.***

6.17d **Red Flags:** for Motocross and Supercross, a minimum of two Red flags are mandatory.

One to be displayed at the finish line and a second displayed at any accident scene attended by medics by direction of the Steward or Clerk of Course as/if required.

6.17e A white flag will be shown to each competitor when the race leader starts the last lap of the race. Does not apply to Cross Country, Enduro and Trial events.

6.17f A black and white chequered flag will be shown to each rider when he/she has finished the race. The Chequered Flag shall mark the end of the race regardless of the number of laps completed as long as it meets the definition of a complete race as per rule6.13.

6.17g The finish line must be defined on any race circuit. If not permanently marked then between two defined coloured pegs and to be advised at briefing.

6.17h The use of radio or digital communications between a rider (or their machine. and the pits in either direction is strictly forbidden and any competitor found guilty of this is subject to exclusion from the event. The use of Pit Boards is allowed in approved areas only. One way telemetry from machine to pits is allowed.

6.18 Failure to observe flag instructions and signals renders riders liable to fine, exclusion, relegation, suspension or disqualification.

6.19 **Machine Examination:**

Competition Motorcycle Requirements (See further rules in Chapter 10).

1. Motorcycle must be presented in a clean and tidy condition.
2. Clear numbers on motorcycle as per the Manual of Motorcycle Sport.
3. Handle bar levers must have ball ends.
4. Efficient muffler must be fitted.
5. Secure foot rests spring loaded.
6. Support stand must be removed for Motocross and Supercross.
7. Check Wheel bearings (any sideways movement a replacement is required).
8. Check brake pads for wear (replace if in doubt).
9. Check for broken or loose spokes.
10. Check swinging arm bearings (any movement alters chain line).
11. Check condition of tyres and tyre pressures.
12. Check sprockets and chain adjustments.
13. Check steering head bearings.
14. Check handle bars for security and blocked ends.
15. Check for loose bolts all over motorcycle.
16. Handle bar protectors of metal are not permitted for Island or NZ Supercross or Motocross title events.
17. Loose handle bar grips (must be glued or wired on).
18. Throttle return (must be snap free return).

19. Kill switch stop assembly (must be fitted to ATV models).
20. Check frame stress points for cracks or other damage.
21. Secure number plates.
22. Nerf Bars fitted to ATV for Motocross, Speedway & Miniature TT as per rule 11.2j

6.20 Alcohol and Drugs

6.20a MNZ has a zero tolerance approach to the use of drugs and alcohol in sport. The taking of drugs and/or alcohol by any competitor, official or crew at a MNZ event is strictly forbidden.

MNZ recognises that the use of drugs and alcohol can adversely affect an individual's performance and can be a contributing factor towards making the sport unsafe, increasing the likelihood that injuries and damage to people, property and equipment could occur. MNZ will therefore carry out drug and alcohol testing primarily for safety reasons.

6.20b MNZ approved testing may be carried out on a random or targeted basis on any competitor, official, team or crew member.

6.20c Testing Methods

MNZ may conduct drug and alcohol testing. Testing will be as consistent as possible with the following policies and rules (noting that these documents are guidelines only, and MNZ may not have the resources to comply with all guideline)s:

- i. The most recent Drug Free Sport NZ Anti-Doping Rules (which can be found on our website);
- ii. World Anti-Doping Agency Guidelines for Breath and Urine testing (which can be found on our website).

Screening drug tests will be undertaken using the following methods (the current versions can be found on our website):

- i. Urine sample with reference to AS/NZS 4308:2008 standard – *Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine* (or the then current AS/NZS standard for specimen collection and the detection of drugs in urine).
- ii. Alcohol tests will be undertaken using alcohol breath analysers in accordance with AS/NZS 3574:1998 – *Breath Alcohol testing devices for personal use* (or the then current AS/NZS standard for breath alcohol testing).

6.20d Testing Limits

Screening Test: the initial test is performed by an immunoassay test (screen test). The following substances (Prohibited Substances. will be screened:

- Amphetamine (AMP).
- Benzodiazepine
- Cannabinoid (THC).
- Cocaine (COC).
- Methamphetamine (MET).
- Opiate
- Any other substance which is declared by either MNZ or Drug Free Sport NZ to be a Prohibited Substance

Breath Alcohol Target Concentrations:

- Alcohol - with a limit of 0.00g/100mlmgm/l

6.20e Prescribed Medication

- i. If a person considers there is a possibility that prescribed medication is affecting their ability to participate safely in an Event, that person shall inform the Event Organiser immediately. It is not necessary for the person to disclose the illness, ailment or the medication which they are taking.
- ii. If a participant follows the procedure as outlined above (6.20e i., then;
 - a. They can participate in an Event if they can provide a medical clearance from their treating medical practitioner clearly stating the medication will not affect their ability to perform their duties or to compete (for a rider, it must state the medication does not affect the ability of the rider to control a motorcycle; or
 - b. They cannot participate in the event if they cannot provide such a medical clearance.

6.20f Event Testing

Testing Person: Random, and Target drug and alcohol testing may be conducted at MNZ sanctioned events by an appropriately qualified or competent Tester (Testing Person). The Testing Person can be one of the following:

- i. Part of the medical team at the event competent in using the tests;
- ii. An event organiser competent in using the tests;

- iii. A person nominated by MNZ who is competent in using the tests;
- iv. A contractor approved by MNZ competent in using the tests.

The Testing Person will develop and implement an operationally appropriate selection process for the purposes of random testing which must meet the satisfaction of MNZ.

6.20g Target Testing

- a. Target testing may be conducted when the event organiser suspects, on reasonable grounds, that the person is under the influence of alcohol or a Prohibited Substance (see Suspicion.);
- b. If a participant has returned a non-negative result at any time in the last 12 months – they will be targeted for testing. Their names will automatically be entered into the selection.

Suspicion

Where there is suspicion, based on reasonable grounds of a Member and/or participant attending or taking part in a competition while under the influence of alcohol or drugs, the Steward/s in consultation with the Clerk of the Course may prohibit the member and/or participant from attending or taking part in the competition, but will endeavour to have the participant tested for Prohibited Substances first.

Typical indicators of impairment due to drug or alcohol include:

- Slurred or impaired speech;
- The person's breath smells of alcohol;
- The person staggers, their movements are jerky and off target;
- The person admits to drinking certain quantities of alcohol;
- The person's eyes are bleary and heavy;
- The person exhibits a dulled tired appearance;
- The person is aggressive in their speech or manner;
- The person's face is flushed;
- The person's pupils are large with sluggish reaction to light;
- The person behaves in an unusual, dangerous, erratic or euphoric state,
- Evidence of substance misuse within events which can be linked with reasonable certainty to an individual.

6.20h Timing

Because the MNZ Drug & Alcohol Testing is a safety initiative testing can be carried out at any time throughout the event. Testing People are encouraged to ensure testing is undertaken before on-track participation.

6.20i General Notification

Testing may take place at any MNZ permitted event.

6.20j Event Notification

Participants will be notified directly in person that they have been selected for testing under these rules.

The Testing Person will provide participants with information regarding the test they will undertake.

Participants are required to read and understand the Acknowledgement and Declaration form confirming their acceptance to complete the test. The form must be completed and signed by the participant, or by a parental guardian if under the age of 16.

6.20k Designated Area

A designated testing area will be established at each event. Participants will be required to enter the testing area one at a time to undertake the test. The designated area will be designed so that the athlete's privacy is respected. The testing area must be adjacent to a facility where urine samples can be given. This facility must only be accessible from the testing area. The testing area must have a table and chairs and, must not be open to view from the outside, and must stock sealed bottles of drinking water.

6.20l Representatives

Participants are entitled to have a representative and/or interpreter accompany them to the testing area.

6.20m Follow up testing

Any member who returns a non-negative test result for drugs will be subject to follow up testing for a period of 12 months.

If no further non-negative results are reported in the follow-up the member will be placed back in the usual random selection pool.

6.20n Minors

Minors are classified as athletes who are under 18 years of age and MNZ's policy on minors aims to ensure that the

needs of these athletes are met without compromising the integrity of sample collection.

MNZ's policy towards minors is in line with the specifications of the World Anti-Doping Code 2015, and Drug Free Sport NZ, and use the following guidelines when testing minors:

- athletes who are minors should be notified in the presence of an adult and should be encouraged to have a representative with them throughout the sample collection session.
- Parental representation will be sought where possible (unless declined by the minor).
- if an athlete who is a minor declines to have a representative accompany him/her, this should be documented on the Doping Control Form.
- when planning testing, MNZ will consider whether any athletes who may be selected for testing may be minors and will prepare chaperones accordingly.
- a Testing Person has the authority to make modifications as required, providing these do not compromise the identity, security or integrity of the sample.
- if a minor declines to have a representative present, the Testing Person shall consider whether a third party ought to be present during sample collection.
- the Testing Person shall decide who, in addition to the witnessing chaperone, may be present during the collection of the sample from the athlete. This could be the athlete's representative and/or a second chaperone or doping control officer (either of whom may observe the chaperone when the athlete is passing the sample, but may not directly observe the passing of the sample).
- the athlete's representative may not directly observe the passing of the urine sample, unless specifically requested to do so by the athlete. However, the athlete's representative may observe the chaperone witnessing the passing of the sample.
- any modifications that are made to standard procedures, during notification or sample collection, shall be documented on the Doping Control Form.

6.21.1 Alcohol Testing Procedure

- i. All alcohol testing procedures shall comply with AS/NZS 3547:1997 Breath alcohol testing devises for personal use (or the then current AS/NZS standard).
- ii. The person being tested will be required to supply an air sample from their lungs directed into an approved breath analysis instrument. The sample shall be sufficient to obtain a valid reading on the instrument.
- iii. Competitors and officials being tested will be asked not to consume any substances by mouth for a period of 5 minutes prior to any breath analysis test being carried out.
- iv. If the test indicates blood breath alcohol content of 0.01mgm/l100mL or above, the person is required to do a second test.
- v. The second test must be carried out no sooner than 10 minutes and no more than 20 minutes after the original test.
- vi. The person being tested must refrain from taking any fluid or substance during the waiting period. This includes smoking.
- vii. The participant shall be accompanied by a Chaperone appointed by the Testing Person for the entire period between the 2 tests.
- viii. If the secondary test result is 0.00mgm/100mL BAC, the result will be deemed as negative and the person may return to their normal duties/be allowed to compete. No record will be entered onto the database.
- ix. If the result of the secondary test is above 0.00mgm/l100mL BAC then a positive result will be recorded. The Testing Person will notify the Steward.
- x. The results of all tests performed must be recorded, together with the names of the competitor or official and the witness, the time and date of the test and the result of the test e.g., OK if 0 or actual reading if >0.
- xi. The competitors and officials must be advised by the testing official of the result of both tests, that is, the reading noted on the instrument.
- xii. The participant will be excluded from participating or undertaking their duties.
- xiii. The results will be recorded on the database.
- xiv. Failure to submit to a test will be regarded as a non-negative 'refused test' result and will be treated like a non-negative result.

6.22 Drug Testing Procedure

- i. Drug tests will be conducted in designated areas at events as advised.
- ii. All drug testing procedures are to comply with relevant Australia and New Zealand Standards.
- iii. The participant will be required to supply a urine sample in the appropriate testing device provided to them by the

Testing Person. The sample shall be sufficient to obtain a valid reading on the instrument.

- iv. If a negative screen result is returned the collected specimen will be disposed of and the person may return to their duties/allowed to compete.
- v. If a non-negative screening result is returned, a secondary test may be carried out no more than 60 minutes after the original test.
- vi. The person being tested must remain with the Testing Person or Chaperone and refrain from taking any fluid (other than water, or any other substances during the waiting period. This includes smoking.
- vii. The Testing Person will notify the Steward under strict confidentiality.
- viii. The participant will not be permitted to participate or undertake their duties or compete. This could include voluntary withdrawal of the event.
- xi. Failure to submit to a test without an acceptable reason will be regarded as non-negative a 'refused test' result and will be treated accordingly like a non-negative result.

6.23 Screening Test result is non-negative or positive

6.23a Alcohol

Where an alcohol secondary result is greater than 0.00mgm/l/100mL BAC, it will be deemed a non-negative result. The participant will be deemed unfit to continue participation at the event. The lesser of the two recordings test will be recorded on the database, and a fine of \$250 will be payable, and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules.

6.23b Prohibited Substances

When an illicit substance test returns a non-negative result the participant will be suspended from competition or performing duties. The participant will be deemed unfit to continue participation at the event. When a positive result is confirmed by Drug Free Sport NZ or other agency approved by MNZ, the test will be recorded on the database, and a fine of \$250 will be payable and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules.

6.24 Refusal to undertake a drug or alcohol test

If a participant selected to undertake any drug or alcohol test refuses to participate, they will be warned of the consequences of refusing to participate. If they continue to refuse to participate a result of a confirmed non negative 'refused test' will be recorded and they will be stood down from participation at the event. The participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.28 of these Rules. The participant will be target tested for a further 12 months.

6.25 Drug Free Sport NZ – Testing

MNZ has adopted the Drug Free Sport NZ anti-doping rules, which may change from time to time. Drug Free Sport New Zealand (and other organisations) will carry out testing at MNZ events in accordance with the protocols established from time to time by Drug Free Sport NZ.

- a. Full details on Prohibited Substances, Specified Substances, Prohibited Methods, Treatment Guidelines and Therapeutic Use Exemptions refer to www.drugfreesport.org.nz
- b. Alternatively, you can check on the status of a medication 24 hours 7 days a week from your mobile phone. Text the word drug, followed by a space, then the ingredient name or the produce name to 4365. Texts cost 20 cents per message. This service is provided by Drug Free Sport NZ.

6.26 Athlete Rights and Responsibilities

Throughout the testing process the Athlete has the right to:

- i. have a representative (parent, coach or friend) with them
- ii. have an interpreter if required
- iii. ask for additional information about the sample collection process
- iv. request a delay in reporting to the Testing Area for valid reasons (e.g. attending a medal ceremony, further competition commitments, fulfilling media commitments, needing medical treatment).
- v. request modifications if they have a disability or they're a minor (under 18 years of age).
- vi. record any concerns or comments they have on the doping control form including concerns they may have.

And the Athlete has the responsibility to:

- i. report to the doping control station as soon as possible
- ii. remain in sight of the Testing Person or Chaperone at all times
- iii. produce valid identification at doping control

- iv. comply with the sample collection process
- v. recognise that if they choose to eat or drink before providing a sample, that they do so at their own risk.

6.27 Reporting

- a. MNZ may report any non-negative result to any relevant organization, body, department or other entity.
- b. MNZ must refer any confirmed positive result under clause 6.23b

6.28 Reporting and Provisional Suspension

- a. MNZ may report any non-negative result under clause 6.23a/b, confirmed positive result under 6.23b, or refused test result under clause 6.24 to any relevant organisation, body, department, or other entity.
- b. MNZ must bring proceedings against a participant who has returned a confirmed positive result under clause 6.23b for a substance on the WADA Prohibited Substance List (at the time of the testing, before the Sports Tribunal of New Zealand).
- c. MNZ must refer any non-negative result under clause 6.23a/b, confirmed positive result under clause 6.23b for a substance that is not on the WADA Prohibited Substance List (at the time of the testing, but is illegal in New Zealand, or refused test result under clause 6.24 to the MNZ Judiciary Committee).
- d. A participant who returns a:
 - i. Non-negative result under clause 6.23a/b;
 - ii. Confirmed positive result under clause 6.23b; or
 - iii. Refused test result under clause 6.24.

will immediately be notified by MNZ that they will be provisionally suspended from competing at any MNZ sanctioned event until either the Judiciary Committee or Sports Tribunal has determined their case.

- e. A participant may appeal the imposition of a provisional suspension to the Judiciary Committee.

7.1 Disciplinary Powers of the Steward

7.1.1 A Steward's powers only operate within the days of the meeting as set out on the permit or at the commencement of sign on/machine examination for that event and until any matters raised at the meeting have reached conclusion. The meeting shall be deemed to commence at the scheduled time and finish at the expiry of the deadline for the lodging of a protest and/or the time at which technical or sporting verification's have been concluded, whichever is the latest. Any machines sealed during the meeting or series may be subjected to technical inspections and must remain as they were sealed, until inspected, or advised otherwise in writing by the Steward. An example of this would be a technical inspection ordered at the meeting but not able to be done until later at an offsite venue and the resolution of inspection outcomes.

Matters Other Than Matters Under Protest or Complaints

7.1.2 The Steward may have any matter brought to his/her attention by any person or may observe a matter concerning the operation of the meeting, other than a matter which is under protest or which is a Complaint. In relation to these matters the Steward may, prior to the end of the meeting, take any or all of the following actions:

- investigate at the Steward's sole discretion;
- hold a meeting of the parties to which all the parties affected must be invited, and at which all affected parties that take up the invitation to attend are given an opportunity to be heard;
- decide the matter and/or take such steps as the Steward feels are appropriate to remedy or dispose of the matter; and/or
- impose such penalties as required or as allowed by the Manual of Motorcycle Sport.

The result of such an investigation and/or action must be issued in written form to all affected parties.

7.1.3 The Steward may, within a reasonable time and prior to the end of the meeting, take reasonable steps to remedy a decision at that meeting made by any meeting official (including the Steward), but may not alter any decision made by the Protest Committee.

Complaints

7.1.4 The Steward shall have power to receive and determine any Complaint against any Member or any Official where the conduct that is the subject of the Complaint occurred at the meeting and is not a matter that could be protested under Rule 7.2.

- Should the Complaint be against the Steward, or if the Steward has a conflict of interest, the Steward will immediately refer the Complaint to the Judiciary Committee.

7.1.5 A Complaint must be received by the Steward in writing, and prior to the end of the meeting.

7.1.6 The Steward must investigate the Complaint at the Steward's sole discretion.

7.1.7 Subject to Rules 7.1.4(a) or 7.1.8, unless the Steward determines that the Complaint is frivolous, vexatious, trivial or without merit, the Steward must hold a hearing:

- All affected parties must be invited to the hearing and given the opportunity to be heard.
- No party at the hearing may be represented by parent, counsel or agent unless the party is under the age of 16 in which case a parent or guardian is permitted, or the Steward allows representation (for example but not limited to a rider with a speech impediment or a rider who does not speak English).
- Hearings may be conducted as informally as the Steward determines, but must give each party a fair opportunity to be heard.
- The Steward must receive and consider any information put to him/her by an affected party and is not bound by the rules of evidence.
- Affected parties are entitled to call witnesses to give evidence.
- The Steward, in his/her discretion, can compel any Member to give evidence.
- The hearing may be recorded and evidence may be committed to writing, at the discretion of the Steward.
- The decision of the Steward must (even if announced verbally) be recorded in writing and issued to all affected parties, the organising club, and MNZ as soon as practicable.
- A decision of the Steward may include penalties as set out in Rule 7.4.1.

7.1.8 The Steward may, at his/her discretion, refer Complaints of a more serious nature to the Judiciary Committee.

7.1.9 Any decision of the Steward (regardless of whether it is disciplinary or not) may be appealed by an affected party to the Judiciary Committee under Rule 7.3.2(a).

7.2 **Protests**

7.2.1 Protests may only be made regarding:

- a. the Machine Specifications of another competitor's motorcycle;
- b. rider conduct during racing which is the period from leaving the dummy grid until completion of the race (for the avoidance of doubt, this is conduct that could not be the basis of a Complaint);
- c. the Conduct of Competitions as set out in Chapter 6 of the Manual of Motorcycling Sport; and/or
- d. the order of finishing a race.

7.2.2 For a Protest to be valid it must:

- a. be made by a competitor who has competed in a race or competition from which the protest ensues, or that rider's representative where the rider making the protest is incapacitated or is under the age of 16.

Mini, Junior and Senior Motocross only.

- i. The Clerk of Course and Steward must designate an area, to be announced at riders briefing, for the placement of the purple protest flag.
- ii. Any protest in respect of rider conduct or conditions of competition must be indicated by the rider raising the purple flag.
- iii. The competitor must indicate the protest to an official at the purple flag area after completing the race and before returning to the pits.
- iv. No discussion or correspondence will be entered into once the competitor has returned to the pits and not complied with this rule.
- v. A competitor who indicates a protest must then return to the pits and present the protest to the steward in line with protest rules.

- b. be submitted to the Steward of the Meeting in writing and accompanied by a fee of \$100.00. The fee can be paid in cash or by direct credit to the MNZ bank account;
- c. reference the relevant Manual of Motorcycle Sport rule alleged to have been infringed; and
- d. if it is regarding Rule 7.2.1(a), (b), or (c), be submitted to the Steward of the Meeting no later than 30 minutes after the completion of the race or event from which the protest ensues;
- e. if it is regarding Rule 7.2.1(d) and the results are confirmed before the completion of a meeting, be submitted to the Steward of the Meeting no later than 30 minutes after the chequered flag or posting of the results of a race (whichever is latest); and
- f. if it is regarding Rule 7.2.1(d) and the results are not confirmed before the completion of the meeting, be submitted within 2 working days from the date of notification of the official results on the MNZ website.

7.2.3 For the purposes of Rule 7.2.2 the Steward is the sole judge of time and provided that unless there is a valid reason as to why it is not possible, the start time of the 30 minute period is taken from the time the race is completed as per the electronic timing equipment.

7.2.4 At all meetings, all Officials and marshals must be available until the deadline for the lodging of a protest, as determined by the Steward, has passed.

7.2.5 On receipt of a protest the Steward will immediately inform the organising club. The official result will immediately be deemed under protest and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the protest is finally determined including exhaustion of the appeal process.

7.2.6 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.

7.2.7 The Protest Committee will hold a hearing as soon as possible. Protest hearings arising from Rule 7.2.2(f) may be held through any method of audio or video conference.

- a. All affected parties must be invited to the hearing and given the opportunity to be heard, for example, if a protest by 3rd against 1st could affect 2nd's result, then 2nd should have the opportunity to be heard.
- b. No party at the hearing may be represented by a parent, counsel or agent unless the party is under the age of 16, in which case a parent or guardian is permitted or the Protest Committee allows representation (for example but not limited to a rider with a speech impediment or a rider who does not speak English).

- c. Hearings may be conducted as informally as the Protest Committee determines, but must give each party a fair opportunity to be heard.
- d. The Protest Committee must receive and consider any information put to it by an affected party and is not bound by the rules of evidence.
- e. Affected parties are entitled to call witnesses to give evidence.
- f. The Protest Committee, in its discretion, can compel any Member to give evidence.
- g. The hearing may be recorded and evidence may be committed to writing, at the discretion of the Protest Committee.
- h. The decision of the Protest Committee must (even if announced verbally) be recorded in writing and issued to all affected parties, MNZ, and the organising club as soon as practicable.
- i. A decision of the Protest Committee may be unanimous or by majority vote. No member of the Protest Committee may abstain from any decision.
- j. The standard of proof on all questions to be determined by the Protest Committee shall be on the balance of probabilities. [For example, if it was more likely than not that rider A illegally overtook rider B then the standard of proof has been met].
- k. A decision of the Protest Committee may include penalties as set out in Rule 7.4.1.

7.2.8 Unless Rule 7.2.9 applies, the protest fee will be forwarded to MNZ. MNZ may, in its discretion, refund the fee to the party who submitted the protest, or pay the fee to the party who is the subject of the protest.

7.2.9 If there are costs relating to any technical tests required to prove or disprove a protest (including but not limited to the cost of dismantling and reassembling machines and comparison machines, and the obtaining of comparison parts and manufacturers parts catalogues), these costs shall be borne by the unsuccessful party. If the party who submitted the protest is unsuccessful, the protest fee will be applied towards these costs, with any surplus forwarded to MNZ.

7.2.10 Decisions of the Protest Committee may only be appealed to the Judiciary Committee under Rule 7.3.2(a). To avoid doubt Protest Committee decisions cannot be amended or altered by the Steward.

7.3 Judiciary Committee

7.3.1 MNZ shall appoint three members from the Board appointed Judiciary Panel of Officials as needed to form a Judiciary Committee.

7.3.2 The Judiciary Committee has jurisdiction to hear:

- a. an appeal by any person or body affected by any decision of a Steward and/or Protest Committee;
- b. an appeal by any person who has been provisionally suspended in relation to a non-negative result under clause 6.23a/b of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.23b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing) but is illegal in New Zealand, or a refused test result under clause 6.24 of those same rules. This appeal right is strictly confined to the question of the provisional suspension;
- c. a Complaint referred to it by the Steward under Rules 7.1.4(a) or 7.1.8;
- d. a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events; and
- e. a referral by MNZ in relation to a non-negative result under clause 6.23a/b of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.23b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing) but is illegal in New Zealand, or a refused test result under clause 6.24 of those same rules. Any such referral will proceed to a hearing in front of the Judiciary Committee; and
- f. any other matter as determined by MNZ in its sole discretion.

To avoid doubt, the Judiciary Committee will not have jurisdiction to hear an allegation that a doping offence (as defined in the MNZ Anti-Doping Rules) has occurred. A referral by MNZ in relation to a confirmed positive result under clause 6.23b of the MNZ Drug & Alcohol Rules where the substance is on the WADA Prohibited Substance List (at the time of testing). All matters relating to doping confirmed positive results where the substance is on this List will be dealt with in accordance with the MNZ Anti-Doping Rules and will be referred to the Sports Tribunal of New Zealand for hearing and determination.

7.3.3 An appeal by any person or body affected by any decision of a Steward or Protest Committee under clause 7.3.2(a) or (b) will proceed to a hearing in front of the Judiciary Committee if, no later than 3 working days after the date that the decision of the Steward or Protest Committee was issued, or the provisional suspension was imposed, the appeal:

- a. is submitted in writing to MNZ, and signed by a party affected by the decision of the Steward or Protest Committee, or by a party who has been provisionally suspended (Notice of Appeal);
- i) a Notice of Appeal can be submitted and signed by a legal guardian in the case of a party under the age of 16.

- b. sets out the grounds of appeal; and
- c. is accompanied by a filing fee of \$1,000 paid by a bank transaction confirmation that \$1,000 has been paid by direct credit to the MNZ bank account.

7.3.4 A Complaint referred to the Judiciary Committee by the Steward under Rules 7.1.4(a) or 7.1.8 will proceed to a hearing unless the Judiciary Committee decides the Allegation is frivolous, vexatious, trivial or without merit.

- a. A decision of the Judiciary Committee under Rule 7.3.4 cannot be appealed.

7.3.5 Subject to Rule 7.3.6, a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events will proceed to a hearing in front of the Judiciary Committee if, no later than 5 working days after alleged incident, the Complaint:

- i) is submitted in writing to MNZ, and signed by a Member (or by a parent or legal guardian in the case of a Member under the age of 16); and
- ii) sets out the grounds of the Complaint.

7.3.6 A Complaint made directly to MNZ under Rule 7.3.5 will not proceed to a hearing in front of the Judiciary Committee if the Judiciary Committee decides the Complaint is frivolous, vexatious, trivial or without merit.

- a. A decision of the Judiciary Committee under Rule 7.3.6 cannot be appealed.

7.3.7 Initial process:

- a. Once MNZ receives a valid appeal, referral or Complaint it will appoint three members of the Judiciary Panel to the Judiciary Committee.
- b. If the proceeding is an appeal under Rule 7.3.2(a) MNZ will immediately inform the organising club. The official result will immediately be deemed under appeal and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the appeal is finally determined including exhaustion of the appeal process.
- c. MNZ will forward the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to the Judiciary Committee as soon as practicable.
- d. If the matter is a Complaint under Rule 7.3.2(c) the Judiciary Committee will, by any means of communication and as soon as practicable, decide if the matter is frivolous, vexatious, trivial or without merit. The decision must be immediately communicated to MNZ.
- e. If the matter is to proceed to a hearing MNZ will:
 - i) send the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to all affected parties;
 - ii) inform all affected parties that they may make submissions to the Judiciary Committee whether in writing or otherwise and may attend the hearing;
 - iii) schedule a time, date, and venue (if applicable) for the hearing. All parties must receive at least 5 working days' notice of the time, date, and venue (if applicable), unless MNZ, in its discretion, determines that exceptional circumstances exist that mean the hearing should be held earlier [for example, an appeal from a Steward's decision in Round 3 of a series, when Round 4 is the following weekend]; and
 - iv) immediately circulate any submissions received by an affected party to all other parties including the Judiciary Committee.

7.3.8 Procedure at Hearings:

- a. Except as provided in the Constitution or this Chapter, a Judiciary Committee may determine its own practices and procedures. However in each case, the Judiciary Committee shall ensure that any affected party has a reasonable opportunity to be heard and present their case, and shall ensure that all proceedings are determined in accordance with the principles of natural justice.
- b. The Judiciary Committee must elect a Chairperson.
- c. Hearings may be conducted via any form of audio or video conference at the discretion of the Judiciary Committee. A party or witness may be connected to the hearing via any form of audio or video conference.
The non-attendance of a party at a hearing in respect of which that party has received notice shall not prevent the matter being dealt with in their absence.
- d. The Chair shall explain the procedure. Usually, the party bringing the proceedings will speak first, followed by a party in respect of whom the proceedings are brought against, and then any other affected party.
- e. Any hearing may be adjourned as and when the Judiciary Committee thinks fit.
- f. The parties may be represented or assisted in any proceedings by a lay person of their choice. Legal representation is prohibited unless the Judiciary Committee determines, at its discretion, that special circumstances apply. If the

proceedings involve a person under the age of 16, they may have a parent or legal guardian present, in addition to a lay person of their choice, with both the parent/legal guardian and the lay person having speaking rights. [NB: This Rule does not preclude seeking legal advice prior to the hearing].

7.3.9 Evidence

- a. The Judiciary Committee has the power to receive, permit or allow any evidence and may inquire into the subject matter of any proceeding as it thinks fit, and is not bound by the rules of evidence, and may at its discretion:
 - i) receive as evidence any statement, document, information or matter that may in its opinion assist it to deal effectively with the matters before it;
 - ii) permit any person to appear as a witness;
 - iii) permit any witness to give their evidence in writing;
 - iv) inspect and examine any papers, documents, or records;
 - v) require any Member to produce for examination any papers, documents, records, or things in that person's possession or under that person's control to allow copies of, or extracts from, it to be made; and/or
 - vi) subject to rule 7.3.9(b), hear evidence at its own request or upon application by a party whether or not such evidence is new to the dispute.
- b. Proceedings under Rule 7.3.2(a) are by way of rehearing and are to be based only on the evidence produced at the first hearing, unless the Judiciary Committee, in its discretion, determines that there is new evidence that was not available at the time of the first hearing.

7.3.10 Decisions

- a. A decision of the Judiciary Committee may be unanimous or by majority vote. No member of the Judiciary Committee may abstain from any decision. Where a Committee has an even number of members and they are unable to reach a unanimous or majority decision, then the Chairman shall have a casting vote.
- b. The standard of proof on all questions to be determined by the Judicial Committee shall be on the balance of probabilities. [For example, if it was more likely than not that Member A verbally abused Member B then the standard of proof has been met].
- c. All decisions of the Judiciary Committee shall be issued in writing, with reasons, to the parties and MNZ, as soon as possible after the conclusion of the Judiciary Committee's deliberations.
- d. Any decision of a Judiciary Committee shall be enforceable in the courts of New Zealand by any party to the proceeding or any beneficiary of any order made. One example is recovery of a fine or debt.
- e. A Judiciary Committee shall be entitled to:
 - i) Dismiss the proceedings at any stage; or
 - ii) Make an order to impose a penalty pursuant to Rule 7.4.1; and/or
 - iii) In the case of proceedings brought under Rule 7.3.2(a) quash or amend either or both of the original decision and the original penalty imposed; and/or
 - iv) In the case of proceedings brought under Rule 7.3.2(b) quash or amend the provisional suspension.
- f. In addition to its decisions the Judiciary Committee may also make non-binding recommendations to the Board, MNZ, or any party to the proceedings.
- g. MNZ may, in its discretion, publish notice of the Judiciary Committee's decision including particulars of names and penalties.

7.3.11 General Matters – Judiciary Committee

- a. All information received by the Judiciary Committee, and its deliberations, shall be kept confidential except as required by law or as determined pursuant to Rule 7.3.10(g).
- b. Any member of the Judiciary Committee who considers they may have a potential conflict of interest in determining a proceeding shall declare that potential conflict of interest to MNZ and if MNZ considers it appropriate to do so, MNZ may replace that member.
- c. MNZ shall reimburse members of the Judiciary Committee for reasonable travel and other expenses incurred in the course of performance of their duties on the Judiciary Committee provided such expenses have been approved in advance by MNZ.
- d. No member of the Judiciary Committee will be liable for any act done or omitted to be done by any member of the Judiciary Committee in good faith in accordance with the functions, duties, and/or powers of the Judiciary Committee.
- e. Every party involved in a proceeding shall bear their own costs, including any costs of attendance at a hearing. However, the Judiciary Committee may, at its discretion, refund all or part of the fee referred to in Rule 7.3.3(c).

7.4 Penalties

7.4.1 Decisions of the Steward or the Protest Committee may include any or all of the following penalties:

- a. a reprimand or warning;
- b. a fine of not more than \$500, to be paid to MNZ;
- c. exclusion from entry at a defined future race meeting or future race meetings;
- d. relegation in the current race and/or series in which the conduct occurred;
- e. exclusion from the race and/or meeting and/or series in which the conduct occurred; and/or
- f. a time penalty.

7.4.2 Decisions of the Judiciary Committee may include any or all of the following penalties:

- a. a reprimand or warning;
- b. a fine;
- c. exclusion from entry at a defined future race meeting or future race meetings;
- d. relegation in the current race and/or series in which the conduct occurred;
- e. exclusion from the race and/or meeting and/or series in which the conduct occurred;
- f. suspension from an activity or activities of MNZ including but not limited to training camps, competitions, events, tournaments, meetings, and functions on such terms and for such period as the Judiciary Committee thinks fit;
- g. Suspension of membership of MNZ;
- h. Termination of membership of MNZ; and/or
- i. Such other penalty as the Judiciary Committee considers appropriate;
- j. a time penalty.

7.4.3 A fine must be paid within 3 working days of it being ordered. A Member will be suspended during any period the fine remains unpaid.

7.4.4 An entrant to any competition will be liable to pay any fine inflicted on their rider, assistant, passenger, pit crew, or other team member.

7.4.5 Consequences of suspension:

- a. upon imposition of a penalty of suspension, the Member's certificate of membership must be delivered to the MNZ office for the period of the suspension. The Member (while remaining on the register of members) is not entitled to exercise any of the rights and privileges of membership during the period of suspension.
- b. Subject to Rule 7.4.5(c) below, upon expiry of a period of suspension the Member will again be entitled to exercise the rights and privileges of membership of that class in which he or she was entered prior to the suspension and certificate of membership must be returned to the Member.
- c. If the suspended member holds his or her membership under Rule 4.1.4 (as an Official) of the MNZ Constitution, the Board or any persons to whom the Board has delegated such determination may, upon the expiry of the Member's suspension, determine whether or not the Member is a fit & proper person to hold the position they have. The Member must be given the right to be heard before the persons making the determination. The determination shall be final and binding and there is no right of review or appeal. If the determination is that the Member is not a fit and proper person to hold that position, the Member may apply to become a Member of MNZ under any other class/category of membership by following the procedure applicable to that class/category.

7.4.6 Consequences of expulsion:

- a. The certificate of membership of the Member must be immediately delivered to the MNZ office.
- b. The member must pay all money, subscriptions, and other sums due to MNZ or to any Member Club.
- c. The Member is not entitled to exercise any rights or privileges of membership.
- d. Every person to whom the penalty of expulsion or suspension is deemed to apply may not during the period of such expulsion or suspension be or become a principal, partner, Officer, Official or responsible servant or agent of any other member or affiliated club nor be a party to or concerned in any application for new membership of MNZ by any person or body.

7.4.7 A suspended or expelled person or body must not, during the period of suspension or expulsion:

- a. hold any official position in connection with MNZ or any affiliated club or in connection with any meeting or competitor;

- b. be a registered member of a club for competition purposes;
- c. promote or hold competitions requiring a permit from MNZ; and
- d. apply for membership of any overseas motorcycling association.

7.4.8 All up held protests and subsequent outcomes shall be documented and be made available on demand to MNZ licence holders.

7.5 Sports Tribunal

7.5.1 Any person or body affected by any decision of the Judiciary Committee may appeal to the Sports Tribunal of New Zealand by lodging an appeal with the Sports Tribunal within 14 days of the Judiciary Committee decision being received in writing.

7.5.2 Appeals to the Sports Tribunal may only be made on one or more of the following grounds:

- a. that natural justice was denied;
- b. that the Judiciary Committee acted outside of its powers and/or jurisdiction;
- c. that substantially new evidence has become available after the decision which is being appealed was made; and/or
- d. in respect of a penalty imposed the penalty was either excessive or inappropriate.

7.5.3 An appeal to the Sports Tribunal shall be heard and determined in accordance with the Rules of the Sports Tribunal.

8.1 Protective Clothing:

Protective clothing must be examined by a competent official of MNZ prior to being used in each competition event. The minimum standard of protective clothing for events shall be as follows in this chapter.

8.1a Riders shall ensure that all protective clothing is, as a minimum standard, as listed in this chapter. Helmet details must be shown in the appropriate section in the rider's logbook.

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

8.1c Enduro and Cross Country:

Safety Helmets: as per rule 8.2a

Boots: as per rule 8.3

Jerseys: heavyweight cotton or similar type fabric with long sleeves.

Trousers: long leather, nylon motocross, heavy worsted (e.g. army type).

Gloves: compulsory

Goggles: at the choice of the rider

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

8.1d Motocross, Motocross TT, Grass Hill Climbs and Grass Track:

Safety Helmets: as per rule 8.2a

Boots: as per rule 8.3

Jerseys: heavyweight cotton or similar type fabric with long sleeves.

Trousers: long leather, nylon motocross, heavy worsted (e.g. army type).

Gloves: compulsory

Goggles: at the Steward's discretion

Knee Pads & Braces: recommended or at rider's choice

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

8.1e Trial:

Safety Helmets: as per rule 8.2a

Boots: as per rule 8.3

Jerseys: at choice of the rider

Trousers: full length of strong material

Gloves: at choice of the rider

8.1f Mini Motocross:

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

Boots: as per rule 8.3

Jerseys: 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: *strongly recommended. From 1 September 2026 knee pads will be compulsory.*

8.1g **Pit Bikes:**

Except for the following, rule 8.1c applies:

Exceptions:

Boots – a purpose manufactured motocross or pit bike boot is recommended. Otherwise, boots must be well constructed, either all leather or leather uppers, or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot and must be above ankle height.

The wearing of knee pads or braces and elbow pads is compulsory.

8.1h **Beach Racing:**

Safety Helmets: as per rule 8.2a

Boots: as per rule 8.3

Jacket/ Trousers: leather, Kevlar, nylon motocross, nylon/motorcycle PVC wet weather gear

Gloves: compulsory (motorcycle types only)

Eye Protection: as per rule 8.2j

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

8.2 **Helmet:**

At all MNZ sanctioned events approved design Motorcycle helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these are 2, 3 or 4 wheeled vehicles, except for the official "Ride By", which precedes the racing proper. This will take place behind a responsible person.

Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Meeting Steward, be banned from competing at that meeting and no entry fee will be refunded.

8.2a **Competition Helmet Standards:**

All new helmets available in New Zealand are manufactured overseas. These are made to various standards. The following standards are acceptable for helmets for use in MNZ events:

Off Road	AS/NZS 1698:2006
Europe	ECE 22-05, 'P', 'NP' or 'J' ECE 22-06, 'P', 'NP' or 'J'
Japan	JIS T 8133:2015
USA	SNELL M2015 SNELL M2020D SNELL M2020R

FIM Racing Homologated Helmet (label typically affixed on chin strap)

The 'NZ Ag Hat' which is a Motorcycle Helmet complying with NZS8600 is NOT approved for ANY form of competitive motorcycling or for the transit of persons above the speed of 30kph.

For International events the following standards apply:

Europe	ECE 22-05, 'P', 'NP' or 'J' ECE 22-06, 'P', 'NP' or 'J'
Japan	JIS T 8133:2015
USA	SNELL M2015 SNELL M2020D SNELL M2020R

FIM Racing Homologated Helmet (label typically affixed on chin strap)

8.2b All helmets manufactured, as evidenced by the manufacturers date of manufacture labelling, more than 10 years prior to the date of an event may not be used under the terms of rule 8.2d. Where no date of manufacture is visible on the helmet the onus is on the competitor to prove that the helmet is less than 10 years old.

8.2c Helmets manufactured with standards other than those approved can only be used in competition after approval by MNZ.

8.2d Approval will be given upon receipt of a certificate from the Standards Association of New Zealand or a competent authority (recognised by MNZ) stating that such a standard meets one of the approved standards.

8.2e The Steward or his/her deputy is empowered to impound any helmet considered of insufficient standard or, if of approved design, in a damaged or unsound condition.

8.2f Only helmets with a strap retaining system are permitted. The strap must be fastened any time the helmet is required to be worn.

8.2g Each competitor will be required to prove good fit of his/her helmet.

8.2h All helmets, regardless of approved marks, must provide temple protection (commonly known as 'Jet' or 'Open Face' or 'Full Face').

8.2i Helmet peaks, if worn, must be of flexible material attached by press studs, straps, plastic screws, or tape. The peak must be capable of being torn from the helmet in the event of an accident. Helmets provided with metal or alloy screw attachments as original will be accepted, as well as metal or alloy screw replacements, provided the original mounting in the helmet is not modified in any way.

8.2j Face shields must be of an approved flexible plastic or moulded material. Perspex face shields are not permitted.

8.2k No helmet will be drilled, screwed or taped other than as per original manufacture, or helmet manufacturer's instructions. The rider is required to provide proof that it is a helmet manufacturer's instruction.

8.2l Polycarbonate helmets that have been painted are banned from use in competition.

8.2m Care of your Helmet:

YOUR POLYCARBONATE HELMET MUST NOT BE PAINTED.

Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings.

Solvents of any kind must not be used to clean your helmet – use soap and water.

Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.

Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc.

MNZ strongly recommends, on advice from manufacturers, that you do not use a helmet for more than three years.

Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.

8.2n a. No items may be fitted to the helmet that could interfere with the structural integrity of the helmet in the event of an accident. A helmet is made to provide protection. A helmet is not to be used as a platform to attach foreign objects.

b. Tear offs, Roll offs and similar may be fitted to goggles/visors if approved for the event. All other accessories are strictly forbidden on any part of the riders head protection.

c. The Steward of the event has the right to reject the use of any helmet or any other accessory not covered elsewhere in this rule that they consider a safety concern.

International Helmet Standards

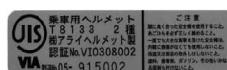
ECE 22 – 05 and ECE 22 – 06 (P, NP or J)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



E1 for Germany, E2 for France, E3 for Italy, E4, for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 (- vacant), E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Romania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Belarus, E29 for Estonia, E30 (-vacant), E31 for Bosnia and Herzegovina, E32 for Latvia, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (-vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 for New Zealand.

Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



JIS T 8133:2007 (valid until 31.12.2019)

JIS T 8133:2015



SNELL M2015

8.3 **Footwear:**

For speed events, boots must be well constructed, either all leather or leather uppers or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot.

Scott, Vendramini and Hecke Plastic motorcycle competition boots and Sidi nylon boots are also approved for competition.

8.3a **Non Speed Events:**

For non-speed events such as Trials and Gymkhanas, rubber reinforced safety boots (fireman's type) having a steel reinforcing within the sole are an option to the above. Calf length boots constructed of leather or similar material would be more desirable.

8.3b **Mini Motocross:**

A purpose manufactured motocross boot is recommended, but a sturdy leather or gumboot (at least 200mm high) is acceptable.

9.1 The position permitted to spectators at all forms of racing must always be chosen with due regard to public safety.

9.2 **Signs and Notices:** At all meetings to which the public has access, warning signs, prohibition signs and disclaimer notices shall be in place and worded as shown below.

These signs and notices are to warn the public that motorsport and competition is in progress.

9.2a Any signs shall be of sufficient dimension, be brightly coloured, use contrasting colours between the lettering and the sign material(s) and use a large and clear print type so that they are legible from a distance of 10 meters.

Public warning signs: Should be in place at main public access points to the meeting, (see 9.2b)

Public prohibition signs: Advising the public to remain clear from certain areas to be prominently displayed wherever applicable. (see 9.2c)

Disclaimer Notices: To be included on physical tickets, on-line entry ticketing, event programmes etc. (see 9.3, & 9.4)

9.2b **Public Warning Sign:**

'Warning to the Public'

MOTOR RACING IS DANGEROUS AND
SPECTATORS ATTENDING THIS TRACK
DO SO ENTIRELY AT THEIR OWN RISK.

CHILDREN MUST BE SUPERVISED

DANGER FROM MOVING VEHICLES
THROUGHOUT THIS SITE

9.2c **Public Prohibition Sign:**

'Warning to the Public'

THIS IS A PROHIBITED AREA

The Public are not permitted in this area.

Extreme danger from moving vehicles

Penalty of non-compliance =
Exclusion from this event.

9.3 **Admission at Motorsport Events Disclaimer notice:**

At all meetings to which the public is invited, admission, if controlled, should be by ticket.

Every physical or on-line ticket, each officials pass, and event programme, should bear the 'disclaimer notice' (see 9.4)

Note: Tickets should not be defaced of the disclaimer notice upon cancelation of the ticket.

9.4 **Admission at Motorsport events disclaimer notice:**

"WARNING: Motor racing is dangerous and persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners of the land and drivers and owners of the vehicles are absolved from any liability arising out of any accidents howsoever caused resulting in damage and/or personal injury to spectators."

9.5 **Supercross and Street road race events:**

Special care may be required to protect the public from the proximity of the race course by using a safety zone restricting public access. The MNZ appointee may also demand the erection of suitable catch fencing.

10.1 A competitor entering a motorcycle for an event must sign a machine compliance disclaimer form even if the machine examination has taken place. Random checking of all other machines may take place before, during or after an event by a competent motorcycle examiner. Clubs who desire to check all machines at any event may do so with a machine examiner. Competitors may be penalised or disqualified for entering a machine that does not comply with minimum MNZ requirements. The steward of the meeting may also exclude any machine or equipment considered unsafe for the event.

10.1a At all times the onus is on the competitor to ensure that their equipment is being operated within the specifications and limits (if any) imposed by the equipment manufacturer or supplier.

10.1b Failure to present machine for technical inspection when requested by the meeting steward will result in automatic exclusion from the meeting results.

10.2 Race numbers:

- i) 1-10 reserved for championship placings for the period of time until the event is held again in the class that it was competed in. This number cannot be used if changing classes, free to use without the loss of your registered number.
- ii) Numbers start from one, no prefix numbers are permitted.
- iii) All competitors applying for a championship licence must apply for a specific number or will be allocated a number by MNZ for use at National and Championship events.
- iv) At all events a preference will be given to competitors with allocated numbers, where multiple same numbers are entered into the same class, the race secretary or official can request the entrant to change or amend their number to one that is available in that class.
- v) Any international riders are to use a letter as their number.

10.2a Specifications

- i) Front and side number plates must be used
- ii) Both front and side number plates must have numbers which are clearly visible at a distance of 20m
- iii) Advertising is permitted on all machines but must be a minimum of 10mm clear of the number
- iv) Numbers must be of bold type, single colour, contrast colour to background and have a minimum width stroke of 20mm, with a 5mm gap between numbers
- v) Numbers 4,6,8,9 and 0 are to have no centre fill
- vi) No over lapping of numbers permitted – exception to be given to 'tail of number ie 4' – **see reference image below
- vii) Background to be a single solid colour
- viii) Minimum size for front board figures:
 - Mini classed machines 60mm height and 12mm stroke width
 - Junior classed machines 80mm height and 15mm stroke width
 - Senior classed machines 100mm height and 20mm stroke width
- ix) At motocross and supercross championship events including NZGP, competitors will have a legible number on either the back of the jersey or armour, matching their bike numbers, in contrasting colours, with a minimum size of 100mm height and 20mm stroke width
- x) A red background and white number may be used at the New Zealand Championship by the current points leader**



10.3 Number plates must not have any stickers or markings liable to cause confusion with the number.

10.4 All machines competing on tracks or courses other than approved Speedways or like tracks must be fitted with securely mounted footrests which when in the riding position do not touch the ground with the machine at an angle less than 45 degrees from the vertical.

10.5 Exhaust systems must be fitted and securely mounted. The exhaust pipe outlet must not direct exhaust gases directly to the ground or in any other direction, which will lead to the creation of dust. This will be cause for exclusion.

10.5a Exhaust mufflers are mandatory in all forms of competition. The Steward of the Meeting has the power to reject any machine considered to be unduly noisy.

10.6 **Noise:** Some venues may have specific noise level limits. These if included in the supplementary regulations may overrule rule 10.6.a

10.6a **Noise Emission:** No motorcycle at any event shall exceed the stipulated noise emission level of 96dBA. Failure to comply with noise level requirements will be grounds for disqualification.

10.7 All vehicles must be fitted with an efficient brake on both front and rear wheels except in the case of competitions held on circular, semi-circular or speedway tracks, when brakes, if fitted to the machine must be disconnected.
Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop.

10.8 All motorcycles must have the top run of the primary chain completely covered by a guard of sufficient dimensions to keep riders clothing from coming in contact with the transmission, and the rear chain guard when considered necessary.

10.9 All machines must have rounded inner surfaces on clutch and brake levers, the outer end of such levers to be securely fitted with a rounded knob or ball of not less than the following diameters:

- Mini Class machines 13mm
- All other machines 16mm

10.9a Handlebars must not be of greater width than 92cm and must have the ends securely plugged.

10.9b Metal handlebar protection may not be used in any Supercross event or in any Motocross class race at a New Zealand or Island title event.

10.10 Side stands must be removed from motorcycles used in motocross and stadium Supercross events being ridden by all riders.

10.11 Steering dampers may be fitted but the attachment method must be of good commercial standard. Metal steering stops must be added to the frame if the existing stops are inadequate. The damper must not in any way act as a steering lock limiting device. Minimum steering lock must be 15 degrees either side of the centre line of the motorcycle.

10.12 Every motorcycle which takes part in a competition on an open public road shall comply with all legal requirements. Warrants of fitness are not required for speed events on an officially closed road.

10.13 Fuel caps must not allow leakage and fuel lines must be secure.

10.14 Where necessary, machines will be sealed for measurement purposes. Machines must not be taken from the pits after a race without the consent of the Clerk of the Course. Failure to observe this rule may entail exclusion, suspension, or disqualification.

10.14a The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and the motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.

10.14b If the measure be to determine a protest, the party against whom the decision is made shall bear the cost and the motorcycle may if the engine is found oversize be retained until such costs are paid.

10.15 **The Formulae to Calculate Cubic Capacity:**
Reciprocating piston motors: Diameter of cylinder bore in centimetres, squared, multiplied by 0.7854, multiplied by stroke in centimetres, multiplied by number of cylinders.

10.16 Fuel testing at any event may be ordered by the relevant MNZ Commissioner, in consultation with the Officials Commissioner and the meeting Steward; or, by the meeting Steward; or, by the protest committee to determine the outcome of a protest.

10.16a Such testing is to be carried out by MNZ officials using appropriate sampling methods.

10.16b Testing will be carried out using 2 methods; Initial screening will be carried out using an MNZ approved Digatron DT-47FT to give an indication of whether any irregularity exists. Should irregularities be indicated/suspected then further fuel samples will be taken for forwarding to a recognised laboratory (ESR or similar) for detailed analysis. If no irregularity is detected, then no further testing will be required.

10.16c **Sampling Procedure:** Containers for holding samples must be clean and constructed of robust, fuel non-reactive, impermeable material. They must be sealable and have provision for identification.
Equipment used for extraction of fuel from machines must be clean and constructed of fuel non-reactive material.
Each sample must be divided in two and placed in separate containers (2 samples of a maximum 1 litre each). The containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on an MNZ "Fuel Sample Certificate" which must certify the date, place and time of taking the sample, the identity of the machine from which it was taken and the identity of its rider.
Both samples must remain in the control of the testing officials and the rider must sign the MNZ "Fuel Sample Certificate" acknowledging that a sample was taken and must be given a copy of the certificate.
Refusal to submit to the taking of samples or signing of the certificate will be treated as an admission of guilt.
At the conclusion of the event the samples are to be delivered either in person or by a recognised Courier to the nominated laboratory, as soon as is practicable.
Fuel sampling may be carried out at any time during a meeting.

10.16d The results from the analysis must be attached to the laboratory's copy of the MNZ "Fuel Sample Certificate" and returned to MNZ as soon as practicable after the results have been obtained.

10.16e The results of the analysis must as soon as practicable be notified to the club at whose meeting the testing was carried out, the rider and the MNZ Judiciary for appropriate penalty(s) to be imposed should irregularities be confirmed.

10.17 **Fuel:** All petrol (gasoline) shall be from a public petrol (pump) station, Avgas LL, a mixture of petrol and Avgas LL, or a mixture of petrol/Avgas LL and lubricant in the case of 2-stroke engines.
The petrol or Avgas LL or a mixture of both fuels will be used for Motocross, Stadium/Supercross, Motocross TT, Trial, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.
For the avoidance of doubt this means the petrol (gasoline) must be available for sale on demand from a New Zealand public retail outlet
Allowable fuels are to be publically available pump petrol not exceeding an advertised RON of 100 or MON of 92, or Avgas LL not exceeding a MON of 108 (Aviation Lean Rating, equivalent).

10.17a Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance.

10.17b **Note:** Refuelling, each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted.

10.17c Fuel Specifications see Appendix B.

11.1 These rules are supplementary to the Manual of Motorcycle Sport.

11.1a These rules apply to three and four wheeled competition.

11.1b ATV's may compete in all types of events provided that the course has been laid out with due consideration for the machines and does not encroach onto public roads.

11.2 Construction/Technical

11.2a 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.

11.2b All head and tail lights must be removed or securely taped.

11.2c All non standard fittings that may be of a dangerous nature must be removed.

11.2d Brakes are essential in all types of competition including speedway type events.

11.2e All machines will be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that it may be overridden, and must be securely attached to the rider.

11.2f Race numbers must be 150mm minimum. Black numbers with white background, centrally mounted on the front and rear of the bike. Accent colour or shadowing in immediate vicinity of all numbers is not allowed with all numbers having a clear zone of 15mm. Riders must also have clear 150mm high numbers on their back.

11.2g Under no circumstances shall the forks protrude above the cross bar of the handle bar.

11.2h Maximum width of an ATV will be 1350mm.

11.2i Nerf bars – Nerf Bars are mandatory for Motocross, Speedway and Miniature TT events and are recommended for all other events. If these are fitted then the webs must also be fitted such that it is not possible to step inside the nerf bar.

11.2j No anti roll bars shall be fitted (Anti roll over bar).

11.2k Fuel – See 10.17

11.2l No carriers are permitted on machines at any events

11.2m An extension on a thumb throttle lever cannot be any more than 20mm longer than what that ATV came out with from the factory.

11.2n *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.*

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.*

11.3 **Conduct of Competition:** Except in the following circumstances, juniors and seniors shall not compete or practice together for Motocross, Speedway or Miniature TT. The circumstances where juniors and seniors may compete or practice together are as follows:

- **Juniors at club days:** At club days with up to four juniors over 12 years of age present, these riders can ride with Senior B grade riders provided that the Steward of the Meeting considers that this can be done safely. If there are more than four junior riders over 12 then a separate race is to be held.
- From age 15, women in any all women class
- From age 12, at any club day
- At any event that MNZ may from time to time approve, such approval, and any conditions of approval to be noted on the event permit.
- Competing or practicing with seniors in such circumstances will not affect the junior rider's status.
- A Junior cannot compete in both junior and senior competition on the same day. If the steward considers that a junior rider is not competent enough to ride in senior competition (s)he may direct that rider to return to junior competition.

11.3a At club day's senior classes are optional.

11.3b All riders are entitled to outside help in up righting their machine after a crash or removal of bike from the track, providing it is safe to do so.

11.3c All Juniors are to run non speedway tyres at Speedway events.

11.4 Additional Rules that apply to Championship/National/Island Title events only:
 The following titles are available for annual competition in each senior capacity:

- NZ ATV Motocross Championship – Must have Championship licence
- NZ ATV Speedway National
- NI ATV Motocross Title
- SI ATV Motocross Title
- NZ ATV TT National
- NZ ¼ Mile Flat Track National.

 These championship/National/Island Title events are to be competed for in a calendar year.

11.4a Championship/National/Island Title capacity classes: see Appendix A.
 The top 5 riders of the Premier class can use their numbers from results of the previous seasons NZ ATV Motocross Championship. In addition, all New Zealand ATV Motocross champions from a championship class have the option to display the number one (1) in that class only until the next New Zealand ATV Motocross championship is run. They may not run the number one (1) in any other class during that season.

11.4b **Superquad:**

- 1500mm maximum width
- 750cc multi cylinder 4 stroke and above.
- Must be a Motorcycle motor.

11.4c Each class will be run if six entries are received at entry closing time.

11.4d 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.

11.4e NZ ATV Motocross Championships/Nationals/Island titles will be completed over a minimum of one round and maximum of three rounds. Early rounds will host 5 races per class at a one day event. The final round will have 7 races per class over two days. All races will count towards the title. Final round is compulsory.

11.4f Start areas for ATV MX Championships/Nationals/Island titles must provide for single row starts with a minimum of 30cm between machines, measured from wheel to wheel.

11.4g Under 21 Cup:
 Any senior rider under 21 years of age on the first day of competition is eligible from any championship class. Highest points tally over the ATV MX National Championship weekend. Once having won this Cup once, a rider is ineligible in the future.

11.5 Production Class (Junior ATV) See Appendix A

11.6 **Production class modifications (0-100cc, 125cc, 250cc and 450cc):**
 These are production classes. The changes are for safety and cosmetic purposes only. The engine, chassis and suspension must be standard if it's not on the below list it is not allowed.

11.6a The use of aftermarket parts that are of OEM specifications is allowed along with OEM parts from one year model to another.

Parts	Rule
Gear Shifter/Brake Pedal	Free to amend
Air Filter	Free to amend – can change filter mount to filter
Brake Discs	Free to amend
Brake Pads	Free to amend
Radiator and Radiator hoses	Free to amend

Axle and Nuts	Free to amend
Bearing Carrier	Free to amend
Graphics	Free to amend
Chain & Sprockets	Free to amend
Handle Bars/Grips/Clamps/Steering Stem	Free to amend
Exhaust	Tail pipe slip on only (98dbA) 450cc class only
Plastics & Nose Cone	Free to amend
Skid Plates/Belly Plates	Free to amend
Starter Switch	Free to amend
Painting Frame/Powder Coating etc.	Free to amend
Bumpers/Grab Bars etc.	Free to amend
Handbrake	Free to amend
Clutch/Brake Levers	Free to amend
Bling Parts (Oil Plugs/Brake Covers etc.)	Free to amend
Tail Lights/Headlights	Free to remove
Handguards	Free to amend
Seat & Covers	Free to amend
Chain Guides	Free to amend
*CDI/ECU/Cherry Bomb	Free to amend
Steering Dampeners	Free to amend
Carb	Re jetting only
Battery Box	Free to amend
Piston & Rods	Aftermarket okay, but must be standard compression specs.

*Refer to 11.6d

11.6b Production 450:

- A maximum width of 1250mm is allowed. The caster and camber must be of original OEM specifications and must be fixed (non-adjustable).
- Ride height adjustment allowed with brackets, linkages, struts or straps.
- Yamaha YFZ450 and YFZ450R are exempt from rule 11.6a and are not to be considered the same model.
- Production 250: 300cc 4 stroke bikes are allowed but the bikes must be OEM specification. Changes are only permitted as per rule 11.6

11.6c All Production class bikes are allowed to remove the airbox bung from the bottom of the airbox.

11.6d The following Production classes are to run factory OEM supplied CDI.

- Production 125cc
- Production 250cc

11.7 *ATV Speedway:*

New competitors shall ride at three (3) compulsory practices or have approval by the event Steward and/or the ATV Commissioner prior to taking part in Open Competition & Speedway Competition, the organising club may choose to provide guidance by way of a mentor.

11.7a The maximum number of ATV starters at a Speedway event is 16 per race, at the discretion of the Steward. This number may be reduced if necessary.

11.7b Should the track be loose surface; ATV's must use Off Road Tyres. Should the track be clay based ATV's must use Speedway Tyres. The permit application & entry form (should there be one) must state the type of tyres to be used.

11.7c Junior riders are required to wear high visibility vests, to be supplied by the host club.

11.7d For NZ Speedway titles a full field, rotating grid will be used so that each rider has at least one front row start.

- 12.1 The attention of all clubs is drawn to the fact that control of all foreshore areas in New Zealand is administered by the Department of Conservation. The Department may on occasions transfer that control to a Local Body. The Department of Conservation or the appropriate Local Body set conditions on the use of beaches for race meetings, and clubs wishing to run beach meetings should be aware of and comply with these.
- 12.2 Any club wishing to hold a beach race meeting must apply to the local office of the Department of Conservation and/or to the Local Body controlling the beach for permission to hold the event, and the written consent of the controlling body must be forwarded with the application for a permit. It is recommended that clubs apply to the controlling body at least 3 months prior to the event to allow sufficient time for the application to be processed.
- 12.3 Regulations 4 and 5, Transport (Vehicular Road Closure) Regulations, 1965, must be complied with.
- 12.4 The Club holding the meeting is to advertise the meeting in a newspaper circulation in the district and is to inform the local Police Officer and Transport Officer of the meeting and of any objections received, at least seven days prior to the meeting.
- 12.5 Club Officials are to comply with any direction which officers of the Police or LTSA may give.
- 12.6 The Club holding the meeting accepts full responsibility for any accident that may occur as a result of the meeting.
- 12.6a Adequate measures for the protection of the public and the control of the traffic on the beach must be made by posting officials of the Club at essential points of access during the progress of the meeting to ensure the meeting is run in an orderly manner.
- 12.7 The Club must make provision for ensuring that litter and rubbish will not be left on the beach at the conclusion of the meeting.
- 12.8 The race is to be adequately flagged by the Club.
- 12.8a No practice runs are to be made on the beach except on the flagged course.
- 12.8b The flagged course is to be used only by competitors and such official cars or other vehicles are necessary for the good conduct of the meeting.
- 12.8c The course shall run in an anti clockwise direction.
- 12.8d The START/FINISH line shall be placed within the first half on one straight.
- 12.8e The course shall be set on hard flat sand below the previous high tide mark.
- 12.9 No person is to be refused admission to the beach other than the flagged race track and an adequate width of beach must be left so the public has access to those parts of the beach beyond the race track.
- 12.10 All vehicles must be parked off the beach when not racing, unless the beach is a designated road or an exemption has been sort and granted from the appropriate bodies.
- 12.11 **Beach Race Championship Classes:**
see Appendix A
- 12.12 All beach championships shall be run over a minimum of 800 metre straights and the minimum distance for each class shall be:

0-125cc	6.4 kms	(4 laps – 800m straights)
0-250cc	6.4 kms	(4 laps – 800m straights)
0-500cc	9.6 kms	(6 laps – 800m straights)
0-Open	12.8 kms	(8 laps – 800m straights)
ATV's 0-750cc Open	6.4 kms	(4 laps – 800m straights)
Super Quad	6.4 kms	(4 laps – 800m straights)

With the following proviso: All ATV's must be machine examined.

13.1 **Definitions:**

Hare and Hounds are events where riders start in separate groups at timed intervals with the time difference taken into account at the finish of the event.

13.1a Cross Country are events where the riders start together.

13.1b The result will be determined on the number of laps ridden in the prescribed time allotted or the first rider to cross the finish line if more than one rider completes the same number of laps. The time handicap will be taken into account in the case of Hare and Hounds.

13.1c **Duration:**

Club Events – Minimum 1 hour. It is suggested Clubs have an easy option for beginners.

New Zealand National or Island events – 3 hours.

13.2 **The Course:**

Cross Country tracks must be flowing and held on natural terrain i.e. similar to a long distance "Natural Terrain Motocross". There should be no bottlenecks and riders should not have to dismount.

13.2a The minimum distance per lap should be 10km. (The longer the lap, the less laps per race, the less damage done to the track). The minimum lap distance for an Island or New Zealand Championship race shall be 10km.

13.2b In the case of long circuits there shall be no more than 50km between designated fuel points. These shall be clear and unmistakable to a fast moving rider.

13.3 **Track Marking:**

Arrows must be day-glo and must contrast with the surrounding environment. They must be triangular and at least 240mm long by 100mm wide. Danger points must be clearly marked with two arrows pointing straight down. Wrong way must be marked by two crossed arrows. Riders must pass within 10 meters of an arrow. All arrows are to be clear and unmistakable to fast moving riders. Where pegs with arrows are used riders must stay between the pegs.

13.3a Failure to follow track marking arrows may result in a Stop/Go penalty being imposed by a meeting official; such penalty shall not exceed 5 minutes.

13.4 No point to point timing or any other method of scoring is to be used.

13.5 **Pre Riding of the Course:**

In a New Zealand National Cross Country event, no National title contender shall ride on the marked course prior to the start of the event. A marked course is defined as a commencement of arrowing. Penalty to be at the Steward's discretion.

13.6 **The Start:**

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.**

13.7 **Classes:**

The classes shall be as determined by the Cross Country Commissioner.

Numbers 11-69 have been reserved to be allocated to the riders as they finished in previous New Zealand Nationals. E.g. first in class 1 would receive plate number 11, first in class 2 would receive plate number 21.

Class 1:	Numbers 11-19
Class 2:	Numbers 21-29
Class 3:	Numbers 31-39
Class 4:	Numbers 41-49
Class 5:	Numbers 51-59
Class 6:	Numbers 61-69

13.8 **Teams:**

There will be a teams challenge. Each team will consist of three Nationals riders.

13.8a The three team members of each team entered must be submitted to organising clubs prior to the start of the practice lap, i.e. No change after practice lap.

13.8b The team must have the same three team members for all rounds in which they wish to accumulate points for the Nationals. (Class changing of team riders is permitted within the team).

13.8c Teams must have all three members finish the event to be eligible for a placing in that event and to gain Nationals points.

13.8d Teams Points Juniors & Seniors:

Team member's class points will be added together. The top team scores 25 pts for that round, second team scores 22pts, then 20,18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

13.9 New Zealand Nationals:

The New Zealand Nationals will be held over four National rounds; a drop of a round to be decided at the discretion of the Cross Country Commissioner prior to the series starting.

Points awarded as per rule 13.8d.

13.9a Series riders gain series points. No reallocation.

13.9b Riders may only enter one class.

13.10 *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.*

13.11 All riders must leave the course immediately after the chequered flag or "finish sign" is displayed. To be classified as a finisher, a competitor must complete at least one full lap.

13.12 A practice lap is to be offered to competitors at the discretion of the Club Officials regardless of the length of the track.

However, Junior competitors will have a practice lap.

13.13 The MNZ Cross Country New Zealand Nationals, format, classes and grading each year, shall be organised by the Cross Country Commissioner.

A pre-requisite to acceptance into a New Zealand Nationals or Island Senior Cross Country event is that the rider must have ridden in a minimum of 3 permitted Senior Club Cross Country events. This shall be evidenced by entries in the rider logbook.

Junior Cross Country; to be read in conjunction with the above rules:

13.14 Riders have three options for licences when they turn 15:

- Option 1 – Remain on their junior licence until their 17th birthday.
- Option 2 – Return their junior licence for a senior licence.
- Option 3 – When a junior licence holder reaches 15 years, they may choose to ride as a Senior in Cross Country whilst keeping their junior licence for Motocross.

Once you have ridden Senior Cross Country you cannot return to Junior Cross Country.

13.15 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.

13.16 The course shall be as close as practicable to 10kms and the duration shall not exceed one and a half hours.

Cross Country tracks must be flowing, held on natural terrain i.e. similar to a long distance "Natural Terrain Motocross". There should be no bottlenecks and riders should not have to dismount.

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

13.17a 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 125cc 4 stroke.

10 - 11 year olds on a Junior track may ride a 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 a 300cc 4 stroke.

These competitors ride at the Stewards discretion as per rule 13.22 in a class restricted to **their** 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 **two** riding marshals per **ten (10) riders for the minis race. And at least five (5) 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.**

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.

13.18 The organising club will provide at least three competent and responsible senior riders, preferably not related to a competitor in the Championship, who will circulate during the Junior race and will be on hand to assist any Junior competitor in difficulties. Their details will be advised to the Steward prior to the commencement of riders briefing. The Steward is to be advised of any assistance given.

The Rider Representative shall be a competent rider who may also circulate on the track. All safety equipment shall be worn if riding. A non-riding Rider Representative may also be appointed as per rule 6.4.

Notes: These rules are designed to foster and promote junior distance racing. Organisers are requested to bear in mind the size and ability of the competitors when laying the course out. Attention is drawn to rule 13.16.

13.19 All Junior Nationals shall comply with rule 13.9. The Cross Country Commissioner will allocate the New Zealand Nationals rounds.

13.20 Trophies in the New Zealand Nationals shall only be awarded to first, second and third place. If clubs wish to acknowledge other riders in their events this shall only be done with a standard acknowledgment of entry certificate stating the finishing position.

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

13.22 Prior to starting in an event, a Junior competitor must demonstrate their ability to lift their motorcycle, engine NOT running, from horizontal position without any outside assistance; the competitor must then restart their machine without assistance. Failure to complete either or both of these tasks will result in exclusion at the discretion of the Steward.

13.23 MNZ will appoint a competent official(s) to inspect the track before the event commences. At all points on the circuit where it is possible for a rider to fall into water a safety marshal must be present at all times during the event to assist riders as required.

13.24 A pre-requisite to acceptance into a New Zealand or Island Junior Cross Country event is that the rider must have ridden in a minimum of 3 MNZ permitted Club Cross Country events. This shall be evidenced by entries in the rider logbook.

13.25 No Junior who has competed in a Senior Cross Country event shall be eligible for the Junior Cross Country New Zealand Nationals.

13.26 Special Events – including 4 hour, 6 hour and 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 and over to race such events on either a Senior or Junior licence.

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.

13.28 Schools sanctioned Cross Country events:

17 to 19 years may compete on a 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.

- 14.1 The object of an Enduro is to test the reliability of machines and the skills of riders to cover large distances of unknown terrain to a prescribed average speed.
- 14.2 Riders will comply with all MNZ regulations in accordance with speed events and in particular with chapters 3---10.
- 14.3 **The Course:**
 - For Championship events, the course should be at least four hours long per day.
 - 14.3a Check points should be set to separate different types of terrain and should not be more than one (1) hour riding apart.
 - 14.3b All Public road riding MUST be kept in separate sections from off-road terrain and a generous time given to riders to cover the road sections to discourage speeding and callous riding.
 - 14.3c Events that use public roads must either obtain a road closure or machines must meet the requirements of local and territorial authorities.
 - 14.3d Direct crossing of public roads is possible by the rider pushing his/her machine across. These crossings must be clearly marked and manned.
 - 14.3e Gas stops MUST be provided at least every fifty kilometres and immediately before a known check stop.
 - 14.3f Corners MUST be marked with arrows at least 240mm long and 100mm wide.
 - 14.3g On course marker squares MUST be at least 70mm by 70mm.
 - 14.3h Arrows and squares must be of uniform bright colour, normally Dayglo orange. Different colours may only be used to mark the same or adjacent tracks on a two (or more) day event or for terrain tests using the same or adjacent tracks. Tapes and barricades are only to be used to accompany arrows and squares, not to replace them. Different markers or colours may be used for different grades.
 - 14.3i Danger points MUST be clearly marked with arrows pointing straight down.
 - 14.3j Riders must follow the arrow of their grade. The arrows for other grades may be ignored. Grade Splits must be clearly marked with signs at least 600mm by 900mm.
 - 14.3k Time check points will be set up at the start of the day's ride, and at intermediate points no more than 50 kilometres apart.
 - 14.3l The distance between checks in kilometres together with average speeds expected of the riders and the time it should take the riders must be posted as early as possible before the first rider starts.
 - 14.3m Manual check points must have at least two officials and must keep a record of rider's clock-in times. They must have spare rider time cards available to riders who have lost their card. Automated electronic check points (such as dippers or proximity sensors) may be unmanned.
 - 14.3n The starters clock is official time and should be posted at least one hour before the first rider is due to start.
 - 14.3o Checks should have a yellow flag or marker placed five metres before and after the check which, the riders are forbidden to pass before their scheduled clock-in time at that check. The rider's time is taken once the rider has entered the check zone with a dead engine.
 - 14.3p Riders must stop at the first yellow flag and push in and out of the check with a dead engine.
 - 14.3q Checks must have their check time clearly available to riders either by Time Clocks or Voice Calling Time.
 - 14.3r Observation or route checks must be manned by an official who will mark the rider's card. This official is to take note of any rider visible but not on the track.
 - 14.3s Riders can be no more than sixty minutes later than their due time at any check, except the final check where riders can be no more than ninety minutes later than their due time.
 - 14.3t There must be at least two special tests per day. Special tests must be at least two minutes long and no more than fifteen minutes long without covering the same ground twice, except that one test can be of a multi circuit type. More than two special tests per day are permitted. Particular attention must be given to marking any possible danger points.
 - 14.3u Special tests will have the rider's time accurately timed to the second.

14.4 Machines:

In addition to Chapter 10, Enduro machines must adhere to the following:

- 14.4a For Enduro's with public road sections, machines must have full road registration and a current WOF.
- 14.4b Electrical circuits must be insulated.
- 14.4c Machines must have an effective silencer (and in addition a spark arrestor where required).
- 14.4d Tyre patterns are optional.
- 14.4e Headlights are not required to operate but complete units should be fitted, note rule 14.7f where forest regulation and Supplementary Regulations require operational lights, machines without lights may be excluded.

14.5 Operation and Control:

No machines are to be started on the morning of the event before their start time.

- 14.5a At the beginning of each event, the starting signal will be given at the exact time a rider is due to start. Within one minute of the starting signal having been given, the rider must have started his/her engine by normal starting method at the starting line and crossed another line 20 metres from the starting line under engine power.
- 14.5b At the end of the first day's ride in a multiple day event, the rider must push his/her machine into an impound area immediately after the final check.
- 14.5c Riders must leave immediately and no person except officials will be allowed to enter the impound area until the official work period the next morning, except for refuelling with the organisers permission and official present.
- 14.5d No work is to be allowed on the machine after the official check.
- 14.5e Riders are allowed back to service their machines fifteen minutes before their start time on multi day events. They may not start their engines during this period.
- 14.5f Riders are able to replace any part of their machine, excluding the following: Front/rear wheel, front number plate, frame, engine cases. Other parts may only be obtained at check points and refuelling areas.
- 14.5g The rider can receive no outside assistance during the entire time of the event to aid them completing the course or working on a machine, except for the following:
At designated fuel stops riders are permitted outside assistance for refuelling, tyre pressurisation, holding the machine and/or placing it on a work stand, sourcing, holding and passing tools. Riders may receive verbal advice.
- 14.5h Support riding by another whether competitor or not, who rides to assist a competitor is not permitted.
- 14.5i Riders who are excluded on any day of a multi day event can not compete for points or trophies but may ride at the organiser's discretion in order to have a further day's outing or may enter any other one day event held on subsequent days.
- 14.5j To deter speeding on transport sections open to the public only, an organiser may set a secret check with the check time calculated to the maximum speed limits applicable to the road. This check will not be listed on the speed schedule. Once in sight of the check, the rider must ride directly into the check. Should a rider, once sighted, not ride into the check, his/her time of sighting will be deemed his/her entry time to the check. Once checked in, riders may ride out directly.
- 14.5k At secret checks 50 points will be lost for each minute early over a two minute early arrival allowance. There is no penalty for late arrival.
- 14.5l Speeding on public roads is not allowed, note rule 14.8i

14.6 Scoring:

The event will be scored by the use of penalty points which will be as per penalty points list 14.7

- 14.6a The rider with the least number of points totalled against him at the end of the event will be the winner.

14.7 PENALTY POINTS

- 14.7a Starting engine before start time each morning = 60
- 14.7b Being late at a time check = 60 (for each complete minute)
- 14.7c Checking in early at a time check=60 (for each complete minute)
- 14.7d Failure to start (14.5a) = 20

14.7e Elapsed time on special tests = 1 (for every one second)

14.7f Failure to have complete headlight fitted = 20

14.7g Riding inside a check time = 500

14.7h Missing a route check = 4000

14.7i Missing a time check = 4000

14.7j Replacing excluded parts = 4000

14.8 Reasons for Exclusion:

14.8a Refuelling with engine running or outside the refuelling zone.

14.8b Outside assistance from non-competitor or retired competitor.

14.8c Riding in the reverse direction of the track.

14.8d Tampering with time card.

14.8e Altering course markers or not replacing markers accidentally disturbed.

14.8f Being over one hour late at any time check.

14.8g Machine found outside capacity.

14.8h Riding in the area within three weeks before the event, excluding organisers of meetings unless riding at a Motorcycling New Zealand event.

14.8i The Jury may exclude a rider at the completion of the day's riding for inconsiderate or dangerous riding on roads open to the public, or for actions likely to bring the event into disrepute.

14.8j Not following the complete course as intended.

14.8k Working on machine while impounded.

14.8l Exceeding noise emission 96dBA as per rule 10.6a

14.9 The Jury:

The Jury will be set up and held in accordance with Rules 7.1.6 through 7.1.8 with the added provision that the Enduro Coordinator may sit on any Enduro Jury but only as a non-voting member.

14.9a Riders may protest in accordance with the 'Manual' Chapter 7 and appeal in accordance with Chapter 7.

14.10 Championship:

The MNZ Enduro Championship format, classes and grading shall be organised by the Enduro Commissioner in conjunction with the North and South Island Coordinators for the next Championship season.

14.11 Junior Enduro:

Object of Junior Enduro is to give the juniors an opportunity to ride safely in longer distance trail events with no penalty time taken to negotiate the trail and have controlled speed tests to give a competitive aspect and result for 12-16 year olds.

14.11a There will be no New Zealand, or Island Junior Enduro Championships.

14.11b The course will be marked as per Enduro's over ride able terrain, bearing in mind the size and ability of the riders.

14.11c Check points should be at regular intervals not greater than 15 kilometres apart. Where a rider's card shall be marked and a record kept of riders passing the check point. Officials may hold back the faster riders and short cut slower riders to control the spread of riders and keep to the event schedule.

14.11d There shall be no incentive or penalty associated with the check points.

14.11e Special tests shall be timed to the second with the total of the time taken at all tests added to determine individual placing. One point per second.

14.11f Entrants are to have at least one practice lap on a special test before the test is timed.

14.11g Cross country tests shall be no more than 5 kilometres long.

14.11h Motocross shall be no more than 10 minutes in duration.

- 14.11i No refuelling except in the designated fuel areas.
- 14.11j Support riders are encouraged to provide assistance and confidence.
- 14.11k The organising club will provide at least three competent and responsible senior riders to the Stewards satisfaction. They will ride at spaced intervals during the event to assist any junior in difficulties. One of these riders will sweep the course immediately behind the last rider.
- 14.11l Juniors will comply with all other Enduro conditions.
- 14.11m Riders have four options for Licences when they turn 15:
 - Option One – Remain on their Junior Licence until their 17th birthday.
 - Option Two – Return their Junior Licence for a Senior Licence.
 - Option Three – Choose to ride as a Senior in Enduro whilst keeping their Junior Licence for all other disciplines.
 - Option Four – at non championship events and with approval of the Steward, CoC and Organiser ride in Senior without change to their Licence status.

Once they have a Senior Licence they cannot return to Junior status.

14.12 Extreme Enduro

- 14.12a An Extreme Enduro is defined as any Off Road event with an intended duration of more than four hours with extremely challenging sections designed to test the very best riders.
- 14.12b At the discretion of the Enduro Commissioner an Extreme Enduro Championship can be run within any calendar year.
- 14.12c Extreme Enduro Championship Events must be scheduled so as not to clash with any other Off Road Championship Event where possible.
- 14.12d The Championship will be titled The New Zealand Extreme Off Road Championship so as to avoid any confusion with Time Card Enduro.
- 14.12e The Extreme Off Road/Enduro Events will run as entirely separate events from Time Card Enduro Events.
- 14.12f The Extreme Off Road Championship Series will be an entirely separate series from the Time Card Enduro Championship.
- 14.12g Event formats can be one of, a combination of, Motocross, Supercross, Trials, Cross County, Scott Trial and Time Card Enduro.
- 14.12h The specific event rules from the MNZ Manual of Motorcycle Sport (Off Road) will be nominated for each event. Each event must be sufficiently challenging to test the top riders in each grade with a minimum duration of four hours.

14.12i Class Structure:

The classes shall be – Gold, Silver and Bronze – defined as follows:

- Gold – Designed to test top level riders, very challenging with extreme sections
- Silver – Competitive and confident riders with a good level of skill to attack challenging obstacles
- Bronze – Trail riders class with an Enduro flavour and hard challenging sections
- Juniors (12-16 years) – Juniors will be restricted to riding the Bronze course and must be accompanied by an Adult Rider.

CHAPTER 15 - MINI MOTOCROSS & JUNIOR MOTOCROSS OFF ROAD

15.1 MINI MOTOCROSS

Introduction:

Mini riding is intended to be an introduction to off road motorcycling sport, providing an outlet for youthful energies under controlled conditions.

Mini Motocross has age appropriate bikes, along with bikes having to be homologated. The age appropriate bikes along with the homologated bikes can be found on the MNZ Website.

For more information about Homologation refer to Appendix C

Entering the sport of Motocross may be new to many, it is important that you read this Chapter and also make reference to Chapter 8 which advises of all Safety Gear that is required.

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.

Motorcycle Clubs are expected to take full responsibility for the training of prospective Mini riders and for the adequate control of races. In larger clubs it would probably be desirable to appoint a Mini Competition Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to Mini competition.

15.2 Licencing:

To encourage new riders into the sport, a new rider from the age of 4 years old can compete at two events at Club level only, using a free one event licence supplied by the Club. These licences can be filled out & signed by the legal guardian of the child. Competitors will still be required to pay the appropriate entry fee and club membership fee.

For more information regarding Licencing, refer to Chapter 5.

15.3

After the two free rides mini competitors are required to have an MNZ Mini licence or purchase a One Event Licence if being offered for purchase by the host club & eligible for the event being run. Applications for an annual competition licence are made via the office of MNZ, or by way of online application. A birth certificate or passport is required with a first time application.

The application form must be endorsed by a parent or legal guardian. Note that parents or legal guardians can restrict licences simply by drawing lines through the classes they do not approve of on the application form.

Mini Competition Licences can be only issued for the following types of competition: Motocross, Motocross TT, ATV, Gymkhana, Flat Track, Grass Track and Trial.

Before competing in a New Zealand National event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV, Intro Motocross and Intro Trail). Proof of this shall be from entries in the riders log book or APP and can include six one event licences (one for ATV) or proof from results of Electronic Lap scored Events. The original copies of the licences must be supplied – no reproduction copies.

15.4

The goals are to:

- a. Encourage and support our young riders
- b. Give an introduction to motorcycle riding in the disciplines
- c. Undertake training, coaching and fun day's events
- d. Give an introduction to the spirit of racing.

It is an ideal stage for Clubs to introduce and educate young riders and their parents into the sport thus encouraging club participation and ensuring that our new mini riders are at least conditioned and have some understanding of the sport.

15.5

The Manual of Motorcycle Sport of MNZ apply. Rules not covered in this chapter may be found elsewhere in the 'Manual' (e.g., Conduct of Competition Chapter 6 and Safety Gear Chapter 8, Look at the Chapter Index for others).

15.6

Overseas/visiting riders aged 8 years old and above (at the date of the event) cannot compete in Mini Competition. These riders can compete, with the correct licence/starting permission in Junior Competition in the correct age and capacity class.

15.7

When a mini licence holder reaches 8 years they may remain as a mini until their 12th birthday, or they may upgrade their mini licence for a junior licence. For more information regarding Junior Motocross please refer to rule 15.18.

15.8

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)

15.9 a. Mini competitors shall compete in age groups. Subject to rule 15.9.(b), except for those turning 12, the age of a mini competitor on the first day of an event or series shall determine their age group for that event or series.

b. If a mini competitor's birthday falls during an event or series, (s)he may commence and complete that event or series in the new age group. However, nothing in this rule shall allow a mini competitor to ride a capacity or type of mini machine under age or compete at a mini event once the rider has turned 12.

15.10 **Maximum number of starters:**

The number of starters in any one race can be up to 20. However, if the circuit meets the following criteria a maximum of 30 is permitted.

All start lines must provide for a single row start, with a minimum of 1 metre between each bike. Measured from wheel to wheel. (500mm for ATV's).

The start straight must maintain a minimum width of 50% of the full start gate for 50% of its length.

The first corner must be a minimum of 6 metres wide, with no start straight to exceed a maximum of 70 metres, and the rest of the track to be a minimum of four meters, except in a chicane for lap scoring purposes.

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.***

15.11 **Track Specifications:** Before any mini track is used for mini competition the Steward in conjunction with the Clerk of the Course shall inspect the track to ensure that it is safe and complies with the following requirements.

- Tracks may be laid out over natural or man improved terrain.
- The track must be rideable for all competitors and classes. Note: Mini competition is primarily about encouraging participation and tracks should not be overly technical or difficult so as to discourage participation. The track may however have separate sections/extensions that are more challenging for older age groups/classes.
- Where practicable, the edge of the track must be at least 3 meters away from any fence, post, tree, vehicle, or ditch, or any other object, structure or feature ("a hazard") that is likely to cause injury if ridden into. The edge of the track may be within 3 meters of a hazard if the hazard is able to be safely eliminated by using a safety barricade (eg: a wool bale filled with plastic milk bottles).
- All potential problem areas must be identified and designated as a yellow flag station and must be manned at all times during practice and racing.
- The start line shall be sufficiently wide to accommodate the number of starters as per rule 15.10
- The lead up to any jump of more than 1 meter, man made or natural terrain must not exceed 20 meters unless a chicane is included in a straight that is longer than 20 meters leading up to the jump.
- If backward falling independent start gates are being used, the height shall be checked to ensure they are safe if a rider starts prematurely (Note: this is particularly important if senior start gates are being used with Mini Motorcycles).

Note: Where practicable, the first corner after the start should be a left hand corner to enable use of the foot brake.

15.11a A mini track may include the following, jumps, whoops, berm'd turn's (up hills & down hills if natural terrain) provided that a Clerk of the Course & Steward are satisfied & deem these obstacles not to be dangerous.

15.11b 65cc class machines may race on a senior track provided that, in the opinion of the Steward in conjunction with the Clerk of the Course it is safe to do so and the track is rideable for all competitors in the class.

15.12 **Race Specifications:**

- Race duration will be maximum 9 minutes plus one lap for the race winner. The start of the race will be deemed to be the fall of the gates.
- A mini licenced competitor is limited to a maximum of 6 races per day, for avoidance of doubt, practice does not constitute a race.
- If the Steward considers that a mini rider is not competent enough to ride in junior competition they may be directed to return to mini competition.

15.13 No prize money for racing.

15.13a *Strictly NO pit boards for mini competition.*

15.14 Rider Assistance:

This is limited to lifting a fallen rider's machine only and pointing it in right direction and restarting the motor. No outside pushing is permitted to assist the rider.

15.15 Side-stands must be removed from all motorcycles in mini riding events.

15.16 Tether kill switches on ATV's to be fitted in accordance with rule 11.2e.

15.17 National Events:

New Zealand Nationals. Classes see Appendix A.

15.17a At a National where riders exceed the 30 gate start, qualifying will take place to determine the top 30 competitors. The remaining will then ride in a support class.

15.17b At a New Zealand National event, riders must compete on a MNZ Mini Licence.

15.17c The New Zealand Nationals & New Zealand Grand Prix events shall consist of a minimum of three and a maximum of five races (plus qualifying if necessary) held over either one or two days. However, no mini competitor shall race more than six races (plus qualifying, if necessary) in a single day.

For avoidance of doubt, practice does not constitute a race.

15.17d The New Zealand Nationals or GP Motocross track must not be used for riding at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the event.

15.18 JUNIOR MOTOCROSS:

Introduction: Junior Motocross is intended to be an introduction to motorcycle sport, providing an outlet for youthful energies under controlled conditions. Motorcycle clubs are expected to take full responsibility for the training of prospective junior competitors and for the adequate control of races. In larger clubs, it would probably be desirable to appoint a Junior Motocross Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to junior competition.

Entering the sport of Motocross may be new to many, it is important that you read this Chapter and also make reference to Chapter 8 which advises of all Safety Gear that is required.

15.19 Licencing:

All junior competitors are required to have a MNZ Club or Championship licence or purchase a One Event Licence (if being offered for purchase by host club & eligible for event being run). Applications for an annual competition licence are made via the office of MNZ, or by way of 'online application'. A birth certificate or passport is required with a first time application.

Before competing in a New Zealand Championship event or NZGP (Championship classes only) a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book or APP and can include one event licences (one for ATV) or proof from results of Electronic Lap scored Events. The original copies of the licences must be supplied – no reproduction copies.

15.19a Junior competitor's age shall be from and including the eighth birthday until the seventeenth birthday.

15.19b When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may upgrade their junior licence for a senior licence.

15.19c a. Subject to rule 15.19c(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.

b. If a junior competitor's birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However, nothing in this rule shall entitle a junior competitor to ride in the 125 classes under age 12 or compete at a junior event once the rider has turned 17.

c. Juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT.

The circumstances when juniors and seniors may compete or practice together are as follows:

- From aged 15, provided they are riding a 90cc 2 stroke up to 150cc 2 stroke bike or 150cc 4 stroke up to 250cc 4 stroke maximum capacity.
- From aged 12, women in any all women class providing they are on an 85cc up to a 125cc 2 stroke or a 150cc 4 stroke capacity machine and from aged 14 provided they are riding a bike 85cc 2 stroke up to 150cc 2 stroke or 150cc 4 stroke up to 250cc 4 stroke maximum capacity.

However, women may not ride a capacity bike that they are not entitled to ride in junior competition (refer Appendix A)

However, if any competitors bike exceeds 150cc 2 stroke or 250cc 4 stroke (in the combined all women class), no competitors under 15 can compete or practice together.

Competing or practicing with seniors in such circumstances shall not affect the riders junior status.

If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition.

15.19d Where a Juniors birthday falls during a consecutive multi day event the competitor may complete that event, in that class except when the rider turns 17.

15.20 Motorcycle Capacity Restrictions:

The maximum machine capacity is 150cc 2 stroke & 250cc 4 stroke.

To ride a 126cc – 150cc 2 stroke or 250cc 4 stroke machine the rider must be a minimum age of 14 years.

15.21 **Number of Starters:** The number of starters in any one race can be up to 30.

However upon application to MNZ any request to a maximum number of 40 riders can be lodged. This application will only be granted with full agreement of MNZ, the club, and the Steward of the meeting.

15.21a *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 Motocross Commissioner and the Steward of the meeting. This may only be applied for if the track is licenced for Championship Competition.*

15.21b *A junior 65cc class may only be combined or split started with an 85cc class (60cc to 85cc 2 stroke and 100cc to 150cc 4 stroke)*

15.22 Rider Assistance:

This is limited to lifting a fallen rider's machine only and pointing it in right direction and restarting the motor. No outside pushing is permitted to assist the rider.

15.22a Prior to starting an event, a junior competitor may be required to demonstrate their ability to lift their motorcycle, engine not running, from the horizontal position without any outside assistance. The competitor must then mount their machine without assistance. Failure to complete either of both of these tasks may result in exclusion at the discretion of the Steward.

NZ JUNIOR MOTOCROSS CHAMPIONSHIPS and NZ MOTOCROSS GRAND PRIX

15.23 New Zealand Junior Motocross Championships and New Zealand Motocross Grand Prix:

Classes see Appendix A.

15.23a The New Zealand Junior Motocross Championship shall be run over a minimum of two days.

15.23b The New Zealand, North or South Island or New Zealand Grand Prix Championship track must not be used for riding at least ten (10) days prior to the event, unless the event or track has been approved and permitted by MNZ to be used prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.

15.24 Track Safety:

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

15.24a A Motocross track must be constructed or laid out with the safety of the riders foremost in mind. Hay bales or other shock absorbent material to protect the riders from dangerous obstacles must be used.

Special consideration must be given to the angle of jump faces and landing zones.

The race course shall have a minimum of 3 meters distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. Where pegs are used to mark out tracks, the pegs are to be placed with a slight lean outwards and away from approaching riders (no wooden pegs or waratahs to be used on inside corners).

15.24b **Watering of the Track:** Where possible the track must be properly watered if necessary in ample time before and between races to ensure proper racing condition, complete safety and to protect the public and riders from dust.

15.24c The track width for New Zealand Junior Motocross Championship and New Zealand Grand Prix events shall be a minimum of five (5) meters, except in a chicane for lap scoring purposes.

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 center 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 assistants 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.***

15.25 **School Events:** These shall be run under MNZ MoM'S regulations and in accordance with section 15.18 Junior Motocross.

For National and Island Events, classes will be as the MNZ School Guidelines, see Appendix A.

- 16.1 All starts must be clutch starts.
- 16.2 All New Zealand Championship motocross races are to be started by use of independent backward 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.***
- 16.3 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.***
- 16.4 All start areas must provide for single row starts, with a minimum of one metre between machines, measured from wheel to wheel.
- 16.5 **Start Procedure:**
 - A check helmet strap board will be displayed.
 - A 10 second board will be displayed.
 - Approximately 5 seconds later a 5 seconds board will be displayed.
 - Approximately 5 seconds later that board will be turned sideways.
 - The gate will drop within 3 seconds after the board has been turned sideways.Or:
After the check helmet strap board has been displayed an alternative clock countdown system may be used. A full explanation of a clock/electronic countdown procedure must be undertaken at riders briefing.
- 16.6 For all events where prize money is over \$2000 there must be a minimum of three lap scorers, unless transponders are used.
- 16.7 Championship and National Classes for Senior New Zealand Motocross and New Zealand Motocross Grand Prix: see Appendix A.
- 16.8 A New Zealand or GP Championship track must not be used by the Championship classes at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.
- 16.9 At Mini Nationals, Senior and Junior Championship events an appointee of MNZ accompanied by the Clerk of Course must inspect the track and safety aspects at least fourteen days prior to the official start of the meeting.
- 16.10 **New Zealand Motocross TT National Classes:** see Appendix A.
- 16.11 **New Zealand and Island Veteran Motocross Nationals:**
- 16.11a **Classes:** see Appendix A.
- 16.11b The track is to be marked out on natural and/or Veteran friendly man made terrain – technical in layout that could include tabletops but must not include double or triple jumps and/or large drop offs. The track must be approved by a MNZ appointed track inspector prior to approval to host this event.
- 16.11c 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.***
- 16.11d These Nationals are to be run on a one event basis.
- 16.11e Competitors must have an MNZ competition licence and current membership to an affiliated Club.
- 16.12 **New Zealand and Island Women's Nationals:**
- 16.12a **Classes:** see Appendix A.
- 16.12b These Nationals are to be run on a one event basis.
- 16.13 Except in the following circumstances, juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT. The circumstances when juniors and seniors may compete or practice together are as follows:

- From aged 15 provided they are riding a 90cc 2 stroke up to 150cc 2 Stroke bike or 150cc 4 stroke up to 250cc 4 Stroke maximum capacity. Competing or practicing with seniors in such circumstances shall not affect the rider's junior status.
- From aged 12, women in any all women class providing they are on an 85cc up to a 125cc 2 stroke or a 150cc 4 Stroke capacity machine and from aged 14 provided they are riding a bike 85cc 2 Stroke up to 150cc 2 Stroke or 150cc 4 Stroke up to 250cc 4 Stroke maximum capacity.

However, women may not ride a capacity bike that they are not entitled to ride in junior competition (refer appendix A).

However, if any competitors bike exceeds 150cc 2 stroke or 250cc 4 stroke (in the combined all women class), no competitors under 15 can compete or practice together.

If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition. It is recommended that a junior licensed rider competing in the Senior event should be identified i.e. vest, fluro back guard etc, to enable the Steward of the event to easily recognize these riders if required.

16.13a A women's class may be split start with a Juniors class providing they are on 85cc 2 stroke and maximum capacity of 250cc 4 stroke and of 12 years of age or over.

16.14 **Inter Island Motocross:** The regulations for the running of this event will be set between the Island Selectors/ Managers and the Host Club.

16.15 **Championship Points:** To gain points and/or prize money the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.

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

16.16a A Motocross track must be constructed or laid out with the safety of the riders foremost in mind. Hay bales or other shock absorbent material to protect the riders from dangerous obstacles must be used. Special consideration must be given to the angle of jump faces and landing zones. The race course shall have a minimum of 3 meters distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. Where pegs are used to mark out tracks, the pegs are to be placed with a slight lean outwards and away from approaching riders (no wooden pegs or waratahs to be used on inside corners).

16.16b Watering of the Track: Where possible the track must be properly watered if necessary in ample time before and between races to ensure proper racing condition, complete safety and to protect the public and riders from dust.

16.16c The track width for New Zealand Senior Motocross championship or NZGP events shall be a minimum of five (5) meters plus one (1) meter either side of the track for rider run-off safety.

16.17d

- Altering of track in front of the gates by a rider or his entourage will be deemed altering the track in terms of these rules and is not permitted.
- 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.
- Behind the center 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.
- 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 assistants are behind the 4-metre line.
- 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.
- The maximum number of starters for any race will be 40 (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.

- 17.1 The timing of all Hill Climb Championships are to be by electric or similar timing equipment.
- 17.1a All entrants to have a minimum of two practice runs before the start of competition followed by a maximum of three official timed runs in each class entered.
- 17.1b Competitors must nominate the class entered before the run is timed.
- 17.1c Two practice runs shall be deemed sufficient if more than one class is entered on the same machine.
- 17.1d A rider's fastest timed run for the day will only count towards the class nominated before the run.
- 17.1e See Appendix A for classes.

18.1 **Introduction:**

There are 4 types of oval track racing recognised by these rules. They are:

- Club Speedway
- Grass Track (1/4 mile) 400m
- Long Track
- Short Circuit Flat Track.

18.2 **Jurisdiction:**

MNZ Competition licences are required for all oval track racing permitted by MNZ. Oval track racing is also controlled by the 'referee' system. Apart from the steward of the meeting the referee controls all aspects of actual racing. That is to say that once the competitor's machines leave the pit area onto the track until they return after the race all competition is under the referee's control. Any protest against the referee must be made to the steward of the meeting. Please note however that "no protest can be made against a statement of fact pronounced by the referee".

18.3 **Duties of the Referee:**

Accompanied by the steward, the Referee must inspect the track and safety barriers before practice and the meeting begins.

18.3.1 The Referee must ensure that all his/her decisions which effect or vary the published programme, such as exclusion of a competitor, postponement of a race etc. are communicated immediately to the steward for action.

18.3.2 The Referee must confine his/her duties to refereeing and he/she must NOT undertake additional duties during a meeting.

- 18.3.3 a. A Referee has the authority to issue a reprimand.
- b. Fine up to \$50 (Fifty Dollars).
- c. Exclude a competitor from a particular race or meeting.
- d. He/She may relegate or promote race positions.

18.3.4 Control the two minute bell.

18.3.5 The Referee will enforce all regulations pertaining to the actual racing.

18.3.6 The Referee may, after making such enquiry's as he/she may consider necessary, postpone, stop or cause to be abandoned a meeting or part thereof, only after consultation, where possible, with the Clerk of the Course and Steward.

18.3.7 The Referee shall start motorcycle events if another starter has not been delegated in the position, who so ever does the starting will also operate the green light indicating a start is imminent.

18.3.8 UNLESS OTHERWISE PROVIDED IN THESE RULES, if an accident has occurred, and in the opinion of the Referee it would be dangerous for the race to continue he/she shall cause the race to be stopped by giving the stop signal, and the race shall then be run or re-started.

The Referee and Steward are only empowered to stop a race, and no other official shall initiate the 'stop' signal during the course of a race.

Restarts: If the leader has not started their 2nd lap, a full restart for the original distance is to occur, rider or riders deemed to have caused the red flag may be put to the penalty line for the restart (5 metres behind the last row) at the discretion of the referee.

If the lead rider had started their 2nd lap, the race will be started in single file, the leader can choose the top or bottom of the track, and the next rider starts a bike length behind them, either 1 bike width up or down the race track, all bikes restart in their last recorded position, and the race runs the remaining laps scheduled, any rider or riders deemed to have caused the stoppage may be put to the rear of the field at the discretion of the referee.

If the race cannot be restarted within 30 minutes, if more than 50% of the distance has been completed by the leader, then the race will be declared and full points awarded, if the leader has not completed 50% of the race length, the race will be declared with no points awarded.

- 18.3.9 The Referee shall penalise immediately a competitor who in his/her opinion indulges in foul, unfair or dangerous conduct including any competitor who steers or drifts from his/her course in such a manner as to impede any competitor who may be attempting to pass, or in the case of a non-team event, jeopardising the fair chance of one or more of other competitors.
- 18.3.10 The Referee may immediately penalise any competitor who, in his/her opinion, crowds, or bores whether intentionally or not, or otherwise indulges in any foul or unfair practice during a race.
- 18.3.11 The referee must make himself/herself conversant with the Racing Rules of the particular class(es) racing at the track.
- 18.3.12 The Referee is responsible for displaying the Black Flag during warm ups he/she can however delegate this to the Clerk of the Course.
- 18.3.13 The Referee shall be entitled to forbid the access to his/her box by any person during the meeting and nobody shall approach him/her without his/her permission.
- 18.3.14 A Referee has the duty to respect the right of drivers who consider themselves to be unjustly penalised, to expect a reasonable and courteous explanation.

18.4 Duties of the Steward:

To see that the rules of MNZ are carried out in conjunction with the referee.

- 18.4.1 The Steward must be in attendance at any official practices and official meetings.
- 18.4.2 The Steward is responsible for the examination of protective equipment of the competitors firefighting equipment.
- 18.4.3 The Steward shall ensure that control lights and communication apparatus, including flags, are in order.
- 18.4.4 To ensure that all aspects of Chapter 6 'Conduct of Competitions' are controlled in a proper manner where, in his/her judgement, they apply to oval track racing.
- 18.4.5 To ensure all aspects of the MNZ Manual are adhered to.
- 18.4.6 **Classes:** see Appendix A.

19.1 There are 7 types of eligible machines:

- a. Speedway Solos
- b. Speedway Sidecars
- c. Grass Track Sidecars
- d. Longtrack Solos
- e. Stockbike Solos
- f. ATV
- g. Juniors

SPEEDWAY SOLOS (a) Only modifications specifically mentioned in this chapter are approved - no other modifications are allowed.

19.2 ENGINE:

19.2.1 Motorcycle engine shall not exceed 500cc.

19.2.2 Engine must be Single-cylinder, four-stroke type equipped with not more than one spark plug and not more than one carburettor.

19.2.3 No motorcycle shall exceed noise emission see Chapter 10.

19.3 EXHAUST SYSTEM:

19.3.1 The exhaust pipe must be fitted securely to the engine and frame of the machine in two separate locations (cylinder head not included) or one place if held on the front engine plate and the silencer must be secured to the frame in at least two separate locations which must be at least four inches (100 mm) apart. Springs may not be used.

19.3.2 The outlet of the exhaust system must discharge horizontally and parallel to the centre line of the rear wheel and must not extend beyond the tangent at the rear of the rear tyre.

19.3.3 The gap between the silencer and the rear tyre must not exceed 60mm.

19.3.4 If, during a race, a silencer or any part of the exhaust system becomes displaced or detached so that all the exhaust gases fail to pass through the silencer, the rider must be immediately excluded from that race.

19.4 FOOTRESTS:

Right-hand footrests must be of rigid construction, but may be able to swing and not be more than 12 inches (30cm) from the centre of frame to the outside end of footrest rod, the outer edge of the footrest to be suitably protected with rubber or other suitable material (Donald Smith type footrest acceptable) and auxiliary footrests of no greater length than 2 inches (50mm) may be fitted to front left engine plate.

19.5 BRAKES:

Any brake on a motorcycle is prohibited.

19.6 CLUTCH LEVERS:

All clutch levers shall be ball ended, the ball to be not less than 3/4" in diameter, and to be braised or welded on to the clutch lever. The clutch lever shall not exceed seven inches in length from the fulcrum to the end of the ball inside of the clutch lever to be rounded.

19.7 HANDLE BARS:

Handle bars must not be of greater width than thirty-six (36) inches (92cm), and must have the ends securely capped or plugged.

19.7.1 Racing Numbers: All motorcycles to have front number-plate 20cm in diameter with maximum 2 digit numbers 150cm high and 30mm thick - black numbers on white background, i.e. BMX type plastic number plate.

19.8 WHEELS:

All spokes must be tight. Rear wheel rim to be 19".

19.9 Rear tyre shall not exceed 110mm.

19.10 PRIMARY CHAIN GUARD:

A guard which ensures that the chain and sprocket cannot be touched accidentally must be fitted.

19.10.1 If made of metal it must be substantial enough to prevent a broken chain throwing upwards and causing injury to rider.

19.10.2 If plastic guard is fitted a steel stud or bolt of not less than 10mm diameter must be fitted close to the clutch sprocket and in the area of lower rear quadrant of the sprocket to prevent a broken chain throwing upward. Stud to protrude 10mm outside clutch sprocket.

19.11 SEALING:

All motorcycles to have top front crank case bolt or screw head to be drilled with 1/16" hole and a 1/16" hole to be drilled in the bottom fin in a position relative to the crank case bolt or screw for sealing when necessary.

19.12 IGNITION CUT-OUT:

A device must be fitted to ensure that the ignition is automatically interrupted if the rider is thrown from his/her machine and must be mounted on the handle bar or the handle bar clamp and attached to the RIGHT WRIST. The interrupter must operate in the primary (low-tension) circuit of the ignition system.

19.13 DANGEROUS CONSTRUCTION:

The Steward of the meeting may exclude any vehicle the construction of which he/she deems to be dangerous and will give full effect to these Regulations by requiring the Machine Examiner to examine every vehicle prior to its taking part in a competition. Unnecessary equipment (such as - *inter alia* lamps, horns and speedometer, exhaust pipes directed so as to raise dust, spikes or other attachments to tyres) may be deemed dangerous. The direction of all officials must be strictly obeyed.

19.14 IMPOUNDING A MOTORCYCLE:

The Steward of the Meeting may order any motorcycle which he/she has reason to believe may not be in accordance with the Rules or Supplementary Regulations to be impounded or sealed and such motorcycle shall be retained as may be directed by the Steward for such a period as may reasonably be necessary for its examination.

19.15 FUEL:

The use of Nitro Methane blends and other comparable additives are prohibited from all competition.

Standard penalty for use of Nitro Methane - 12 month suspension from the date of the offence.

19.16 SPEEDWAY SIDECAR SPECIFICATION (b)

19.16.1 The maximum track of a sidecar to be no more than 3ft 6in (107cm).

19.16.2 No part of the sidecar frame shall extend forward beyond the steering head.

19.16.3 Any frame member on outside of side car wheel is prohibited.

19.16.4 Any brake on motorcycle sidecar is prohibited.

19.16.5 The cubic capacity of the machine is limited to 1000cc plus 50cc tolerance and only the rear wheel of the machine shall be driven.

19.16.6 The sidecar wheel shall be adequately shielded either with one piece metal discs extending from the hub to the rim, or total enclosure of upper portion of the wheel. The axle of the sidecar wheel shall not be less than 16mm diameter mild steel. One sided alloy ex-brake hubs are not to be used as sidecar wheels.

19.16.7 Two wheels in straight line, one fore one aft with the sidecar wheel axle being no further forward than half the distance of the wheel base. Any wheels with slotted hubs must have bolts fitted between the spoke heads.

19.16.8 Front wheels of motorcycles to be fitted with knock-out spindle or an approved clamp to fasten on fork tips.

19.16.9 Any tyres with knobs or lugs protruding out past the side walls are not permitted on the front wheel.

19.16.10 The one rear wheel and one rear tyre of a sidecar shall not exceed (8 inches) or 203.2mm maximum tread width. The tyre and wheel to be of motorcycle configuration.

19.16.11 Rear wheel to have guard on both sides, to prevent passenger's hand being caught in chain or spokes. The rear guard of the machine to extend not less than 35 degrees measured from the vertical centre line of the axle of the rear wheel. Use of front guard is optional. All sidecar machine rear fork legs to have an enclosed axle eye.

19.16.12 All sidecars must be inspected by an approved official who shall have the authority to bar any machine or equipment he/she considers unfit for racing purposes, such decision to be final.

19.16.13 The sidecar floor to be of sound construction and to fully cover area from front of crankcase to rear of sidecar chassis.

19.16.14 A 4 point suspension for sidecar chassis must be used, the positioning being optional, providing that two points are at the top side of the motorcycle frame and two points at the bottom.

19.16.15 **Handle Bars:** Handle bars must not be of greater width than thirty-six (36) inches (92cm), and must have the ends securely capped or plugged.

19.16.16 Sidecar wheel must be staggered inwards. No outward stagger is allowed.

19.16.17 A suitable hand hold must be provided for the passenger on the offside of the rear wheel of machine. Offside is left hand side when standing at rear of machine facing forward.

19.16.18 **Ignition Cut-Out:** A device must be fitted to ensure that the ignition is automatically interrupted if the rider is thrown from his/her machine and must be mounted on the handle bar or the handle bar clamp and attached to the **RIGHT WRIST**. The interrupter must operate in primary (low-tension) circuit of the ignition system.

19.16.19 **Dangerous Construction:** The Steward of the meeting may exclude any vehicle, the construction of which he/she deems to be dangerous and shall give full effect to these Regulations by requiring the Machine Examiner to examine every vehicle prior to its taking part in any competition. Unnecessary equipment (such as *inter alia* lamps, horns and speedometer, exhaust pipes directed so as to raise dust, spikes or other attachments to the tyres) may be deemed dangerous. The direction of all officials must be strictly obeyed.

19.16.20 **Impounding a Sidecar:** The Steward of the meeting may order any Side-car which he/she has reason to believe may not be in accordance with the Rules or Supplementary Regulations to be impounded or sealed and such sidecar shall be retained as may be directed by the steward for such a period as may reasonably be necessary for its examination.

19.16.21 **Fuel:** The use of Nitro Methane blends and other comparable additives are prohibited for all competition. Standard penalty for use of Nitro Methane is 12 months suspension from the date of the offence.

19.16.22 **Racing Numbers:** All motorcycles to have front number plate 20cm in diameter with maximum 2 digit numbers 150mm high and 30mm thick – black numbers on white background, i.e. BMX type plastic number plate.

19.17 All outfits that have pneumatic or hydraulic adjusting sidecar chassis must comply with the following safety requirements:

- Each competitor must produce a current Certificate of Inspection for their storage bottles at the beginning of each season.
- Only small commercial type recognised storage bottles may be used.
- Storage bottles must be clamped around centre and secured from lateral movement at top and (no rubber bands).
- Compressed nitrogen or compressed air may be used. Oxygen is not allowed.
- High pressure hose and fitting to be used.
- A safety catch, wire cable or chain must be used to prevent outfit opening out like a hinge in the event of ram shaft or piston failure.
- System to be used for initial start only and not to be activated after first corner.

19.18 **GRASS TRACK SIDECAR SPECIFICATIONS (c)**

19.19 Unless otherwise stated in these specifications, Sidecars will adhere to the technical requirements in Chapter 10.

19.20 The sidecar shall be rigidly attached to the left side of the motorcycle.

19.21 All combinations must have two wheels in straight line fore and aft with the sidecar wheel centre being no further forward than half the distance of the wheelbase.

19.21.1 The wheel track, measured between the centres of the points of contact of the rear and sidecar tyres with the ground surface shall be not more than 105cm and no less than 82cm.

19.22 No part of the frame structure or body may extend forward of the steering head.

19.22.1 No part of the sidecar frame or body shall extend sideways more than 8cm from the outer edge of the sidecar tyre.

19.22.2 No part of the sidecar frame, other than suspension or body supports if carried outside the sidecar wheel, shall be higher than the sidecar wheel centre, measured with the sidecar wheel suspension fully depressed.

19.23 The minimum shielding of the sidecar wheel shall be a full disc covering the outer face of the wheel.

19.24 Where any combination wheel is fitted with a hub having spoke slots instead of holes, such slots must be fitted with security bolts to prevent the spikes pulling out.

19.25 LONG TRACK (d)

19.26 **Eligible machines:**

Type A - Speedway solos (previously described).

Type B - Non Speedway solos.

Type C - Speedway Sidecar (previously described).

Type D – Long Track Solos.

19.26.1 **Type B:**

1. Capacity Limit - 1300cc.

2. All machines must have at least 2 forward gears that they may use to change up and down during racing.

19.26.2 **LONG TRACK SOLO:**

As per FIM Rules.

19.27 **STOCKBIKE SOLOS (e)**

19.28 **Flat Track Stockbike Technical:**

A Stockbike must be derived from either a road legal or motocross motorcycle of which at least 200 machines of the same model must have been produced by the manufacturer. The responsibility lies with the competitor for proof (i.e. no one-off specials).

19.28.1 **Frame:** Standard production Frame - Modifications allowed include alteration of steering head angle, engine position and swing-arm pivot position (up to 70mm in any direction). If the machine was manufactured post-1960 the swing-arm must be retained (rear suspension optional).

19.28.2 **Frame:** Non Factory Production frames may be used but they must closely resemble the original frame. Steering head, swing-arm pivot and engine mounting positions only, may be altered by up to 70mm in any direction along the centreline of the frame from their original position on the original frame. Non factory production frames must be made of chrome-moly or mild steel seamless tubing of no less than 16 gauge (1.6mm) wall thickness.

19.28.3 **Tank and Seat:** Tank must be of a saddle design (unless original tank is different) and of a capacity of no less than 5 litres. The Stockbike must have an adequate seat (the rider's pants should not be able to touch the frame), with covered padding. Seat and tank must be secured firmly to the frame.

19.28.4 **Forks:** Forks must be hydraulically damped telescopic type and must have straight stanchion tubes (i.e. steering geometry cannot be altered by bending any part of the fork's construction). If the fork caps protrude through the top yoke higher than the handlebar clamps, bars with a brace must be used. If the fork caps are higher than the handlebar brace, fork caps must be used.

19.28.5 **Engine and Gearbox:** Engine must be that of a road legal or Motocross motorcycle of which at least 200 machines of the same model have been produced by the manufacturer. Capacity to be no larger than 750cc. External appearance of the head, cylinder and crankcase cannot be altered. No turbo or superchargers allowed.

Stockbikes must retain an operational gearbox of no less than three gears.

19.28.6 **Primary Cover:** The primary drive (engine to gearbox) must be fully enclosed.

19.28.7 **Fuel:** See rule 10.17

19.28.8 **Exhaust Pipe:** See 10.5. If the silencer is not welded to the exhaust pipe it must be secured to the frame. Exhaust noise shall not exceed 98 dba with 2 dba tolerance measured from the infield.

19.28.9 **Wheels:** Rim sizes to be no greater than 21" front, 20" rear.

Interpretation of rule 'wheel sizes' - should a motorcycle have fitted as standard a front wheel of greater than 21" as in the case of a Honda XR500 A model, this is eligible.

However these wheels cannot be fitted to other makes or other models of the same brand.

19.28.10 **Rear Tyre:** Rear tyre must have either trials universal, speedway or road pattern tread (11mm max. tread depth, 9mm gap between knobs). Motocross tyres are not allowed.

19.28.11 **Brakes:** An effective rear brake fitted. All cables, levers or hydraulics to front wheel brake must be removed.

19.28.12 **Rear Mudguard:** A guard must be fitted over the top quarter of the rear wheel.

19.28.13 **Handlebars:** No wider than 92cm. See 10.9a. Grips not lower than top yoke and well clear of tank at full lock.

19.28.14 **Number Plates:** - Refer to 10.2.

19.28.15 **Foot Rests:** Left-side footrest must be of the folding type if longer than 75mm. Right side footrest to be no lower than bottom main frame rail or bottom of original engine case and must be of the folding type if longer than 75mm.

19.29 Juniors are permitted an operational rear brake.

19.30 **Protective Clothing:** Speedway solo and sidecar same as for S.C.B. of MNZ. Stockbike refer rule 8.1b (Road) with protection in addition for left knee, hip and elbow.

19.31 **ATV (f):** ATV's must conform to the requirements of Chapter 11.

19.32 **Classes:** see Appendix A.

20.1 **CLUB SPEEDWAY - SOLO/SIDECAR**

20.2 The following conditions shall apply when clubs affiliated to MNZ wish to conduct Club Speedway Meetings, on oval, dirt and grass tracks.

20.3 Club Speedway Meetings may be licensed only for Speedway Solo Motorcycles, Flat Track Stockbikes and Speedway Sidecars and ATV.

20.3.1 MNZ Club Speedways cannot contract competitors.

20.3.2 Club Speedway tracks must have a minimum length of 375 yards (343 metres) measured one metre from the pole line and a maximum length of 500 yards (457 metres). Shorter loose surfaced oval tracks operate under short circuit flat track rules.

20.3.3 Applications for a permit to conduct meetings must be made to the MNZ Office.

20.3.4 No permit to promote such a meeting will be granted until the track to be used has been inspected and passed by a Steward of MNZ.

20.4 Applications for permits must be made to and will only be issued by the Regional Coordinator who will endorse on the permit such conditions as are considered necessary.

20.4.1 All applications to conduct such Speedway shall also be endorsed by the MNZ Regional Coordinator.

20.4.2 Every club shall pay the current permit fee required by MNZ. Such fee must accompany the application form.

20.5 All club Speedway meetings shall be under the complete control of the MNZ Steward and referee who shall be responsible for the safe conduct of the meeting.

20.5.1 The promoting Club must satisfy the Steward that all precautions have been taken as to the safety of both spectators and competitors.

20.6 New competitors shall ride at three (3) compulsory practices prior to taking part in Open Competition. Each licensed competitor must hold a log book for the appropriate class of vehicle. The log book must be produced before machine examining takes place.

20.6a Junior riders are required to wear high visibility vests, to be supplied by the host club. Any rider wearing a high visibility vest can only be overtaken on the outside.

20.7 **Punctuality in Starting:** Starting times published in the programme shall be adhered to as closely as possible, but no competition may be started before the published time except with the consent of all the competitors in such competition.

Competitors shall always be prepared to start in accordance with the programme and when called on to do so. Any competitor not prepared to start within a reasonable time after being called upon may be excluded from the race. A competitor shall be excluded from the race if he/she delays the start by more than two (2) minutes in total in any one race.

The two (2) minutes shall be calculated from the times or estimated by the Referee until his/her vehicle is again running under its own power.

20.7.1 **Starting Position:** Starting position: In scratch races starting positions will be balloted for in two (2) men match races of three (3) heats, the competitor winning the ballot in the first heat takes outside position in the second heat and the positions are again decided for ballot for the third heat. In three (3) men match races a ballot shall be taken for the first heat only and the competitors shall take alternate positions there-after.

20.7.2 **Heats:** Starts may be arranged in heats. The arrangement and constitution of heats will be determined by the club and shall be published in the programme, if any. A competitor shall start in the heat which has been allotted to him/her unless by permission of the Clerk of the Course of the meeting. Only those competitors qualified in their heats shall take part in the semi-finals and only those competitors qualified in the semi-finals shall take part in the final.

20.7.3 **Consolidation of Heats:** The Clerk of the Course of the meeting shall be empowered to consolidate or otherwise modify the arrangements and constitution of heats if the number of entrants at the start or other conditions warrant his/her doing so.

20.7.4 **Starts:** Three (3) lines shall be indicated across the track, namely the starting line, the forward foul line, thirty (30) metres in front of the starting line, and the back foul line, four (4) metres behind the starting line. There shall be two (2) recognised methods of starting: The flying start and the standing start with engine running.

In the case of a standing start the starter may allow two (2) pushers-off to assist a competitor whose machine stalls in moving up to the forward foul line.

In the case of a flying start the speed preparatory to the start shall be set by the inside competitor and may be limited. The starting signal may only be given when both wheels of each competing motorcycle are within the four (4) metres space between the starting line and the back foul line. If two false starts have occurred the starter may, at his/her own discretion, waive this last requirement.

A competitor may change his/her vehicle in subsequent heats, semi-finals or finals provided the Clerk of the Course is notified.

20.7.5 **Standing Start:** On the order of the Clerk of the Course, drivers must together leave the pit area and proceed by the shortest practical route to the starting tapes where they shall stop under the control of the Starting Marshall with front wheels close to the tapes. The Referee or Starting Marshall once satisfied that the drivers are correctly positioned and stationary, shall switch on the green light indicating to the Starting Marshall that the start is imminent and that he/she must leave the course.

After a pause sufficient to enable the drivers to open up their engines and fix their attention on the tapes, the Referee or Starting Marshall shall release the gate.

A driver taking up the wrong position or not complying with the instructions of the Starting Marshall or for any other reason impeding the gate to rise or the race to start, shall be either fined or excluded.

A driver who breaks one tape or tapes or crosses the starting line with both wheels of his/her motorcycle shall be excluded. In a Teams Meeting he/she shall be replaced by his/her own Teams Reserve, provided that the Reserve is kitted up and able to be at the starting gate within two minutes.

In individual events, he/she shall be replaced by a track reserve. A driver who has been excluded for breaking the tapes shall not be entitled to start money. If, because of faulty operation of the gate or for any other reason, the Referee or Starting Marshall considers the start incorrect, he/she shall immediately stop the race with the 'stop' signal and order a re-start in which the drivers shall occupy their original starting positions. After the green light has been switched on, no time allowance can be given and no outside assistance can be rendered to drivers except to a driver who has fallen or if the engine has stopped after the signal, then, after the gate is up, he/she may be assisted by two pushers for a distance of thirty metres in the direction of the race, if, at that point, the engine does not start, the driver in question shall be excluded from the race.

In the case when the starting gate does not operate, the Referee or the Starting Marshall can use the green light or any other approved starting method to indicate to the drivers that they shall come up to their starting positions. The start being controlled by the switching off of the green light.

20.7.6 **Starting Tapes:** For all New Zealand, North and South Island Speedway Championships only a starting gate approved by the Steward may be used and definitely not to be a rubber band stretched across the track. Approved starting tapes must rise vertically and evenly with no sagging in the middle gates. Tapes are to be divided into four equal parts or six equal parts where applicable. Only four competitors will be permitted in a Scratch Race but subject to approval, being given by the Steward during Track Inspections six competitors may compete in a Handicap Race or a Scratch Race provided the track in use has adequate width at the start line.

20.7.7 **Crowding or Foul Riding:** The Referee may immediately exclude any competitor who in his/her opinion, crowds or bores, whether intentionally or not or otherwise indulges in any foul or unfair practise during a race.

20.7.8 **Driving in Wrong Direction:** Under no circumstances shall a competitor, at any time during a meeting or during a practice, be permitted to ride a vehicle in the wrong direction on the track.

20.7.9 **Looking Back:** Looking back is forbidden and competitors doing so render themselves liable to a fine or exclusion with exception of sidecar passenger, or during Team Racing.

20.7.10 **Outside Assistance:** if during a race, any competitor receives assistance whether after an accident, spin or any other reason he/she shall retire.

20.7.11 **Defective Machines:** In the event of any defect developing in a machine during a race which may endanger other competitors, the Starter on instructions from the Referee, may give the competitor the black flag when the competitor concerned must immediately retire from the event.

20.7.12 **Overtaking:** All races excepting sidecars shall be run left hand inwards and the Referee shall exclude immediately a competitor who in his/her opinion indulges in foul, unfair or dangerous conduct including any competitor who steers or drifts from his/her course in such a manner as to impede any competitor who may be attempting to pass, or in the case of a non-team event, jeopardising the fair chance of one or more of the other competitors.

20.7.13 **Leaving the Course:** Any competitor who, through his/her own action or otherwise, rides off the course with one or more wheels during a race, may thereby be liable to exclusion, reversal of position, or fine.

20.7.14 **Re-run Races:** If an accident has occurred, and in the opinion of the Referee it would be dangerous for the race to continue he/she shall cause the race to be stopped by giving the "Stop" signal and the race shall then be re-run. The Referee or Steward only are empowered to stop a race and no other official shall initiate the 'stop' signal during the course of a race. Any race so stopped shall be re-run or re-started. The Referee shall permit any competitor who has

fallen or spun up as a result of being fouled or in the interests of safety to take part in the re-run or re-start. Any competitor who fails to start in, has retired from or has been excluded during the course of the race, which is ordered to be re-run, shall be ineligible to take part in the re-run or re-start. Any competitor who is not proceeding under power at the time of the incident which results in the display of the "Stop" signal shall be deemed to have retired. Any competitor who is primarily the cause of a race being stopped shall be ineligible to take part in the re-run or re-start and shall be excluded and a reserve competitor, if any is not permitted to take the excluded competitor's place in the re-run or re-start.

If in the interests of safety, the Referee has stopped a race after one or more competitors have crossed the finishing line, the race shall not be re-run or re-started.

20.7.15 Dead Heats: In the case of a dead heat, the entrants tying for a place shall divide amongst themselves any prize or prizes attributable to their placing, provided that upon the request of all entrants tying for a place, the Referee and Steward/s of the meeting may authorise a fresh start and may, with the consent of the said entrants, impose modified conditions for the re-run.

20.7.16 False Finish: When a race has been stopped by the display of the black and white chequered flag before the required number of laps have been completed by the leading driver, the Referee shall declare the race void and it must be re-run. If however, the Chequered Flag has not been shown after the completion of the requisite number of laps, it shall be considered to have been properly shown.

20.8 ADDITIONAL SIDECAR RACING RULES:

20.8.1 All side-car races shall be run in a clockwise direction and the chair must be fitted to the left-hand side of the machine.

20.8.2 In order to qualify for a place both competitor and passenger must be on board the machine when crossing the finishing line.

20.8.3 A competitor must withdraw from the race as soon as he/she has lost his/her passenger.

20.8.4 In Sidecar Scratch Races, no competitor shall alter his/her course until after the 30-yard foul line, which shall be clearly defined.

20.8.5 Any competitor who, through his/her own action or otherwise, rides off the course with one or more wheels during a race, may be liable to exclusion, reversal of position or fine.

20.8.6 Up to eight (8) Sidecars be allowed to compete in a handicap race on a track sufficient size and width as determined by the Track Steward on the night/day, and up to six (6) Sidecars be allowed to compete in a Scratch Race on a track of sufficient size and width as determined by the Track Steward on the night/day.

20.8.7 For sidecar handicap races, the starters up to 60 metres handicap shall be staggered i.e. competitor on scratch-grid one competitor on 10 metres grid two, competitor on 21 metres grid three etc.

20.8.8 In the event of a race stoppage during a sidecar race, red flags shall be displayed at the entrance to each bend in addition to the red lights.

20.8.9 Motorcycle and Sidecar Combination: Riders may change up to their driving gear only and then not be permitted to change gear thereafter (i.e. change down).

20.9 ELIGIBLE MACHINES FOR CLUB SPEEDWAY:

- a. Speedway Solo
- b. Speedway Sidecar
- c. Flat Track Stockbike
- d. ATV

20.9a Should the track be loose surface; ATV's must use Off Road Tyres. Should the track be Clay based ATV's must use Speedway tyres. The permit application and entry form (should there be one) must state the type of tyres to be used.

20.10 No Grass Track Sidecars, or Longtrack permitted.

20.11 GRASS TRACK RACING RULES:

20.12 The following additional special by-laws shall apply to competitions on grass tracks:

20.13 MNZ competition licences are required respectively for riders or passengers.

20.14 On tracks up to 460 metres, only four (4) riders will be permitted in a scratch race but subject to the approval of the steward, up to six riders may compete in a handicap race.

20.15 There shall be two classes in solo grass track races, i.e. Speedway machines and all other types.

20.16 In case of scratch races starting position will be balloted for immediately before the race.

20.17 In two man match races of three heats, the rider winning the ballot in the first heat takes the outside position in the second heat.

20.17.1 In match races a ballot shall be taken for the first heat only and riders shall take alternative positions thereafter.

20.17.2 In case of handicap races, the limit man shall have the inside position and the scratch man the outside position.

20.17.3 Starts may be arranged in heats or each rider may be started singly.

20.17.4 A rider shall start in the heat in the order which has been allocated to him, unless by permission of the Clerk of the Course of the meeting, he/she shall start otherwise.

20.17.5 Only those riders qualified in their heats shall take part in the semi-finals and only those riders qualified in the semi-finals shall take part in the final.

20.18 The Clerk of the Course of the meeting shall be empowered to consolidate or otherwise modify arrangements and constitution of heats if the number of entrants at the start or other conditions warrant doing so.

20.19 In the case of a dead heat, the entrants tying for a place shall divide amongst themselves any prize or prize attributable to their placings, provided that upon the request of all entrants tying for a place the Clerk of the Course and MNZ Steward of the meeting may authorise a fresh start and may with the consent of the said entrant impose modified conditions for the re-run.

20.20 All solo races shall be run left-hand inwards and the leading riders in any race must ride on the inside as nearly as many be practicable.

20.21 A rider overtaking and passing another must pass on the outside unless the leading rider is so far from the inside to render it safe to pass on the inside, but in all such cases the rider passing on the inside shall be held responsible if any foul should result. After having passed on the outside, a rider shall not cross in front of the rider passed unless a safe lead has been established.

20.22 Any rider driving off the course with both wheels at any time during a race will be liable to exclusion.

20.23 The Referee may immediately exclude any rider who, in his/her opinion, crowds or bores, whether intentionally or not, or otherwise indulges in any foul or unfair practices during a race.

20.23.1 Under no circumstances shall any rider at any time during a meeting or during a practice be permitted to ride a motorcycle in the wrong direction on the track.

20.24 In the event of any defect developing in a machine during a race which may endanger other competitors, the Referee may give the rider the black flag, then the rider concerned must immediately retire from the event. Should a tyre become loose during a race the competitor concerned must immediately retire from the race.

20.25 If a rider falls so as to cause the red flag to be exhibited he/she shall not start if the race is re-run. Any competitor falling must endeavour to get himself and his/her machine clear of the track so as not to endanger other competitors.

20.26 Any competitor who looks behind during a race may be deemed guilty of careless riding and subject to penalty.

20.27 Unless otherwise laid down in the Supplementary Regulations no motorcycle having an engine capacity greater than 500cc solo and 1100cc for sidecars, shall take part in any race under these regulations.

20.28 Brakes are prohibited for races or practice on a grass track.

20.29 Competitors once started in a race may not change to a lower gear unless coming to a stop.

20.30 Juniors may compete.

20.31 GRASS TRACK SIDECARs:

20.31.1 The direction of racing shall be clockwise.

20.31.2 All sidecar combinations competing in open competition must carry a passenger. In order to qualify for a place, both rider and passenger must be on board the machine when crossing the finish line.

20.31.3 No change of motorcycle and sidecar combination will be permitted during a competition unless such a change is authorised in the Supplementary Regulations.

20.31.4 A maximum of four (4) starters will be permitted in scratch races and a maximum of six (6) starters in handicap races.

20.32 LONG TRACK RULES

20.32.1 **Track Layout:**

General Principles: The track must be on a level ground and formed by two straights joined by two semi-circles of identical radius.

Dimensions: Minimum 500m - Maximum 1300m.

- a. Width of Track: Measurements indicate the minimum width:
- b. Straights - 12m (tracks up to 800m); 14m (tracks 800m and over)
- c. Banking: If banking is provided it must in no case exceed 5% on the straights and 10% on the bends, and must remain constant from the inner edge to the safety fence. Any variation from a, b or c may be made only at the discretion of a senior or Regional Coordinator.

20.32.2 **Protective Barriers:**

If there is an outer fence, a barrier of hay bales or bales of a similar nature must be erected to protect competitors and machines from the permanent barrier.

If there is no outer fence the track shall be marked by small flags, cones or bales. There shall then be a 21 metre run off zone between the outer edge of the track and the spectator barrier rope.

Where there is an inside fence, adequate clearance should be maintained from it by flags, cones or bales. The steward of the meeting shall increase this clearance zone in the case of sidecars.

All decisions regarding protection from inside and outside fences shall be made by a Senior Steward or Regional Coordinator.

20.32.3 **Starting Line:**

A continuous, straight line must be marked across the full width of the track. The starting line should be positioned in the middle of the straight or not less than 75m after a bend.

20.32.4 **Limit for receiving assistance from pushers:** At a distance of 30m after the starting line a marker disc at a height of 0.5m on the infield 1m from the inner edge of the track must indicate the limit for drivers receiving assistance from pushers.

20.32.5 **Type of Classes:**

- a. Non speedway solo (fitted with effective rear brake).
- b. Speedway solo (no gearbox).
- c. Speedway sidecar.
- d. ATV Open 0-750cc.
- e. Super Quads.
- f. Long Track Solo.

20.32.6 **Engine Capacity:**

- Non speedway up to 1300cc maximum.
- Speedway up to 500cc maximum.
- Speedway sidecars up to 1050cc maximum.

20.32.7 **All non speedway solos must have at least two (2) forward gears that they may use to change up and down during racing.**

20.32.8 **All races are to be run anti-clockwise direction with exception of sidecars which will run in a clockwise direction.**

20.32.9 **All solo races shall be run left-hand inwards and the leading riders in any race must ride on the inside as nearly as may be practicable.**

20.32.10 **A rider overtaking and passing another must pass on the outside unless the leading rider is so far from the inside to render it safe to pass on the inside, but in all such cases the rider passing on the inside shall be held responsible if any foul should result. After having passed on the outside, a rider shall not cross in front of the rider passed unless safe lead has been established.**

20.32.11 **The Referee may immediately exclude any rider who, in his/her opinion, crowds or bores, whether intentionally or not, or otherwise indulges in any foul or unfair practices during a race.**

20.32.12 **If a rider falls so as to cause the red flag to be exhibited he/she shall not start if the race is re-run. Any competitor falling must endeavour to get themselves and his/her machine clear of the track so as not to endanger other competitors.**

20.32.13 **Any competitor who looks behind during a race may be deemed guilty of careless riding and subject to penalty.**

20.32.14 There shall be a recommended maximum of 12 solos or 6 sidecars per race. Numbers exceeding this are at the steward's discretion.

20.32.15 The steward or his/her appointee shall ballot start positions. Non speedway machines may use the gearbox during a race to change into a higher or lower gear.

20.32.16 The race programme shall be at the discretion of the organisers but it is recommended that it is finalised before riders' briefing.

20.32.17 Should an international long track championship be run these rules shall be superseded by the F.I.M. C.C.P. Rules. Appendix 24:STRC.

20.32.18 Where MNZ recognised 3 and 4 wheeled motorcycle classes are being run according to long track rules, they shall have at least one braking system capable of stopping the two rear wheels in unison.

20.32.19 Juniors are not permitted to compete in long track events.

20.33 **SHORT CIRCUIT FLAT TRACKS**

20.34 Oval tracks under 500 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer oval tracks come under Club Speedway and Long Track Rules.

20.35 Except as modified by these rules and/or the SCB of MNZ. 'Racing Rules for Solo and Sidecar', the Manual of Motorcycle Sport of MNZ apply.

20.36 Unless otherwise laid down in the Supplementary Regulations no motorcycle having an engine capacity greater than 500cc solo, 1100cc sidecar, 1000cc Stockbike, shall take part in any race under these regulations.

20.37 Except where modified by these rules Speedway Solos and Speedway Sidecars shall conform to the SCB of MNZ regulations in all respects.

20.38 **Stock Bike Racing Rules:** SCB of MNZ racing rules for solo motorcycles apply except as follows:

20.39 **Number of Riders Per Race:** No more than 12 riders per race, and no more riders than 5 per line. Scratch starts are to be in loose surfaced oval tracks under 343 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer loose surfaced oval tracks come under Club Speedway Rules.
Maximum of 3 lines, each line is to be 10 metres apart.

20.39.1 **Gear Changing:** Riders may change up to their driving gear only then not be permitted to change gear thereafter, i.e. no change down.

20.39.2 **Stalled Engine:** If a rider stalls his/her engine during a race, he/she is out of the race and must move themselves and his/her machine to the infield as soon as possible, thus clearing the track.

20.39.3 **Championship Races:** Where 6 or more competitors are competing in one race, there shall be no fewer than 6 laps in that race. Spaced down to a maximum of 10 placings, a graduated system of points to each competitor's results is awarded per race.

20.39.4 **Speedway Solo and Speedway Sidecar Racing Rules:** No more than four machines are allowed in a scratch race, no more than six in a handicap race.

20.40 **Foul Line:** The forward foul line shall be 21m for all classes.

- 21.1 Unless otherwise stated in these specifications, Sidecars will adhere to the technical requirements in Chapter 10.
- 21.2 The sidecar shall be rigidly attached to the left side of the motorcycle.
- 21.3 All combinations must have two wheels in straight line fore and aft with the sidecar wheel centre being no further forward than half the distance of the wheelbase.
- 21.3a The wheel track, measured between the centres of the points of contact of the rear and sidecar tyres with the ground surface shall be not more than 105cm and no less than 82cm.
- 21.4 No part of the frame structure or body may extend forward of the steering head.
- 21.4a No part of the sidecar frame or body shall extend sideways more than 8cm from the outer edge of the sidecar tyre.
- 21.4b No part of the sidecar frame, other than suspension or body supports if carried outside the sidecar wheel, shall be higher than the sidecar wheel centre, measured with the sidecar wheel suspension fully depressed.
- 21.5 The minimum shielding of the sidecar wheel shall be a full disc covering the outer face of the wheel.
- 21.6 Where any combination wheel is fitted with a hub having spoke slots instead of holes, such slots must be fitted with security bolts to prevent the spokes pulling out.

22 **Stadium/Supercross Track Certification:**

22.1 Permanent Circuit: An initial inspection at least 14 days prior and a final inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.

22.2 Temporary Circuit: An inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of the Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.

22.3 All Stadium/Supercross events will be run using the referee system.

22.4 **Duties and Responsibilities for all Stadium/Supercross Race Events:** Policing and Security (unless otherwise stated): The club shall provide a sufficient number of policing personnel and/or security marshals to keep the track, pit and fences clear of spectators to ensure safety.

22.5 **Track Maintenance:** The club shall provide the necessary equipment and personnel for track preparation and maintenance.

22.6 **Ambulance and First Aid Personnel:** Clubs shall provide at least one ambulance or equivalent Mobile First Aid Unit, and an attending doctor or certificated personnel present at the track before practice starts. A doctor or certificated first aid person must be at the track at all times when a motorcycle is on the track. Races will not be allowed to continue unless a doctor or certificated first aid person is at the track at all times.

22.7 **Fire Control Equipment:** The club shall provide a sufficient number of fire extinguishers, and personnel instructed in the use of these extinguishers, in the pit area and on the course. Extinguishers must be fully charged.

22.8 **Rider Pit area:** The club shall provide a pit area with the following provisions:

- This area shall be separate and protected from the spectator area by adequate fencing.
- Have access to actual race track.
- Have sufficient sanitary facilities (portable toilets accepted)
- Have sufficient area to accommodate all riders their vans and trailer; otherwise, rider vehicles parking should adjoin the pit area. Separate parking areas shall have adequate guards to ensure the safety of vehicles and equipment.

22.9 **Spectator Sanitary Facilities:** The club shall provide in accordance with health regulations sufficient sanitary facilities for spectators.

22.10 **Track Marshal/Flag Marshals:** The club/promoter shall provide a sufficient number of flag marshals, which must be briefed prior to the first practice.

22.11 **Prize Money Requirements:** Seven (7) days prior to the event the club shall deposit into the MNZ Trust Account, the advertised prize money. This shall be returned on the first banking day after the event to the club.

22.12 **Rider Gate Passes:** Clubs shall provide at no charge two gate passes to each rider contesting the Stadium/Supercross event he/she has entered.

22.13 **Lap Scorers Facilities:** The club shall provide a suitable scoring facility, which shall include good visibility, security, tables and chairs, protection from weather and provide sanitary facilities. The lap scoring facility must be in line with the finishing line.

22.14 **Starting Gates:** At any Stadium/Supercross event, an independent backward falling starting gate must be used. The starting gate, its operations, maintenance and installation will be the responsibility of the club.

22.15 **Course Specifications:** A course shall not be less than 175 metres and not less than 5 metres wide. If circumstances do not permit this width, and as long as there are ten (10) or less starters the track width could reduce to a minimum of 4 metres excluding the start area. The free vertical space between the track and any obstacle above ground must be 3 metres minimum.

22.16 **Obstacles:** All obstacles must be made of dirt. However, the base of the structure may consist of hard material as long as the earth layer covering it meets the required standards and provided that the earth is laid in such a way that the structure does not become exposed during competition by dirt being dug up by the machines.

22.17 **Rider Safety:** A Stadium/Supercross race course must be constructed with the safety of the riders foremost in mind. Hay Bales or other effective shock absorbent material to protect the riders from danger must be used. Special consideration must be given to the angle of jump faces. The race course shall have a minimum of 3 metres distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. The race course shall be identified with continuous lengths of flags, banners, tape or hay bales.

If marker stakes are used they shall be of flexible material, and be no less than 800mm above the surface of the track.

22.18 **Watering of Track:** The track must be properly watered, if necessary in ample time before and between races to ensure proper racing conditions, complete safety, and to protect the public and riders from dust.

22.19 **Official Signals:** In addition to the other flags as listed in the MNZ Manual of Motorcycle Sport the blue flag waved may be used. Blue Waved - Warning, you are about to be lapped.

22.20 **Starting Line:** The number of motorcycles admitted to start depends upon the width of the starting gate. There must be at least 1 metre for each machine. Starts from two lines are not permitted. The starting line must be placed so that it allows a regular start with equal chances for all participants.

Starting Straight: The maximum length of the starting straight after the start must not exceed 125 metres.

Qualifying Format: The grouping of riders for the first four heats is made by the organiser. The order of entrance to the gate is determined as follows:

- Qualifying Heats - By ballot.
- Second Chance - According to results in qualifying heats.
- Semi-finals - Riders from qualifying heats according to results, thereafter riders from second chance.
- Last Chance Heat - According to results of semi-finals.
- Final - Riders from semi-finals according to results, thereafter riders from last chance heat.

Start Procedure: The following order of events shall take place leading up to the start of all races:

- a. Starting gates for New Zealand, North and South Island Championship titles shall provide for a minimum of fifteen (15) starts. All riders participating in the race will be asked to enter the starting gate as allocated.
- b. After all riders are in their starting gate positions they will be asked to start their engines.

Note A: No rider shall start his/her engine prior to being asked.

Note B: After the riders have been asked to start their engines there shall be a maximum time allowed of 29 seconds before moving into the countdown procedure.

- c. After the starter is happy all engines are running and riders are ready, the countdown procedure will start.
- d. The countdown procedure will be as follows:
 - i) A '10' second board or clock will be displayed to all riders.
 - ii) Approximately '5' seconds later a '5' second board or clock will be displayed to riders.
 - iii) Approximately '5' seconds after that the board or clock will be dropped.

i.e. a.

10
5

b.

5

c. Dropped

22.21 **Starting Gate Area Restraint:** Only the riders and the organising officials are allowed at the starting gate from the moment the first rider is placed behind the starting gate. A rear barrier must be installed to prevent riders from moving machines backwards.

22.22 **False Starts:** The starter shall indicate all false starts by waving a red flag and the heat shall be stopped.

22.23 **Stadium/Supercross Championship Racing Classes:** see Appendix A.

22.23a New Zealand and Island Supercross Championships are to be run over a minimum of three final races per class. If any part of the Championship Series is being run in conjunction with an International programme (i.e. Australian SX Open) then an exemption for the 'minimum of 3 final races' may be applied for to reduce the minimum number of races to what can practically be included in the programme.

22.23b Where multiple finals are held at one event total accumulated points are carried forward.

22.23c **Supercross Championship points scheme:** 1st - 20, 2nd - 17, 3rd - 15, 4th - 13, 5th - 11, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2 and 15th - 1 point.

22.24 **Stadium/Supercross Racing Disc Colours:** All riders competing in Stadium/ Supercross competition, will ride under their allocated racing disc colours that relates to the class they compete in, in motocross.

22.25 **Stadium/Supercross Racing Numbers:** The top 10 riders of each Class will use their numbers from results of the previous Stadium/Supercross championship.

22.26 **Outside Assistance:** Any outside assistance on the Course is forbidden unless it is carried out by a marshal appointed by the organiser carrying out his/her duties in the interests of safety.

Signallers, however, may operate from a designated area.

22.27 **Practice:** A minimum of two 5 lap practice sessions must be made available to all riders on the day of the meeting. The supplementary regulations must stipulate the conditions and time available for practice.

22.28 **Protest and Grievance Time Limit:** Any protests relating to an error; irregularity or fraudulent action must be lodged within 10 minutes of a rider leaving the finishing zone.

Grievances are the means to handle all problems relating to on-track incidents and must be acknowledged to the referee before leaving the finishing zone.

Definitions (not covered in Chapter 2 by MNZ Manual of Motorcycle Sport):

22.29 **Finishing Zone:** Shall mean that zone that all riders will wait in immediately after the finish of a race. Riders will not leave this zone until told.

22.30a **Stadium/Supercross:** Stadium/Supercross moto- cross is defined as a motorcycle race, conducted in a stadium type facility, open to fully enclosed, using motocross type motorcycles and staged on a temporary motocross track made up of natural material only (sand, dirt, etc.).

22.30b **Waiting Zone:** Shall mean the zone immediately behind the start gates (i.e. dummy grid).

22.31 **REFEREE - Duties and Authority**

The Referee is responsible for overseeing the conduct of competition to ensure that it is safe, fair and just.

22.32a The Referee is responsible to MNZ and is not authorised to alter MNZ rules but is entitled to make decisions concerning the safety of competitors, officials and the public.

22.32b The Referee is the sole judge of fact on any incident arising during racing. Any penalties must be in accordance with MNZ rules.

22.32c The Referee is in control from the time that the riders enter the waiting zone until they return to the pits.

22.32d Accompanied by the Steward of the Meeting and the Clerk of Course the Referee must inspect the track for safety and compliance before practice, and during the meeting ensure that the track condition is maintained.

22.32e The Referee must ensure that decisions which effect or vary from the published programme, such as exclusions or postponements are communicated immediately to the Steward for implementation.

22.32f The Referee may after making such enquiries as considered necessary, postpone, stop or cause to be, a meeting or part thereof, only after consultation with the Clerk of Course and the Steward.

22.32g If an accident has occurred the Referee may stop a race. The Referee will then decide if a re-run, a restart, or a result will be declared. Only the Referee may stop a race before the published distance or laps.

22.32h The Referee may use or cause to be used the red or black flags during a race.

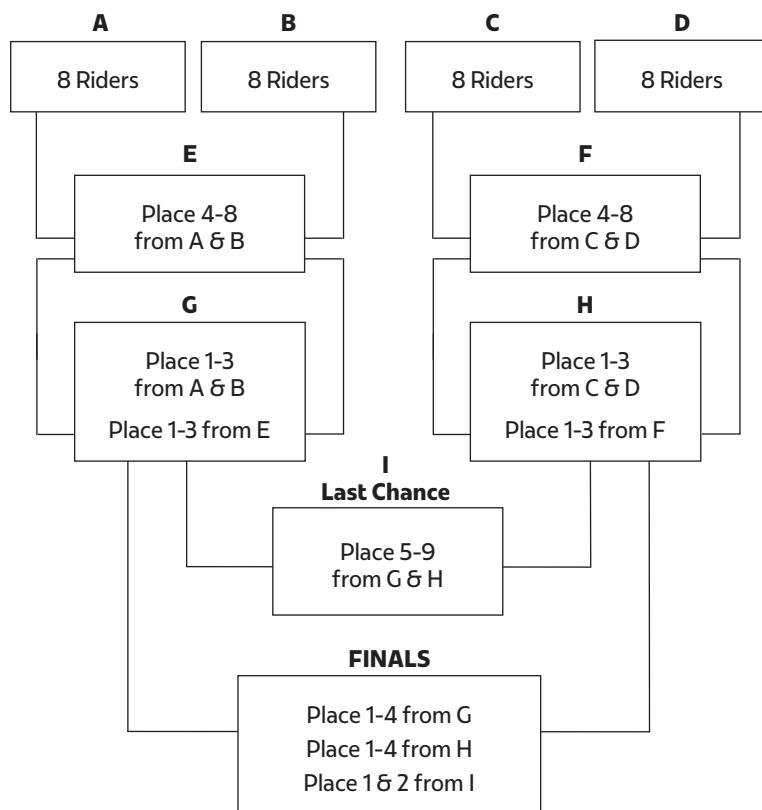
22.32i The Referee shall be entitled to restrict access to himself and nobody may approach without permission during a race. Any rider (or parent in the case of juniors or underage seniors) with any matter that they require to be brought to the Referee's attention, must first bring the matter to the attention of the Steward, who will approach the Referee on the riders behalf. The Referee has the duty to respect the rights of riders who consider themselves unjustly penalised and at the appropriate time must give a reasonable and courteous explanation regarding the decisions made.

22.32j The Referee must acknowledge any rider who waits in the finishing zone after a race and hear any grievance.

22.32k Any dispute not related to racing is controlled by the Steward of the Meeting under MNZ Manual of Motorcycle Sport.

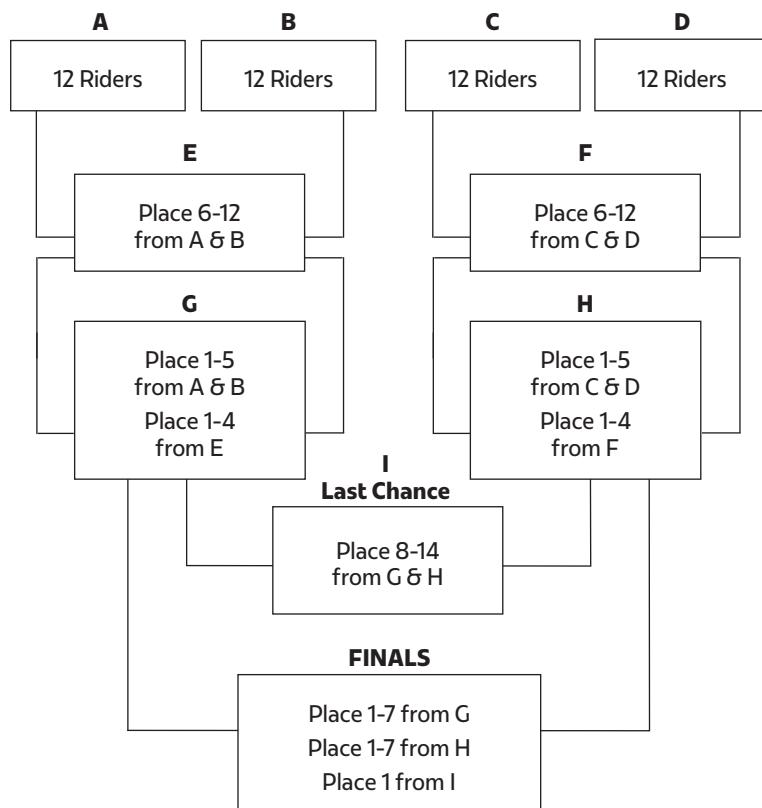
22.33 10 GATE START

Maximum entries 32 per class



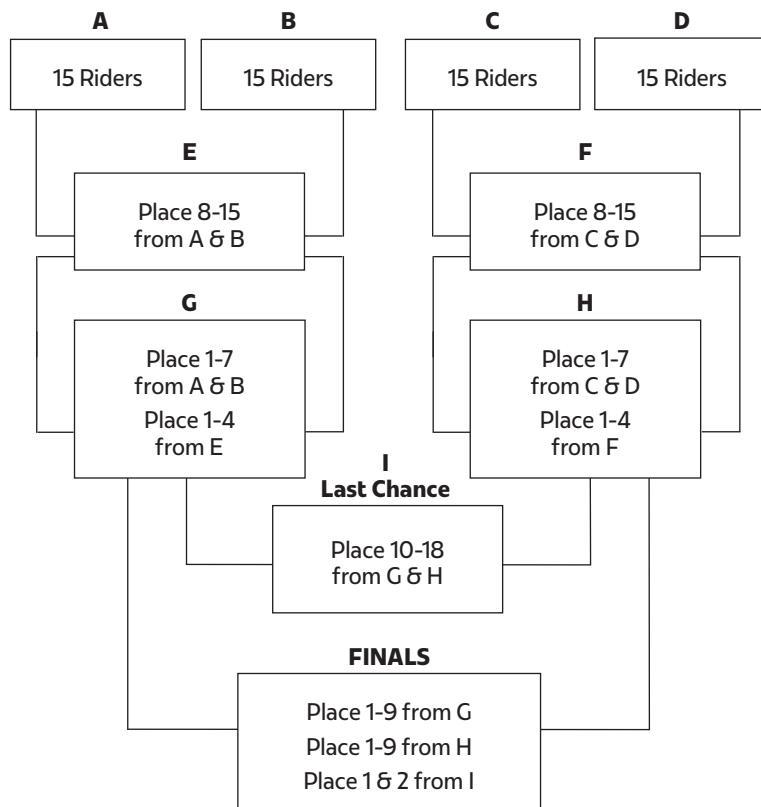
22.34 15 GATE START

Maximum entries 48 per class



22.35 **20 GATE START**

Maximum entries 60 per class

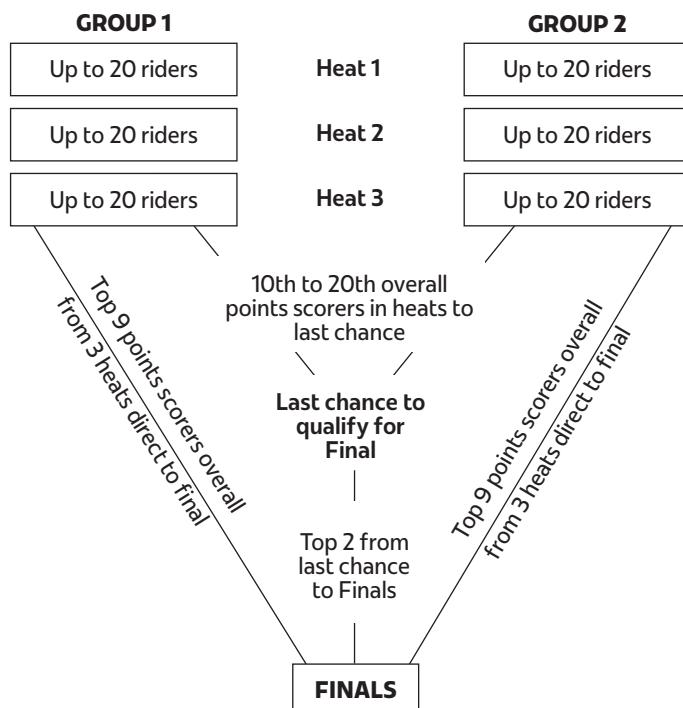


22.36 Should insufficient entries be received to meet one of the formats of 29-33, 34, 35 then a class may be run over a number of heats.

22.37 **Alternative Format:**

This format gives all riders at least 4 races each and some 5 races. None eliminated at the first round.

NOTE: The groups of riders are mixed up between each other in heats 2 and 3, so the riders are not racing the same riders through the heats. Also this system can be modified for fewer start gates e.g. 12 or 15.



23.1 The object of Trial is to test the ability of Riders in varying terrain and over obstacles, within prescribed bounds, with the least support from feet or other parts of the body and normally maintaining forward motion.

23.2 **Protective Clothing:** Boots, helmets etc.; see Chapter 8.

23.3 **Rear driven sprocket**

23.3a A chain guard must be fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

23.3b Either:

- i) The external side of the rear sprocket must be completely covered by a solid protective cover. No holes on the sprocket may remain visible. Or;
- ii) A solid disc rear sprocket be used.

23.4 **Front disc brake guard**

23.4a Either:

- i) The external side of the front disc brake must be completely covered by a protective cover. No holes on the disc may remain visible. Or;
- ii) A solid disc from the hub to the outer diameter be used.

23.5 **Championship & non-Championship classes:** See Appendix A.

23.5a **Championship class sizes:** At closing date for entries, if a minimum of 3 entries have not been received then the championship class MNZ award will not be presented should the organising club continue to run that class.

23.6 **Identification Plates:**
Identification plates must:

- a. Must display 90% + of the riders grade colour on the front plate or head light fitting. No minimum size required.
- b. Riders name must be displayed on the plate or head light fitting using the correct coloured lettering. No minimum size required.

23.7 Rider and Grade Identification and colour of line to be ridden.
The following grades will have the following identification plates and will follow the coloured arrows to match their background colour:

Name board background colour	Colour of lettering	Grade/Course degree of difficulty (Arrow Colour)
Orange	Black/White	Trial 1, First most difficult (Orange)
Red	Black/White	Trial 2, Second most difficult (Red)
Yellow	Black	Trial 3, Third most difficult (Yellow)
Green	White	Trial 4, Fourth most difficult (Green)
Blue	White	Trial 5, Fifth most difficult (Blue)
White	Black	Trial 6, Least difficult (Boundaries)
Red (minis)	Black/White	Mini 1, First most difficult (Red)
Yellow (minis)	Black	Mini 2, Second most difficult (Yellow)
White (minis)	Black	Mini 3, Least difficult (Boundaries)

TRIAL: Championship Classes:

Class	Restrictions	Grade
Expert (Trial 1 & 2)	Orange and Red	First & Second most difficult
Trial 3	Yellow	Third most difficult
Trial 4	Green	Fourth most difficult
Trial 5	Blue	Fifth most difficult
Junior	8-16 yrs old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air Cooled	Technical	All Grades
Veteran 1	50-64 yrs old	All Grades
Veteran 2	65+ yrs old	All Grades

TRIAL: Support Classes

Class	Restrictions	Grade
Trial 6	Ability	Sixth most difficult (Boundaries)
Classic	Technical	Sixth most difficult (Boundaries)
Mini 1	4-15 yrs old	Most difficult (Red mini section)
Mini 2	4-15 yrs old	Second most difficult (Yellow mini section)
Mini 3	4-13 yrs old	Third most difficult (Boundaries)

23.7a Definitions:

Class: A group or division of riders based on either, age, gender, ability, or motorcycle specification (e.g, Junior, Women, Twin Shock, Veterans, Mini 1-3 and respective Trial 1-6 classes).

Grade: Variable standards in the level of difficulty of courses (Coloured lines) for riding Trial.(e.g. Orange, Red, Yellow, Green, Blue or Boundary grades).

23.7b Age Restricted Classes

- Age restricted classes are defined in Rule 23 and Appendix A
- Eligibility for all age restricted classes will be the competitors age, in years, at the start of the Championship Year as defined in Rule 23.31

23.8 Frames & Parts:

Tyre Types

With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all machines.

23.8a Ignition cut-out switch:

All competitors and minders must be fitted with an effective motor cut out switch operating on the primary ignition /electrical circuit and attached to the handlebars. These cut out devices are to be of lanyard design and must be tethered to the rider at all times when actively practising or competing in sections.

While in transit between sections it is not deemed compulsory to be tethered.

23.8b

A MNZ Championship license must be held to be eligible for Championship points in all relevant Championship Classes. Club licensed riders can compete in the same class, but they will not receive Championship points for Series and Championship results.

A Club Licensed rider will receive an overall "total points lost" class position for an individual weekend or event result only.

23.9 Machine Class Specifications:

23.9a Classic Trial:

This is open to classic trials bikes manufactured before 31st December 1964.

A machine using an engine and gearbox available at the time, unit or pre unit, or a derivative of this engine or gearbox, the basic design even though up rated over the years past 1964 was still a development of that basic design.

Acceptable Modifications:

The option to run tubeless tyres, to make minor modifications to the frame, steering head geometry may be altered, foot peg position can be changed, a choice of carburettors, electronic ignition system.

Unacceptable Modifications:

Disc brakes, fork stanchions must not exceed 35mm, monoshock conversions.

23.9b Post Classic (Twin Shock):

This is open to all twin shock trials bikes designed and first manufactured between 1st January 1965 and 31st December 1986.

Acceptable Modifications:

The option to run tubeless tyres, to make minor modifications to the frame, steering head geometry may be altered, foot peg position can be changed, a choice of carburettors, shock absorber and suspension movement must be similar to original specification.

Unacceptable Modifications:

Modified monoshock trials bike converted to twin shock, air or water-cooled monoshock engine, disc brake conversion unless fitted as a factory option.

23.9c Air-Cooled Mono:

This is open to all air cooled monoshock trials bikes produced by the factory. Any air cooled monoshock trials bike that has been converted to a twin shock and was in production before 2000 may be used.

Acceptable Modifications:

The option to run tubeless tyres, to make minor modifications to the frame, steering head geometry may be altered, foot peg position can be changed, a choice of carburettors, disc brake conversion factory fitted oil coolers are allowed.

Unacceptable Modifications:

Modified water cooled trials bike converted to air cooled engine.

23.10 Sidecar – Trial:

Designs and Dimensions

There must be a platform and nose cone or platform and front plates with the following dimensions:

- a) Overall length must be at least 775mm,
- b) The wheel track must be at least 750mm,
- c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
- d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
- e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the motorcycle.

23.10a The sidecar and machine wheels, if exposed, must be valanced on the inside.

23.10b Passenger grab rails, handles and straps may be fitted.

23.10c Sidecar wheel drive is prohibited.

23.10d An effective cut out device must be attached to an easily accessible area of the bike.

23.10e Identification plates are required.

23.10f Efficient brakes must be fitted to the front and rear wheels.

23.10g Trial sidecars will observe the same as for solo riders with the following exceptions

23.10h A failure will occur when the machine ceases to move in a forward direction relative to the course.

23.10i A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.

23.11 Competition Rules Trial – General:

The result of a Trial or any class of Trial [with the exception of 'Gated Trial'] is decided on the total number of points lost, the winner being the competitor who loses the least number of points.

23.11a In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.

23.12 In the event of a tie in points, the tie is to be broken as follows:

In the case of ties, the rider with the greatest number of 'cleans' (0's) will be the winner. If a tie still persists, the greatest number of 1 point then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who completes the trial in the shortest time measured by the official clock will be deemed the winner.

23.13 Meetings may be held in the following categories:

- a) Trial
- b) No-Stop Trial
- c) Arena Trial
- d) Gated Trial
- e) Scott Trial.

23.13a Trial Meetings [also known as 'rounds' and will conclude within a day] may be run collectively to comprise an 'event'. Several events may run over a period to comprise a 'series'.

23.13b Unless otherwise stipulated in Supplementary Regulations all meetings will run using the Trial rules described under MNZ rule 23.11.

23.13c New Zealand Championship and Island Championship events will be run under category "Trial" as under rule 23.13 (a).

23.14 Sections:

The course shall be divided into a number of parts known as sections which shall be sequentially numbered from 1 up.

23.15 Courses:

Observed sections.

- a) Must be clearly numbered,
- b) Must have a clearly marked start and finish,
- c) Must have clearly marked boundaries,
- d) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
- e) May be reduced in places by the use of gates at a recommended minimum width of 1200mm for solos and 2000mm for sidecars.

23.15a A machine is deemed to be in an observed section from the time the front axle passes the "Section Begins" gate until the front axle passes the "Section Ends" gate.

23.16 Riders must attempt sections in numerical order or as directed by Clerk of the Course.

23.16a Passage through sections shall be clearly defined with coloured markers or tape. Where markers/tape is used, red marking shall be placed on the right and white marking on the left of the passage. These markings will define the extreme outer bounds of the section and coloured grading arrows may be placed within to indicate the different courses for each grade. Where coloured grading arrows are used they will be Orange, Red, Yellow, Green or Blue (being the order of most difficult to least difficult).

23.16b Riders must follow the coloured grading arrow markers of their class which is indicated by the colour of their identification plate.

Grading arrows for other classes may be ignored.

The Classic, Trial 6 and Mini 3 classes have NO grading arrows to follow and may ride anywhere between the section boundary markers.

23.16c Riders may dislodge grading arrow markers within the bounds of a section provided that the dislodged markers do not pertain to the course that the rider concerned is required to ride.

23.16.d Markers should have a visible area of not less than 60sq cm for boundary markers, 50 sq. cm for grading arrows and 40 sq. cm for grading arrow markers on "traffic light peg". Pegs should be flexible with no-impaling tops. Tops of pegs and tape should be no more than 50cm from ground.

23.17 Different start and end lines may be provided for Yellow, Green, Blue and White grades by the placement of coloured markers respectively, which shall be marked Start or End as required. (End pegs should be placed at least two metres clear of the last obstacle where possible).

23.18 Sections may be divided into subsections, which are to be ridden as one section but scored as more than one. The start of each subsection is to be clearly marked "SUB".

23.19 The bounds of the section between markers shall be defined by the Clerk of the Course. Where no specific instruction has been given by the Clerk of the Course, the Observer at the section shall define the section's bounds.

23.20 Gardening or altering of the state of the section as it is found is not permitted by the rider or a minder during the full course of the day. Sections must be ridden in the same condition they are found in. The Clerk of the Course or the observer, are the only persons able to alter the sections during the competition based on safety, unfair or impassable conditions.

23.21 **Clerk of the Course:**

- May nominate at which section a competitor must begin the event and advise riders at or before riders briefing. Any objection to allocated starting section will be settled at event by Clerk of Course and MNZ Steward.
- May modify the design of a section between the passage of the last competitor on 1 lap and the first competitor on the following lap, and
- Must give adequate notice to competitors of these modifications provided that such modification will not justify a supplementary time allowance for the modified section to be inspected.

23.21a **Observers:**

Observers are officials in charge of admitting riders to observed sections and recording their scores.

Scores are assigned by an Observer are 'Penalty' points.

The maximum penalty that can be assigned by Observer at any one ride attempt is 5 (five).

An Observer only has the power to assign points for facets of section observation.

An Observer can recommend that a rider be penalised for infringements beyond the observer's jurisdiction to the Clerk of the Course, which, if upheld will be imposed by the Steward.

23.22 **Penalties – Competitions:**

The following terms have the following respective meanings:

- Footing occurs when:**
 - Each contact that is used to gain/main part of the rider or their machine (excluding tyres, footrests and engine protection plate) with the ground or fixed object (tree, rock, bank etc.).
 - Sliding a foot along the ground is deemed to be footing more than twice,
- Stopping occurs when:**
 - Stopping occurs when the machine fails to maintain forward progress.
- Failure occurs when:**
 - Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.
 - Course [section] was not completed or bike went outside of markers.
 - Handlebars touch ground or rider takes hand off handle bar while stationary and footing.

23.23 The full list of penalties apply:

INFRACTION	TRIAL	NO-STOP TRIAL Scott Trial	MINI TRIAL	ARENA TRIAL
Footing once	1	1	1	1
Footing twice	2	2	2	2
Footing more than twice	3	3	3	3
Stopping without footing	0	5	0	0
Stopping whilst footing once	1	5	1	1
Footing twice whilst stopped	2	5	2	2
Footing more than twice whilst stopped	3	5	3	3
Moving backwards whilst footing	5	5	5	5

Moving either wheel sideways whilst stopped, without footing	0	5	0	0
The machine crosses a boundary with either wheel, that wheel being on the ground	5	5	5	5
The machine passes the wrong side of a boundary or grade marker for a rider's own grade with either wheel, that wheel being on the ground.	5	5	5	5
The machine jumps over a boundary or marker for a rider's own grade with both wheels to avoid part of a course.	5	5	5	5
Breaking a boundary tape or dislodging a boundary marker	5	5	5	5
Riding over or riding on or dislodging a grade marker for a rider's own grade.	5	5	5	5
Missing a gate or riding through a gate in the wrong direction, for rider's own grade.	5	5	5	5
Rider does not have both hands on the handlebar when he foots, whilst stationary	5	5	0	5
Engine stopping whilst rider stationary and rider footing or leaning	5	5	1	5
Engine stopping whilst stationary (Side cars only)	5	5	5	5
Crossing machine tracks whilst moving forward with either or both wheels	5	5	5	5
The handlebar of the motorcycle touches the ground	5	5	5	5
Dismounting from the machine with both feet on the ground, on the same side or behind the machine	5	5	5	5
Any part of sidecar passenger touching ground or other obstacle	5	5	5	5
Rider receives outside assistance	5	5	5	5
Practising on course prior to event				Exclusion
For disorderly conduct towards an official				30
Rider or Minder arguing with an official				20
Not vacating a section after failure				10
Handing in scorecard after finish time (per minute)				1
Handing in scorecard more than 30 minutes after finish time				Exclusion
Losing a scorecard (per section)				5
Rider or Minder altering a section				5
Missing a section				5
Refusing to attempt a section				5
Minder obstructing or conversing with observer regarding scoring				5
Not attempting sections in numerical order (unless otherwise instructed by clerk of course)				20

23.23a The greatest penalty incurred in a section is the only one to be taken into account for each competitor.

23.23b A competitor who receives the maximum 5 point penalty in a section must vacate that section either:

- At the first available opportunity, or
- As directed by an official.

23.24 Riders must not argue with any Observer but may consult the Clerk of the Course and if not then satisfied may put forward an official protest as provided for in Chapter 7.

23.25 If there is any question concerning penalties, the rider will always be given the benefit of the doubt.

23.26 The finishing time and an official timepiece must be displayed by the organisers in a conspicuous place throughout the meeting. The finishing time shall be stated by the Clerk of the Course at rider's briefing. (Time allowance of six minutes per section has been found adequate for most Championship Trial. More time may be necessary for factors such as: long distances between sections; unusually difficult sections; queuing due to observation difficulties or subsections; large numbers of Riders). There will be penalty of one point per minute added to all riders returning their last lap card past the official finish time. Sections will close no later than 30 minutes after the official finish time.

23.27 **Minders:**

- a) All minders must be entered into the event by the rider on the official entry form. They must also sign on, on the day and attend the official riders briefing.
- b) Minders may use any form of motorcycle to get around the course but must be of a safe operating standard, and is at the discretion of the Steward of the day.
- c) Minders must wear supplied Bibs (if available) to clearly define them from the riders.
- d) Minders are only allowed in the section whilst their rider competes, and must stand clear while other riders attempt the section. Minders should make themselves known to the observer and advise them that they will remain in the section to catch and call at particular hazards while their rider passes through.
- e) Minders must wear helmets and gloves at all times while riding on the course or minding in sections.
- f) Minders must not enter any discussion about their or any other riders score with an observer or any other official.
- g) It is the rider's responsibility to get their cards punched by the observer and not the minders.
- h) Any other competitor on the day that is also fulfilling the role of a minder from time to time must also adhere to all of the above points except points B and C.

23.28 **Championship Trial (General):**

Sections at Championship Trials shall generally be marked over natural terrain.

23.29 At Championship Trials a minimum of ten sections must be set. The number of times they are ridden must be such that the total number of sections ridden is thirty or more.

23.30 At Championship Trials competitors must be scored at every section by an Observer nominated by the Clerk of the Course.

23.31 The Championship year will be from 1 January to 31 December every year.

23.31a **Ties at the end of the Trial**

In the case of ties, the rider with the greatest number of 'cleans' (0's) will be the winner. If a tie still persists, the greatest number of 1 point, then 2 points, then 3 points will be taken into account. If a tie still persists, the rider who completes the Trial in the shortest time measured by the official clock will be deemed the winner.

23.32 When Trials are held as a series competitors will be awarded series points according to their placing in each Trial, where points will be added together to determine series placing. Where a tie of Club or Championship points exists at the end of a series refer to rule 6.7a

23.33 At New Zealand and Island Championship Trials, a rider must attempt 80% of the sections to gain Championship points. If a rider attempts over 80% but fewer than 100% of sections, a penalty of 5 points per non attempted section shall apply.

23.34 **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 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.**

23.34a "Trial" rules (scoring) will apply.

23.35 **North & South Island Trial Championships:**

The North and South Island Championships will be decided over an unlimited number of rounds in each island. Riders with a Championship License will gain Championship points (see 6.14a) for each one-day event. Championship Points will accumulate over the duration of the series of events for the nominated class. Points will apply to the class entered on each day.

23.35a "Trial" rules (scoring) will apply.

23.36 A South Island rider may compete for the North Island title and vice versa.

23.37 Island Trial coordinators may decide not to include some of every rider's worst scores when calculating series totals. The number of scores not counted shall not exceed 20% of the rounds contested and must be made known to the preceding year's Championship organisers and to the MNZ Office before each year's first round.

23.38 *North vs South Island Trial Championships:*

The Trial is to be a one day event held alternately in the North and South Islands.

23.38a "Trial" rules (scoring) will apply.

23.39 A selected team of riders shall compete from each Island.

23.40 The team's selector shall be appointed by the MNZ Trial Commissioner.

23.41 The team will be selected over various competition classes, by agreement of the individual Island selectors.

Within each class the winning rider will be allocated Championship points equal to the number of selected riders in that class of competition. The next rider will be allocated one less down to the last rider who will receive one point.

23.42 Summation of the individual rider's Championship points will determine the winning Island Team.

In case of tied points a 'tie' will be declared and the shield shared for 6 months by each Island.

23.43 The shield is to be presented to the highest placed rider in the winning team and remain his/her responsibility until the next challenge.

23.44 *New Zealand Experts Trial:*

This will be a one day event which riders **can** who have qualified may compete for In the Expert Class only.

23.44a Qualifiers will be all riders who have previously competed in New Zealand Championships at Open level.

23.44b *Vertical Class System (Qualifying Classes of Expert, Woman, Junior, Vet 1, Vet 2, Twin Shock and Air-cooled):*

Winners from the 'vertical class system' will be taken first, from the 'highest' (most difficult) grades and will be ranked from the best scores in the highest grades down to the worst scores in the lowest grades. Competitors will be able to choose which grade (line) they contest when entering each event and will gain Championship points according to their ranking at each Trial. Competitors will automatically qualify for any class according to their age and/or their gender and/or their motorcycle specifications, and their ability. Competitors will only be classified as finishers in each trial where they reach a threshold of less than 80% failures (5's) unless competing in the lowest available grade.

23.45 *Arena Trial:*

Definition of an Arena (Indoor) Trial

A Trial held within the confines of an Arena (usually indoor) in which the skill and regularity of the riders form the basis of the results. Man-made sections are included within the arena where the skill of the rider negotiating them is observed and penalties given. A time limit is usually set for part of, or for the whole course. Special sections in the form of a "high jump" or "double lane" section (where two or more riders ride in parallel) may also be included.

23.46 *Additional Penalties:*

Sections marked with a (speed) double lane:

- When a section is marked in a double lane for the passage of two riders simultaneously then the following penalty shall be added to the rider's total score together with any time penalties:
 - first riders finished: 0 point.
 - second rider finished: 1 point.
 - if both riders arrive at the same time with the same section penalty points, the section is repeated with different section penalty points: 0 additional points to either rider.
 - If both riders fail (5 points) 0 additional point to either rider.

A maximum of 5 points per section, including the time penalty and the additional penalties would be applied to the riders.

Any penalty awarded by the section observer which is subsequently agreed by the Clerk of the Course to be within the Trial Appendices, shall be deemed a statement of fact.

23.47 *Elimination:*

When the Trial consists of a single lap then the results will be decided on the total points lost, the winner being the rider with the lowest score. When the Trial comprises several laps, it is the total of points gained in the last lap that will count. For the riders not selected for the final lap it shall be their performance in the final lap for which they qualify that shall decide their result.

23.48 *Gated Trial:*

23.48a Each Trial will comprise a minimum of 32 sections.

23.48b Each lap will comprise a minimum of eight sections.

23.48c Each section will comprise several 'gates' including a numbered start gate and a numbered end gate.

23.48d Each section has defined boundaries (usually taped).

23.48e Each gate is defined (usually by a pair of inward-pointing arrows).

23.48f Sections are to be ridden consecutively in ascending numerical order.

23.48g Trial rules (scoring) will apply.

23.48h No practice rides within any section will be allowed – every attempt is to be scored

23.48i No rider is to attempt a section unless observed by an independent person.

23.48j Finishing positions are determined by the marks gained.

23.48k The rider who gains the most marks over the course of the Trial is the winner.

23.48l A rider is given +5 marks each time his front wheel spindle passes through a gate.

23.49 After his front wheel spindle has passed through the start gate, the rider is given -1 mark each time he gains/maintains control by making bodily contact with a fixed object (including the ground). This action shall be termed a "footing".

23.49a If a rider suffers a 'failure' within a section:
 They cease to accumulate points beyond the position at which they suffered the failure.
 They retain the marks gained up to the position at which they suffered the failure.

23.49b A failure is defined by:

- Both of the rider's legs are on one side of the bike
- Both of the rider's legs are in front of the bike
- Both of the rider's legs are behind the bike
- The handlebars touch the ground
- Either wheel touches the ground outside the section
- The rider's bike travels in a backwards direction (relative to the direction of the section)
- The rider fails to make forward progress within the time limit (set at rider's briefing)
- The rider fails to pass the end gate within the time limit (set at riders' briefing)

23.50 **Scott Trial:** A Scott Trial shall cover a minimum distance of 30 kilometres, with a minimum number of 30 sections.

23.51 Prior to the start of competition, a machine examination as provided for in Rule 10.1 shall be carried out.

23.52 Tyres shall be Trial tyres as provided for in Rule 23.8.

23.53 A circuit inspection and exploratory lap shall be held prior to the start of the competition.

23.54 **Starting:** Two or three competitors at a time should start at one minute intervals (depending on number of entries, length of circuit and conditions). All competitors should be away from the start before the first rider completes the first lap.

23.55 **First Lap:** Competitors are timed from the start, but may (at organisers discretion) have a free ride through the observed sections; the observers mark the score sheet with a tick to indicate that the rider has passed through his/her section on his/her first lap. (This avoids a build-up on the first lap of riders stopping to inspect sections before attempting them).

23.56 **Circuit Markers:** Marking shall consist of red pegs on the right; white pegs on the left.

23.57 **Observed Sections:** as per Observed Trial Rule 23.21a.

23.58 **Observers:** There shall be a minimum of two (2) on every observed section, one to control riders entering the section, the other to be the points marker.

23.59 **Points Lost on Observation:** As per Observed Trial Rule 23.23.

23.59a **Plus:** 10 points for barging into a section with another rider still under observation unless permitted by an observer.

23.59b **Points Lost on Time:** 1 point lost for every two (2) minutes in excess of standard time.

23.59c **Standard Time:** This shall be the time as set by the rider who completes the trial in the shortest time.

23.60 **Finish Time:** To determine Finish Time, take the average time of the first three finishers, plus 50%. This time is then added to each rider's starting time to give individual rider's maximum finishing time. Provided individual lap times

are recorded on the master sheet, officials will be able to notify any rider not able to complete the trial inside his/her finishing time.

23.60a The Clerk of the Course will leave control and proceed around the circuit and close the sections. Any competitor on his/her last lap in front of the Clerk of the Course then has time to complete his/her last lap, providing he/she has no breakdowns.

23.60b **Result:** This is determined by the lowest points on observation and time combined. In the event of a tie the rider with the most clean sections should be declared the winner. If still a tie, after time combined refer to rule 23.12.

23.61 **Trial Sidecars:** Trial Sidecars will observe the same rules as for solo riders with the following exceptions:

23.61a A failure will occur when the machine ceases to move in a forward direction relative to the course.

23.61b A failure will occur when the driver or passenger dismounts or any part of the passenger touches any part of the section.

23.62 Mini Trial - Introduction:

Mini riding is intended to be an introduction to off road motorcycle sport providing an outlet for youthful energies under controlled conditions. Mini Trial has age appropriate bikes.

Entering the sport of Trial may be new to many, it is important that you read this Chapter and also make reference to Chapter 8 which advises of all Safety Gear that is required.

Motorcycle Clubs are expected to take full responsibility for the training of prospective Mini riders and for the adequate control of events. In larger clubs it would probably be desirable to appoint a Mini Competition Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to Mini competition.

23.63 Mini Trial - Licencing:

To encourage new riders into the sport, a new rider from the age of 4 years old can compete at two events at Club level only, using a free one event licence supplied by the Club. These licences can be filled out and signed by the legal guardian of the child. Competitors will still be required to pay the appropriate entry fee and Club membership fee. For more information regarding Licencing refer to Chapter 5.

23.64 Mini Trial

After two free rides mini competitors are required to have a MNZ Mini licence. Applications are made via the office of MNZ, or by way of online application. A birth certificate or passport is required with a first time application.

The application form must be endorsed by a parent or legal guardian.

Mini competition licences can only be issued for the following types of competition: Motocross, Motocross TT, ATV, Gymkhana, Flat Track, Grass Track, and Trial.

23.65 Mini Trial

The goals are to:

- a. Encourage and support our young riders
- b. Give an introduction to motorcycle riding in the disciplines
- c. Undertake training
- d. Give an introduction to the spirit of competing.

It is an ideal stage for Clubs to introduce and educate young riders and their parents into the sport thus encouraging club participation and ensuring that our new mini riders are at least conditioned and have some understanding of the sport.

23.66 Mini Trial

The Manual of Motorcycle Sport of MNZ apply. Rules not covered in this Chapter may be found elsewhere in the Manual (e.g., Conduct of Competition Chapter 6, and Safety Gear Chapter 8, look at the Chapter Index for others).

23.67 Mini Trial

From age 8 a mini rider may, without affecting their mini status, compete in a non-championship junior competition. From age 12, a junior competitor may compete in the junior championship class on a full-size Trial motorcycle.

If a steward considers that a mini rider is not competent enough to ride in junior competition, they may direct that rider to return to mini competition. Prior to competing as a Junior at a New Zealand or Island Championship, a rider must first upgrade to a Junior licence and is no longer eligible for Mini competition.

23.68 Mini Trial

When a Mini licence holder reaches 8 years they may remain as a Mini until their 12th birthday, or they may upgrade their Mini licence for a Junior licence.

23.69 Mini Trial Riding Classes

These are as outlined in Appendix A.

Mini competitors can choose any Mini Class/Grade subject to rule 23.7a.

24.1 **Pit Bikes may not practice or compete with minis.**

24.2 Where pit bikes and minis are practicing or competing at the same event and on the same track:

- There shall be a second steward present to exclusively carry out stewarding functions in respect of the mini/pit bike track.
- The track design shall comply with any rules relating to mini competition. However, the track may have a separate extension with more challenging obstacles provided that the extension is used exclusively by the pit bike classes, and not the mini classes.

24.3 The maximum number of starters in a pit bike race shall be 15, but this may be extended to 30 if the track is suitable, and with the approval of MNZ, the host club, and the appointed steward.

24.4 **Safety Gear:** see Chapter 8.

24.5 **The Classes:**
These class rules shall apply to Pit Bike events.
These classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider age and ability, or performance of bikes etc. In varying, altering or combining classes (particularly age groups), safety shall be the paramount consideration.

24.5a **Stock Classes:**
Except for the following, all machines competing in stock classes shall comply with Appendix C:
Triple clamps are free.
Exhaust systems are free but must comply with any rules relating to noise control (see Chapter 10).
For avoidance of doubt, machines competing in stock classes are not required to be homologated.

24.5b **Open Classes:**
Except for rules relating to class specifications, modifications are permitted but machines must comply with any rules relating to general competition.

24.6 **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.

24.6a **Senior Open 200 Big Wheel**
• **91 to 200cc, air cooled, 4 Stroke**
• **Max rear wheel size = 12 inch**

24.6b **Senior Open 125 Big Wheel**
• 91 to 125cc, air cooled, 4 Stroke
• Max rear wheel size = 12 inch

24.6c **Senior Open 125 Small Wheel**
• 91 to 125cc, air cooled, 4 Stroke
• Max rear wheel size = 10 inch

24.6d **Senior Open 90**
• Up to 90cc, air cooled, 4 Stroke
• Max rear wheel size = 10 inch

24.6e **Senior Stock 50**
• Up to 50cc, air cooled, 4 Stroke
• Max rear wheel size = 10 inch

24.6f **Junior Open 150 Big Wheel**
• **Up to 150cc, air cooled, 4 Stroke**
• **Max rear wheel size = 12 inch**

24.6g Junior Open 125 Big Wheel

- Up to 125cc, air cooled, 4 Stroke
- Max rear wheel size = 12 inch

24.6h Junior 50 Stock

- Up to 50cc, air cooled, 4 Stroke
- Max rear wheel size = 10 inch

24.6i Women's Open 200

- ***Up to 200cc, air cooled, 4 Stroke***
- ***Max rear wheel size = 12 inch***

24.6j 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.

ATV: SENIOR

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

Championship/National/Island Title classes:

- Premier 0-450cc - race length 12mins plus one lap (MX & TT)
- Veteran (40 years plus male, 35 years plus female) 0-750cc
- Woman (15years plus) 0-750cc
- 450cc Production (see restrictions in Chapter 11)
- Open 0-750cc (see restrictions in Chapter 11)
- Open Trike
- Super Quad; Open Motorcycle Engine (Super Quads must be machine examined)

ATV: JUNIOR

All engines must be ATV based.

Championship/National/Island Title Classes:

- 125cc Production 10-14 years; (see restrictions in Chapter 11)
- 250cc Production 12-16 years; (see restrictions in Chapter 11) or if the rider has spent 2 years in 125 Production with Commissioner or Club Stewards approval.
- Mini 50s 4-7yrs 0-50cc
- Mini Max 6-11yrs 0-100cc No expansion chambers (see restrictions in Chapter 11)

Support Classes:

At any National or Island Title event, the host club may in addition to the Championship/National/Island Title classes run the following support classes:

- Senior
- Clubman 0-750cc ATV or Motorcycle based engine.

Beach Racing:

0-125cc	6.4 kms	(4 laps – 800m straights)
0-250cc	6.4 kms	(4 laps – 800m straights)
0-500cc	9.6 kms	(6 laps – 800m straights)
0-Open	12.8 kms	(8 laps – 800m straights)
ATV's 0-750cc Open	6.4 kms	(4 laps – 800m straights)
Super Quad	6.4 kms	(4 laps – 800m straights)

With the following proviso; All ATV's must be machine examined.

CROSS COUNTRY:

Senior & Junior Championship Classes: As per rule 13.7.

ENDURO:

Senior Championship Classes: As per rule 14.10.

GRASS HILL CLIMB:

Championship classes:

- Up to 200cc
- 201 - 250cc
- 251cc to open
- Super quad (must be Machine Examined).

LONG TRACK:

Championship Classes:

- Non speedway solo (fitted with effective rear brake).
- Speedway solo (no gearbox).
- Speedway sidecar.
- ATV Open 0-750cc.
- Super Quads.
- Long Track Solo.

Motocross Championship Classes:

All competitors must hold a MNZ Championship Licence and meet the minimum standards to compete in a Championship Class.

MOTOCROSS: SENIOR

Championship classes including NZ Motocross Grand Prix:

MX 1	151cc to open 2 stroke & 251cc 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 21yrs)
MXW	12+yrs ; 90cc to 150cc 2 stroke & up to 250cc 4 stroke (min 12yrs)

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

MOTOCROSS: JUNIOR

Championship classes including NZ Motocross Grand Prix:

8-11 yrs 65cc	60-65cc 2 stroke 'stock' (these capacity bikes when used in Junior Motocross competition only will remain as per the homologated mini performance objectives in Appendix C, with the exception of exhaust, hubs and spokes and hole shot device which shall be free)
8-10 yrs 85cc	60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes)
11-12 yrs 85cc	60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
13-16 yrs 85cc	60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
12-14 yrs 125cc	90cc to 125cc 2 stroke only
15-16 yrs 125cc	90cc to 125cc 2 stroke only
14-16 yrs 250cc	151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke
Junior Women's	
8-11 yrs 85cc	60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
12-16 yrs 85cc	60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
12-16 yrs 125cc	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)

The addition of "Support Classes" may be run with a championship. This will allow support classes to be added to the junior or senior championship programme at the discretion of the commission. Support classes will be for competitors on either a One Event Licence, Club or Championship Licence, but a competitor cannot compete in both a support class and championship class at the same event, unless they are directed to do so by race officials, or if it is permitted by the commission and included in the supplementary regulations of the event.

STADIUM SUPERCROSS

Senior Supercross:

SX 1 151cc to open 2 stroke & 251cc to open 4 stroke

SX 2 90cc to 150cc 2 stroke & 250cc 4 stroke

Junior Supercross:

Junior Lite 11-16 years 60cc-85cc 2 stroke & 100cc-150cc 4 stroke

Junior 125/250 12-16 years 90cc-125cc 2 stroke & 14-16 years 151cc to 250cc 4 stroke

At all Supercross Championships, support and demonstration classes may be run. These classes must be included and approved on the permit application.

However, riders are not permitted under any circumstances to ride a machine in any competition unless they have attained the required age for that class/type of machine.

MOTOCROSS NATIONAL AND ISLAND CLASSES

All competitors must hold a MNZ Competition Licence and meet the minimum standards to compete in a National Class.

North and South Island Events: The motocross commission will set the format, classes and grading for the North and South Island events in conjunction with the host club. These classes will be announced at the time of the event being allocated to the host club.

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 **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)

MINI MOTOCROSS

Classes for New Zealand Nationals. At NZ MX Grand Prix events, all classes are support classes to the NZ MXGP event:

Intro Trail 4-7 years, 50cc air or liquid cooled, auto clutch

Intro MX 4-7 years, 50cc air or liquid cooled, auto clutch

MX 50cc 6-8 years, air or liquid cooled, auto clutch, max capacity 53cc

MX 65cc	7-8 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch
MX 65cc	9-11 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch
Trail	7-9 years, 4 stroke air cooled 53cc to 110cc
Trail	8-11 years, 2 stroke air cooled 53cc to 82cc; 4 stroke air cooled 53cc to 149cc

All motorcycles taking part in Mini Motocross must be homologated. For more information about homologation refer to Appendix C. A list of homologated motorcycles can be found on the MNZ website.

NOTE: At all other MNZ permitted events, these classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider ability, or performance of the bikes. However, mini riders are not permitted under any circumstances to ride a mini machine in any competition unless they have attained the required age for that class/type of machine. Mini ATV classes will not be held in conjunction with 2 Wheel (Motocross) National events. Clubs may choose to run these as support classes.

NEW ZEALAND WOMEN'S NATIONAL EVENTS:

Women (refer to rule 16.13)

Veteran Women 30-39 years All in
40 years plus All in

Classes for New Zealand Motocross Grand Prix:

Women (refer to rule 16.13)

MOTOCROSS: VETERAN

For the New Zealand and North and South Island Veteran National events, competitors can compete on a MNZ Club licence. Classes are as follows:

- 30-34 Years All in
- 35-39 Years All in
- 40-44 Years All in
- 45-49 Years All in
- 50-54 Years All in
- 55-59 Years All in
- 60+ Years All in
- Women's 30-39 Years plus All in
- Women's 40+ Years All in

NOTE: For non-National or Island motocross and supercross events these classes may be combined and/or broken into different age groups to accommodate such things as the time available for the event, the number of likely entries per class, rider age and ability, and the performance of the various machines. However, riders are not permitted under any circumstances to ride a machine in any competition unless they have attained the required age for that class/type of machine.

These classes then can be used as a guide. All National and Island events support classes may be added at the commission's decision.

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 85cc 2 stroke and 100cc to 150cc 4 stroke).
- **12-14 years 125/250cc class (90cc to 125cc 2 stroke and 151cc to 250cc 4 stroke). You must be 14 years to ride a 4 stroke in this class.**
- **15-19 years 125/250cc class (90cc to 150cc 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 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.

OVAL TRACK:

Championship Classes:

- Non speedway solo (fitted with effective rear brake)
- Speedway solo (no gearbox)
- Speedway sidecar
- ATV Open 0-750cc
- Super Quads
- Long Track Solo

There shall be two classes in non-speedway competition:

- 0 - 250cc
- 251 - 750cc

Junior Solo

- 8-11 Years Max Capacity 85cc MX Bike
- 12-16 Years Max Capacity 125cc MX Bike
- 12-16 Years Max Capacity 200cc Enduro Class Machine

ATV's must conform to the requirements of Chapter 11.

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*

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.

SHORT CIRCUIT FLAT TRACK:

Championship Classes:

DTX Flat Track

All bikes must have 19 inch Flat Track wheels, or 16-17 inch Super Motard wheels, bikes to be standard frame and derived from Motocross or Enduro bike.

Stock Bike Under

0-250cc 4 stroke and 0-200cc 2 stroke MX and Enduro bikes, must have 21 inch front wheel and 18 or 19 inch rear wheel with Flat Track spec rear tyre.

Stock Bike Over

251cc and over 4 stroke and 201cc 2 stroke MX and Enduro bikes, must have 21 inch front wheel, 18 or 19 inch rear wheel with Flat Track spec rear tyre.

Thunderbike

Any twin (or more) cylinder motorcycle, or Air Cooled 4 stroke motorcycle engine, open chassis, Flat Track rear tyre rule applies.

Mad Dog

Any 235cc or under 4 stroke Air Cooled motor, open chassis, Flat Track rear tyre rules apply

ATV

Open, or to be set by the ATV Commissioner

TRIAL: GRADES

Name board background colour and Arrow Colour	Colour of lettering	Grade/Course	Degree of difficulty
Orange	Black/White	Trial 1, First most difficult (Orange)	
Red	Black/White	Trial 2, Second most difficult (Red)	
Yellow	Black	Trial 3, Third most difficult (Yellow)	
Green	White	Trial 4, Fourth most difficult (Green)	
Blue	White	Trial 5, Fifth most difficult (Blue)	
White	Black	Trial 6, Least difficult (Boundaries)	
Red (minis)	Black/White	Mini 1, First most difficult (Red)	
Yellow (minis)	Black	Mini 2, Second most difficult (Yellow)	
White (minis)	Black	Mini 3, Least difficult (Boundaries)	

TRIAL: CHAMPIONSHIP CLASSES

Class	Restrictions	Grade
Expert (Trial 1 & 2)	Orange & Red	First & Second most difficult
Trial 3	Yellow	Third most difficult
Trial 4	Green	Fourth most difficult
Trial 5	Blue	Fifth most difficult
Junior	8-16 yrs old	All Grades
Women	Gender	All Grades
Twin Shock	Technical	All Grades
Air Cooled	Technical	All Grades
Veteran 1	50-64 years old	All Grades
Veteran 2	65+ years old	All Grades

Note: Open, Air-Cooled, Post Classic/Twin Shock, Juniors, Woman and Veterans 1 & 2 may nominated and ride any of the lines provided. The highest placing will be awarded to the highest placed rider in the highest Grade and work down (through the Grade if required) from there known as the Vertical Class System (VCS) see Chapter 23.

TRIAL: SUPPORT CLASSES / GRADES

Class	Restrictions	Grade
Trial 6	Ability	Sixth most difficult (Boundaries)
Classic	Technical	Sixth most difficult (Boundaries)
Mini 1	4-15 years old	Most difficult (Red mini section)
Mini 2	4-15 years old	Second most difficult (Yellow mini section)
Mini 3	4-13 years old	Third most difficult (Boundaries)

APPENDIX B - FUEL SPECIFICATIONS

OFF ROAD

AVGAS LL			
Characteristics/Property	Test Method	Avgas 100	Avgas 100LL
Colour		Green	Blue
Aviation Lean Rating (MON Equivalent)	ASTM D2699	108 Maximum	108 Maximum
Lead Content, gmPb/L	D5185 mod B	1.06 Max	.53 Max
Distillation % volume	ASTM D86		
10% Distillation, % at degree C		Max 75	Max 75
40% Distillation, % at degree C		Min 75	Min 75
50% Distillation, % at degree C		Max 105	Max 105
90% Distillation, % at degree C		Max 135	Max 135
Final Boiling Point, degree C		Max 170	Max 170
Sum of 10% and 50%, degree C		Min 135	Min 135
Residue, % volume		Max 1.5	Max 1.5
Vapour Pressure at 37.8 degree C	D323	38min/49max	38min/49max
Existent/Potential Gum, mg/100ml	D381	3 Max	3 Max
Sulphur, Wt %	D1266 or D2622	0.05% Max	0.05% Max
Lead Precipitate, mg/100ml		3 Max	3 Max
Oxygenates, Wt %	D4815	0.1% Max	0.1% Max
Aromatic Content, % volume	D5580 or D5443		
Benzene, Wt %	D5580 or D3606		

UNLEADED PETROL (GASOLINE) available from a public petrol (pump) station

Characteristics/ Property	Test Method	Unleaded Pump Petrol (Gasoline)	
Research Octane Number (RON)	ASTM D2699	100	Maximum
Motor Octane Number (MON)	ASTM D2700	92	Maximum
Cetane Index			
% Volume Evaporated at 70 degree C (E70)	ASTM D86	22%	Minimum 50% Maximum
% Volume Evaporated at 100 degree C	ASTM D86	45%	Minimum 71% Maximum
% Volume Evaporated at 150 degree C	ASTM D86	75%	Minimum
End Point degree C	ASTM D86	210 degree C Maximum	
Benzene, % volume	D5580	1% Maximum	
Ethanol, % volume	D4815	10% Maximum	
Other Oxygenates, Wt %	D4815	0.1% Maximum	
Olefins, % volume	D1319	18% Maximum	
Manganese, mg/L	D5185 mod B	2.0 Maximum	
Phosphorus, mg/L	D3231	1.0 Maximum	

METHANOL

Characteristics/ Property	Test Method	Methanol	
Colour		Water White	
Density, kg/L	D1298 or D4052	0.796-0.797	0.796-0.800 for 2 strokes
Distillation	ASTM D86		
Initial Boiling point, degree C		55.6-64.5	
40% Evaporated, degree C		64.5% Maximum	
50% Evaporated, degree C		64.5% Maximum	
90% Evaporated, degree C		64.5% Maximum	
Residue, % volume		1.5% Maximum	3.0% Maximum for 2 strokes

To view all Homologated Motorcycles refer to the MNZ Website – www.mnz.co.nz

1.0 **Performance Enhancement Objectives:**

In the event of ambiguity, these rules shall be interpreted so as to give best effect to the following objectives:

- (a) The safety of the rider and fellow competitors;
- (b) That all machines competing in a particular class should be of substantially similar specification and performance;
- (c) That any modifications or additions to a mini machine that increase, or are likely to increase, its power output are prohibited;
- (d) That the policing of these rules must be made as easy as possible; and
- (e) Containing costs.

1.1 **Application of these Rules:**

These rules shall apply to all MNZ permitted events.

1.2 **Homologation and Approval:**

No machine may be used in mini competition unless MNZ has homologated and given the manufacturer or importer its final written approval.

1.3 **Homologation and Approval Process:**

Step 1 – Homologation and Tentative Approval

A manufacturer or importer may apply to MNZ at any time for a particular make and model of bike to be homologated and tentatively approved for use in mini competition.

All applications for homologation and tentative approval shall include:

- (a) The name of the class or classes to which homologation and approval is sought.
- (b) A technical specification sheet;
- (c) A spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike;
- (d) A sales brochure for the make and model of machine;
- (e) A declaration that the mini machine as presented for homologation and approval was complete at the time it left the manufacturer's factory in the country of manufacture, and that no parts (whether OEM or not) have been added, removed, or modified after that time. (Note: Horse power limiting restrictors may be removed);
- (f) The recommended retail price of the machine; and
- (g) Such other information as MNZ may require.

All documents submitted for homologation and tentative approval shall be written in English.

MNZ may also require the manufacturer or importer to provide a sample machine for inspection and testing before either tentative or final approval is granted.

If MNZ is satisfied with the application, it will give the importer its tentative written approval for the machine to be used in mini competition.

In granting tentative approval, MNZ shall have regard to the objectives mentioned in rule 1.0 together with any additional considerations that it considers relevant.

Step 2 – Final Approval

After receiving tentative approval, a manufacturer or importer may at any time apply to MNZ for final approval to use the particular make and model of bike in mini competition.

All applications for final approval shall include an original copy of a New Zealand Customs Import Certificate showing that at least 5 of the homologated machines have been imported into New Zealand.

Nothing shall prevent a manufacturer or importer from combining steps 1 and 2 of the homologation and approval process together.

Big Wheel 50s

If any manufacturer or importer has imported any big wheel 50cc machines before 20 June 2006, they may, for the purposes of achieving the homologation and approval number (ie: 5 machines) be counted as standard wheel machines of the same model provided they are re-spoked to standard size rims (ie: either a 10 or 12 inch front and 10 inch rear).

1.4 **Withdrawal of Final Approval**

MNZ may withdraw its final approval at any time if it subsequently learns that any information supplied by a manufacturer or importer for the purposes of homologation and approval was misleading or inaccurate.

1.5 **Amendment to Homologation Specifications**

Any manufacturer or importer may apply to MNZ at any time for an amendment to the homologation specifications of a particular make and model of bike and to re-approve its use in mini competition.

Approval will not be given unless MNZ considers that there is a genuine and good reason for the amendment to the original homologation specification. By way of example, a "genuine and good reason" would include instances where a particular part on a homologated machine is faulty and needs to be replaced with a new or modified design.

1.6 Unless expressly stated mini machines, and parts fitted thereto, must remain the same as the applicable homologated machine.

1.7 The following table prescribes what parts may be modified, changed or added to a mini machine and the extent of any modification, change or addition permitted.

For the purposes of this rule:

(a) "OEM" means that the particular part must be a genuine OEM part supplied by the original manufacturer from the spare parts manual/catalogue submitted for homologation, and that the part is identical to that used on the applicable homologated machine. No modification or addition may be made to an OEM part, nor may an after-market equivalent be substituted.

(b) "Free" means that the particular part may be modified, added to, or substituted without any restriction other than specifically stated or those relating to general competition.

Parts	Rule
Handlebars (including mounts and pads), grips and hand controls	Free
Throttle	Free
Frame and Sub-frame	OEM. May be strengthened by way of gussets but must retain original design.
Triple Clamps	OEM
Front Forks	Free but must retain OEM fork tubes and sliders
Rear Suspension	Free but must retain OEM outer casing and shaft, including shock tube and gas cylinder.
Wheels	
Hubs and spokes	OEM
Rims, rim locks, spacers, tyres, and tubes	Free but the diameter of the wheel must be the same as the homologated machine For ATVs, the width of the wheel base must remain within +/- 10% of the homologated machine.
Axles	OEM
Braking System	
Brake linings	Free
Cables and hydraulic lines	OEM
All other parts	OEM
Swing Arm (2 wheelers)	OEM
ATV a-arms and Swing Arms	OEM, but may be modified to alter ride height/width.
Foot Pegs & Foot Controls	Free
Motor	
Bearings & seals	Free
Base gasket	Free
Piston & Ring	OEM. If the OEM piston has two or more rings, then two or more rings must be fitted

All other parts	OEM. Additional Notes: For avoidance of doubt: No material may be added to, or removed from, the compression or combustion chambers, inlets and/or exhaust tracts. This includes the removal of machine markings and casting dags etc. The alteration of cams, camshafts, cylinder porting and rotary valves is prohibited.
Intake System including Carburettor	
Jets & needle (but not slide)	Free
Reeds & Reed block	OEM.
All other parts	OEM
Electrical System	
Spark plug	Free
Kill switch (2 wheelers)	Free, but a working kill switch must be fitted
Tether switch (ATV)	Free, but must have wrist cord
CDI	OEM
All other parts	OEM
Exhaust System	
Seals, O rings, exhaust packing	Free
All other parts	OEM
Seat	Free
Plastics	Free
Air Box	OEM but may be drilled before the filter
Air Filter	Free
Clutch	
Clutch basket/drum	OEM
Friction and drive disks (manual clutch)	Free
CVT weights and clutch springs (ATV only)	Free
Clutch shoes (auto clutch)	OEM
Clutch springs, spring washers and shims	OEM
Clutch springs (manual clutch)	OEM
Cables and hydraulic lines	OEM
All other parts	OEM
Gearbox and Drive System	
External gearing	Free
Chain	Free
All other parts	OEM
All Bearings, Seals and O rings	Free
All Screws, Bolts & Other Fastening	Free
All Fluids and Oils	Free
Graphics and Paint Work	Free

Lubrication System	If homologated machine is oil injected (auto lube), the system must be used.
Fuel and Oil Caps (includes fuel cap breather hose)	Free, but must prevent spillage
Fuel lines	Free but must be the same internal diameter as OEM and made of material suitable for carrying fuel.
Oil filters	Free
Optional Additional Parts	
Holeshot Kits/clips	Not permitted
Steering dampeners	Not permitted
Engine hour meter	Free

1.8 **Transitional Provisions:**

These rules shall come into effect on and from 1 September 2005.

From 20 June 2005 to 1 September 2005, the existing mini rules relating to performance enhancement shall apply except that any part listed as free in rule 1.7 above shall be free.

1.9 **Application for Dispensation:**

If a mini machine that was in New Zealand before 20 June 2005 cannot be homologated and approved for use in mini competition, the owner/rider of that particular machine may apply to MNZ for a written dispensation from rules relating to homologation and approval.

All applications shall include:

- (a) The name of the class to which approval to compete is sought; and
- (b) A technical specification sheet and
- (c) The spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike for which dispensation is sought;
- (d) A declaration that, except as permitted by rule 1.7, no parts (whether OEM or not) have been added, removed or modified after the machine for which dispensation is sought arrived in New Zealand (Note: Horse power limiting restrictors may be removed).
- (e) A sales brochure for the make and model of machine or an explanation as to why one cannot be provided; and
- (f) Such other information that MNZ may require.

MNZ may also require the Applicant to produce the machine for inspection and testing before any dispensation is granted.

In deciding whether or not a dispensation should be granted, MNZ shall have regard to the objectives mentioned in rule 1.0 together with any other considerations that it deems relevant.

In issuing a written dispensation, MNZ may specify any special conditions it deems reasonably necessary to meet the objectives in rule 1.0 this includes imposing conditions that require the removal, addition, replacement, or modification of any part(s) on the machine.

The rider of any mini machine that has been given a written dispensation must be able to produce an original copy of it to any steward if so requested.

1.10 **Withdrawal of Dispensation:**

MNZ may withdraw dispensation at any time if it subsequently learns that any information supplied by the Applicant for the purposes of dispensation was misleading or inaccurate.

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 (measured at the motor).**

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 based 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 ii) to m vii) 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/hr 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:**
 - 1. 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.

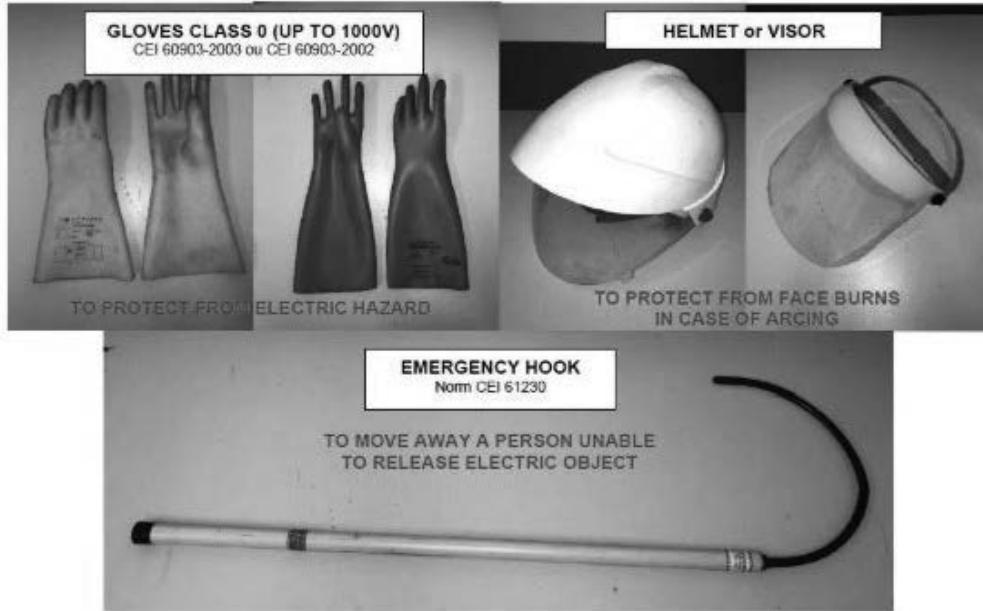
At events where an electric motorcycle is competing, all officials need to be briefed on how to identify if a bike is isolated, and how to make it safe before moving.

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 1000V)**
- **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

ROAD

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- 2** Definitions
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- 1.1 The Federation Internationale de Motocyclisme (FIM) is recognised as the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of motorcycle competition (including speedway competition and records) and is the final international court of appeal for settlement of disputes arising there from.
- 1.2 Motorcycling New Zealand Incorporated (hereinafter called MNZ) is affiliated to the Federation Internationale de Motocyclisme (FIM) and charged with the control of the sport of motorcycling and speedway racing, in all its branches, throughout New Zealand.
- 1.3 No member of an affiliated club of MNZ which has formally undertaken to observe and comply with these rules shall:
 - a) Assist any person or body conducting Motor Racing that does not comply with the Rules of MNZ and Motorsport NZ or these Rules or acts in any manner contrary thereto; or
 - b) Belong to, lend his/her name to, or be an Officer of any such body unless such body is a duly constituted national organisation with an efficient set of Rules and Regulations for the conduct of Motor Races.
- 1.4 **Acquaintance With and Submission to Rules:** Every person, body, group of persons, etc, organising a competition or taking part therein shall by doing so, or by and upon applying for an organising permit, or by and upon applying for a licence from MNZ, or by and upon entering for a competition, be deemed to have and recognise that they have:
 - a) Made themselves acquainted with these Rules and
 - b) Submitted themselves without reserve to the consequences resulting from these Rules and any subsequent alterations thereof, and
 - c) Renounced under pain of disqualification the right to have recourse except with the written consent of MNZ to any arbitrator or tribunal not provided for in these Rules and Regulations.
 - d) Agreed to exonerate and indemnify the Promoters, MNZ and their respective officials, servants, representatives and agents.
- 1.5 **Contingencies:** If any case occurs which is not or which is alleged not to be provided for by these rules it shall be determined in the first instance by reference to the Board of MNZ, whose decision unless afterwards reversed by MNZ in General Meeting, shall be final.
- 1.6 **Interpretation:** These regulations shall be considered bylaws of MNZ and shall be interpreted according to the MNZ Constitution.
MNZ shall be empowered to decide any question raised within the Dominion of New Zealand concerning the interpretation of these Regulations and reserves the right at any time, and from time to time, to add to, or otherwise vary or amend these Regulations.
- 1.7 The relevant Commissioners may from time to time undertake a review of the validity of any rules. Particular reference should be made to those of a legal, technical, quantitative or monetary nature, but will not include any alteration to the basic principle of a rule. Final ratification of any rule review is still required by the GB.
- 1.8 Each Commission shall determine the structure of their NZ and Island Championships which must be ratified by the Board.

The following definitions and abbreviations shall be adopted in these rules, in any Appendices thereto, in all Supplementary Regulations and for general use.

- 2.1 **ACU: The Auto Cycle Union of Great Britain**, a branch of the RAC to which the RAC has delegated its control of the sport of motorcycle and speedway racing.
- 2.2 **AGM: Annual General Meeting.**
- 2.3 **Affected Parties:**
 - a. Protests: Protester, protested party, any other party that will be detrimentally affected if the protest is successful.
 - b. Appeals under rule 7.3.2(a): Appellant, Steward, any party who is in a detrimental position due to a protest outcome.
 - c. Appeals other than under Rule 7.3.2 (a): Appellant, Party whose decision is being appealed.
- 2.4 **Airfield Race:** A race on an airfield, the track being sealed and have the character of a roadway. Airstrip Race: The course to be two parallel straights, the inner edges of which must not be of greater distance than 30 feet apart.
- 2.5 **Appeal:** A formal demand made to a higher tribunal for relief from the decision of the lower tribunal.
- 2.6 **Board:** The Board of MNZ, also referred to as the Governance Board or GB of MNZ.
- 2.7 **Body Affected:** includes a formal group or organisation but not an individual. This could be the organising Club.
- 2.8 **Chair (Judicial):** means the Chairperson of a Judicial Committee.
- 2.9 **CGO:** Chief Governing Officer.
- 2.10 **CIN:** Competitor Infringement Notice.
- 2.11 **Club:** Any constituent Club of MNZ, which has formerly undertaken to observe and comply with these Rules.
- 2.12 **Code of Conduct:** as defined in the Constitution.
- 2.13 **Competition:** Any trial, race, sports meeting, attempt at record or sporting event in which one or more persons compete either amongst themselves or against time or attempts to fulfil certain conditions laid down in advance.
- 2.14 **Competitor:** The driver and his/her passenger, if any, together with his/her vehicle.
- 2.15 **Complaint:** means a complaint in writing by an individual or organisation that a Member or any person for whom a Member is responsible for, has;
 - a. breached, failed, refused or neglected to comply with a provision of the Constitution, the Manual of Motorcycle Sport, the Code of Conduct, the Code of Ethics and any other rule, regulation, bylaw, policy, resolution or determination of the Board or any Committee;
 - b. acted in contravention of MNZ objectives as set out in the Constitution;
 - c. acted in a manner unbecoming of a Member or prejudicial to the interests of MNZ; and / or
 - d. brought MNZ or the sport of motorcycling into disrepute.
- 2.16 **Completed lap:** The number of completed race laps is counted as the lead bike (on track) crosses the defined control line(s) at the completion of a circuit of the course.
- 2.17 **Control line:** A line that crosses the course that is used for determination of an occurrence.
- 2.18 **Clerk of the Course (CoC):** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Clerks of the Course are graded according to their experience, skills and qualifications.
- 2.19 **Course:** A line of way to be followed in a competition.
- 2.20 **Disqualification:** The loss for all, or a stated time, of any right to take part any capacity whatsoever in any international vehicle competition. A sentence of disqualification may be pronounced on any person or body of persons or on one or more vehicles by the Board. The rights lost under a sentence of disqualification can only be restored by MNZ.
- 2.21 **Entrant:** A person or body having signed an entry form and having been accepted for any competition whatsoever.

2.22 **Exclusion:** The prohibiting of a person or body of persons from taking part either in some particular capacity or in any capacity whatsoever in a certain vehicle or of vehicles of a certain type or a vehicle accessory, from being driven or used in a specified competition. Exclusion may be pronounced by a competent authority either before, during or after the competition, and may be made retrospective, subject to confirmation by the Steward of the meeting before doing so.

2.23 **Finishing Line:** A finishing line is the last control line on a course.

2.24 **FIM (Federation Internationale de Motocyclisme):** The FIM is the Geneva based world controlling body of motorcycle sport of which Motorcycling New Zealand is an affiliated member.

2.25 **FMN:** National Federation of Motorcycling affiliated to the world body FIM.

2.26 **GMO:** General Manager Operations.

2.27 **Handicap:** A method laid down in the supplementary regulations of a competition having for its purpose the equalising so far as possible the chances of competitors.
A handicap may be published or sealed.

2.28 **Heat:** One of a series of races, the whole of which constitute a particular competition.

2.29 **Judiciary:** The Committee established under Section 10 of the MNZ Constitution.

2.30 **Judiciary Committee:** the committee appointed from persons on the Judiciary panel to hear complaints and appeals.

2.31 **Judiciary Panel:** A panel appointed by the Board from which Judiciary Committees are appointed by MNZ.

2.32 **Major Event:** Major events are MNZ title events and other events, with advertising beforehand, of more than \$4,000 prize money or kind.

2.33 **Member:** a member of Motorcycling New Zealand as defined in the Constitution.

2.34 **MNZ:** Motorcycling New Zealand Incorporated, affiliated to the FIM and hereafter referred to as MNZ.

2.35 **MoMS:** Manual of Motorcycle Sport.

2.36 **Motorcycle:** A vehicle having two wheels in line, mechanically propelled.

2.37 **MSNZ:** Motorsport New Zealand. The organisation to which control of automobile sport in New Zealand has been delegated by the FIA.

2.38 **Non speed events:** An event of a non-competitive nature designed to encourage and foster participation in motorcycling. Such events can include but not limited to rider training, trail and adventure rides.

2.39 **NZTA:** New Zealand Transport Authority.

2.40 **OEM:** Original Equipment Manufacturer.

2.41 **Outside Assistance:** The doing by any person other than the driver, or passenger (if any) or an official in the performance of duties, of an act involving contact with the machine.

2.42 **Permit:** The documentary authority to organise and hold a competition, or non-speed event granted solely by MNZ or its agent.

2.43 **Proceedings:** means any proceeding taken pursuant to Chapter 7 in this Manual of Motorcycle Sport.

2.44 **Programme:** A document prepared by the Promoters of a meeting for the purpose of informing the participants and spectators about such meeting.

2.45 **Protest:** A formal statement of objection to some act of omission or commission on the part of the promoter, an executive official or a rider made by another competitor.

2.46 **Race:** A competition in which speed is the factor determining the result.

2.47 **Race Director:** Appointed by discipline commissioner to oversee the consistent running of an event series (e.g.: NZMX or NZSBK). The Race Director's role is to oversee consistency of the series.

2.48 **Record:** The best result obtained under prescribed conditions.

2.49 **Regional Official:** An Official appointed by the Officials Commission and ratified by the Board of MNZ. Duties include, but are not limited to, maintaining the standard of Officials, training officials, supervising Clubs and Officials.

2.50 **Relegation:** Demoting a competitor or competitors by moving them back in the finishing order by one or (preferably) more positions.

2.51 **Road Race:** A race on a roadway or other prepared surface having the characteristics of an ordinary highway continuous in circuit.

2.52 **Sidecar:** A vehicle having three wheels, two of which are in line fore and aft, with the third wheel offset to either side.

2.53 **Speed Event:** As for Race (2.46).

2.54 **Sports Tribunal:** means the sports tribunal of New Zealand established under the Sport and Recreation of New Zealand Act 2002 and continued under the Sports Anti-Doping Act 2006.

2.55 **Start:** The start is the moment when the order to start is given to a driver in any competition.

2.56 **Starting Line:** A starting line is the first control line on the course.

2.57 **Stewards:** Appointed by Clubs and the Regional Official and trained by the Officials Training Committee. Stewards are graded according to their experience, skills and qualifications.

2.58 **Steward (District):** An official appointed by the Officials Commission and ratified by the Board of MNZ.

2.59 **Steward (National):** An Official appointed by the Officials Commissioner to control events at a National level.

2.60 **Suspension:** The prohibition by the MNZ Board, for a definite period or sine die of a person or body of persons or a certain vehicle or of vehicles of a certain type or of a vehicle accessory from taking part in any capacity or being driven or used, as the case may be, in vehicle competition within New Zealand.

2.61 **Supplementary Regulations:** Regulations, supplementary to these Rules, drawn up by the organiser of a competition and approved by the authority granting the permit, having for their object the laying down of the details of a competition. All events advertising \$2000 or more prize money will publish with the Supplementary Regulations and entry form, the prize money scale.

2.62 **Technical Steward:** Appointed by the Officials Commissioner for the role of overseeing machine technical conformity. Responsible for the overseeing and training of machine examiners.

2.63 **Working Days:** Working Day means, a day of the week other than:

- a Saturday, a Sunday or any recognised public holiday
- a day in the period commencing with 23 December in a year, and ending with the 2 January in the following year.

3.1 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.

3.1.1 *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***

3.1a MNZ shall appoint representatives (hereinafter called Stewards) who shall have supreme control over the conduct of any motorcycle meeting and shall have the duty of enforcing the rules, bylaws and regulations of MNZ that apply at the meeting.

3.1b Junior Officials (under the age of 16). Minimum Ages:

- for officials working in event administration – 12 years;
- for officials working in a non-competition area – 14 years;
- for officials working as a timekeeper – 14 years; and
- for officials working alongside the competition surface – 14 years.

All Junior Officials must be supervised by an Adult Official.

3.1c **Officials Minimum Age**
Clerk of the Course, Steward, Riders Representative and Technical Officials – minimum age 20yrs.

3.2 **Officials:** Stewards and Clerk of the Course will be required to attend a formal training course at least every two years. This may be extended to three years on individual application to the Officials Commissioner should exceptional circumstances exist.

Official's progression details are available on the Officials page of the MNZ web site or from the MNZ office upon request.

3.2a MNZ may appoint Series Officials, including a Race Director and Technical Steward, to control Island and New Zealand Championships with multi round structures. Host clubs will appoint Event or Round Officials of appropriate grade to officiate that round and/or club Officials for training and assessment.

Single round Championship Officials may be appointed by MNZ.

3.2b Officials of not less than the required level must attend every event where a MNZ permit has been issued to supervise and to see that all safety requirements of riders, spectators and officials are met and that the course meets the requirements as set out for the type of event being run.

3.2c At major Road Races (see rule 2.32) there shall be two Stewards in attendance, one being a minimum of Grade 3 and the other a minimum of Grade 2. The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area. Such a meeting shall not be controlled by only one Steward. In addition Road Races on closed public roads and at National and New Zealand Championship events there shall be two Stewards in attendance, one being a minimum of Grade 4 and the other a minimum of Grade 3. The Stewards may be assigned as Track Steward and Pit Steward, and take responsibility for each such area.

3.2d At non-championship Miniature Road Race (F4/F5/Buckets) events on private circuits there shall be a minimum of one Club Grade (Grade 2) Steward and one Club Grade (Grade 2) Clerk of the Course in attendance.

3.2e Miniature Road Races although conducted on smaller circuits are to comply with the same rules of conduct that cover Road Racing. Where Miniature Road Races are held other than on a Closed Road circuit MNZ shall advise what grade of Steward may officiate.

3.2f The Steward of the Meeting shall have no executive duty in connection therewith on the day, but shall be in supreme supervisory control over the meeting in accordance with the regulations, and exercise all powers set out in the MNZ

Constitution.

3.2g Stewards required by MNZ to officiate at meetings outside their area are to be paid expenses by the area organising clubs at Public Service rates.

3.2h For selected major events MNZ may appoint the Steward of the meeting and other officials from outside the area of the meeting.

3.2i A Stewards report must be completed by the Steward of the event and forwarded to the office of MNZ within seven days of the event being held.
The MNZ Office will make available on request a copy of the Stewards report and Medical report to the Club that ran the event and/or the Regional Official of the Region.

3.2j A Clerk of the Course report must be completed by the Clerk of the Course of the event and forwarded to the Office of MNZ within seven days of the event being held. The MNZ Office will make available on request a copy of the Clerk of the Course report to the Club that ran the event, and/or the Regional Official of the Region.

3.2k Stewards must be visible by wearing an MNZ marked 'Steward' vest (Hi-Vis Yellow). This vest may not have club, sponsor or event branding.
The Clerk of Course must be visible by wearing a MNZ marked 'Clerk of Course' vest (Hi-Vis Orange). This vest may have other branding.
Green vests may be worn by MNZ series Race Directors & Riders Representatives.
All other Officials should wear the 'Hi-Vis Orange' colour but none may be marked to give the impression they are the Steward or Clerk of the Course.

3.3 MNZ may appoint Officials of the correct grade for Major, Island and New Zealand Championships and street road race events. The grade of event and the required grade of Officials shall be advised on the event permit.

3.4 **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.

3.4a The Clerk of the Course shall be responsible to the Steward of the Meeting for the good management and conduct of a competition in accordance with these Rules, the Supplementary Regulations and the official programme and for the direction and control of all executive officials necessary for that purpose.

3.5 **Technical Steward:** The Technical Steward may at any time attend any meeting in the capacity of the Technical Steward. The Technical Steward must on arrival at an event introduce themselves to the Meeting Steward and Clerk of Course. They must also sign in on any official documentation.

3.6 **Coordinator:** The Coordinator is a Commission appointee. He/she is to liaise with Clubs running New Zealand Championship rounds. He/she is responsible for presenting supplementary regulations, point's progress and results to the MNZ office. He/She may attend protests in an advisory capacity only.

3.7 **Secretary of Meeting:** The Secretary of the Meeting shall be particularly responsible for the organisation of the meeting insofar as the supply of all necessary documents, badges, etc., are concerned as well as for the transaction of all official correspondence relating to the meeting.

3.8 **Duties of Judge:** It shall be the duty of the Judge to declare the order in which the competing machines pass the finishing line. If the Judge considers he/she has made a mistake he/she may alter his/her decision after consultation with the Steward of the Meeting and the Clerk of the Course.

3.9 **Duties of the Starter:** It shall be the duty of the Starter to start each race when so instructed by the Clerk of the Course: from then until the start of the race the competitors are under the sole control of the Starter. In the case of a false start the Starter may order a re-start.

3.10 **Timekeeper:** The principal duty of the Timekeeper is to record and report such times as are required by the conditions of the competition as instructed by the Clerk of the Course and to prepare and sign such records as may be required in the case of an attempt at records or a certified test.

3.11 **Handicapper and Starters:** Shall be approved by the Steward and at no meeting shall a handicapper or starter be allowed to compete in any event under the jurisdiction of MNZ where they are officially engaged. The Handicappers shall on demand from MNZ immediately forward to the MNZ office, particulars of the handicaps and results of their meeting and these results shall be available to any approved handicapper at any time on application to MNZ.

3.12 **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 may check machine(s) involved in an accident or fall if considered appropriate before such machine(s) is permitted to start in another race.

3.13 **The Club/Promoter** shall provide a sufficient number of Flag and Track Marshals who must be briefed prior to the start of the first practice.

Flag Marshals: Are marshals appointed to give signals laid down in these rules. Flag Marshals shall occupy posts along the course assigned to them by the Clerk of the Course.

As soon as the meeting commences all Marshals under the orders of the Clerk of the Course to whom he/she shall immediately report by any means at their disposal (telephone, signal, courier, etc.) all incidents and accidents which occur on the section of the course for which he/she is responsible.

FREE ADMISSION OF OFFICIALS OF MNZ:

3.14 Any Board or Life Member, Grade 3 or 4 MNZ Official, Commissioner, on production of his/her warrant, is entitled to free gate admission for themselves and their family to any event run by a MNZ affiliated Club.

3.14a Any Grade 2 or above MNZ Official, on production of his/her warrant, is entitled to free gate admission to any event run by a MNZ affiliated Club.

4. All events require a permit from the MNZ Office. A permit must be displayed at the event, and the permit number and MNZ Logo must be shown on all paid media advertising and all printed entry forms for events, posters, programmes, including those on club websites. Where a local body requirements or exemptions exists those requirements of exemptions shall prevail. Proof of such requirements or exemptions shall be made available to the Steward of the Meeting.
- 4.1 No competition shall be promoted on either a public or private road or elsewhere until such permission as may be legally necessary is first obtained from the appropriate authority or private individual as the case may be.
- 4.1a **Events involving Road Closure:** typically these will include road racing on street circuits, road- hill climbs, flying and standing quarter mile, and forest Owner/Management type events. Two legal acts cover the closure of roads for the purposes of racing. Permit applications for these events must state the act applying to the event concerned.
- 4.1b All event permit applications must be submitted to the MNZ Office with the appropriate fee. This application must arrive at the MNZ office not less than 14 days (90 days for MNZ Championship Events) prior to the proposed event date. Late applications will require double fee payment.
- 4.1c **Street Circuit Approval:** Where a Club is proposing to hold a street circuit road race meeting, a fully detailed plan of the circuit, clearly describing catch fencing and spectator safety barriers must be submitted to the MNZ Office no later than 3 months prior to the intended date of the meeting.
If necessary the Commissioner will arrange for an inspection of the circuit prior to the issue of the permit to ensure that the proposed safety requirements are adequate.
The granting of permits for all street circuit road races will be subject to the approval of the Commissioner.
- 4.1d The fees for permits shall be decided upon by MNZ annually. The MNZ Office shall advise all clubs of the schedule of fees.
- 4.1e Permits to organise events will only be issued to affiliated Clubs or registered promoters.
- 4.1f All closed circuit permit applications must include a circuit operation plan (except Miniature Road Race). Unless an official operation plan is on file with MNZ, in which case it shall apply at all events.
This plan must include:
 - List of flag points with numbers of flag marshals
 - Ambulance location(s)
 - Sound Meter location(s)
 - Air Fence / Bottle Bag location (s)
 - Acceptable recovery vehicle locations
 - Maximum Motorcycle numbers on Track
 - List of incident marshal points with numbers of marshals
 - Equipment at each flag and incident point
 - Maximum number of Motorcycles in a mass start
 - Other matters deemed necessary by MNZ Officials
 - Public 'No Go' Areas
 - Dedicated refuelling area
 - Identification of Officials Base
- 4.2 Special conditions apply to events at which competitors from overseas are invited to attend. The MNZ Office will supply details on request. All overseas competitors wishing to compete in New Zealand must obtain a clearance from their licencing Federation and have this faxed or emailed to MNZ prior to the event being held. This is the competitor's responsibility. MNZ is required to notify the event organisers prior to the sign on for the meeting.
- 4.3 No event or demonstration other than a motorcycle event shall take place at a meeting held under these rules without the consent of MNZ which must be applied for on the permit application. If granted it will be shown on the permit.
- 4.4 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made a statement of accounts of any race meeting held under control of the club.
- 4.5 If demanded by MNZ, clubs shall forward to the MNZ Office within one month of the demand being made, all records and results of any race or meeting held under the control of the club.

- 4.6 Any claims made on a letterhead or in any other manner by any rider, entrant or firm, must be correct and precise, and must state the year, class and type of competition (e.g. 1999-2000 NZ 350cc Road Race Champion - NOT simply NZ Road Race Champion).
- 4.6a Any infringement of this rule whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body, by, or on whose behalf the advertisement is published or issued, liable to or may cause exclusion, suspension or disqualification.
- 4.7 No Club shall be permitted to conduct, on the same day, a conflicting event within an 80 km radius North Island, 160 km radius South Island of the venue of any permitted championship event or major road race, except with the permission of the Club organising the championship event or road race.
- 4.7a No Club shall be permitted to conduct, on the same day, an event within a 40 km radius of the venue of any event under permit by MNZ, unless the two events are not of a similar nature.
- 4.7b MNZ may, where appropriate decline to issue an event permit.
- 4.8 Every person promoting, organising, or taking part in a competition held under permit from MNZ shall be deemed to be acquainted with these rules, and with any supplementary regulations that may be issued for any particular event.
- 4.9 Supplementary Regulations for events, particularly Championships, must not contradict rules or the intention of the Manual of Motorcycle Sport and will form additional rules and information for the event. Supplementary Regulations are to be treated as rules for the event from the date published or amended until the end of the event or series. ALL events advertising \$2,000 or more prize money will publish with the Supplementary Regulations an entry form, or acceptance forms with the prize money scale.
- 4.9a All Championship Supplementary Regulations must be forwarded to the MNZ office for approval by the relevant Commissioners prior to the issuing of the event permit.
- 4.9b When Championships are being run, Supplementary Regulations must also be forwarded to the Coordinator for approval.

Additional rules applying to New Zealand and Island Championships:

- 4.10 MNZ recognises a number of championships that are available for annual competition.
- 4.10a Commissioners through the MNZ Office shall invite applications to host New Zealand & Island Championship events.
- 4.10b Commissioners will allocate Championships to host Clubs based on applications received. Allocations will be ratified by the Board of MNZ prior to the announcement.
- 4.10c Permits to hold a Championship meeting must be applied for 90 days in advance, always providing that the Championship allocations have been finalised at this time.
- 4.10d Supplementary Regulations must be approved by MNZ prior to distribution to Clubs and riders.
- 4.10e If a minimum of 6 valid paid entries have not been received at the published closing date for normal entries (for clarity this excludes late entries and similar), then the Championship class may not run for that year, provided that if the event is part of a series then this will apply only to the round.
- 4.10f The Officials Commissioner may appoint Stewards of the correct grade for Island and National Championships. The grade of event and the required grade of Stewards shall be advised on the event permit.
- 4.10g Results of MNZ designated Championship events must be notified to the MNZ office by post (within 7 days) or electronically within 24 hours of the event finishing. Failure to comply with this will incur a \$250 fine on the Club. Existing permits will be withdrawn and no further permits will be issued until the fine is paid.
- 4.10h A Championship allocated for a given year and not run in the prescribed time may incur a penalty from MNZ.
- 4.10i MNZ shall not issue a permit for more than one New Zealand title event of a like or similar nature on any one day, unless approved by the Board in consultation with the Commissioners prior to ratification.
- 4.10j Entry Forms and Supplementary Regulations, once approved, will be sent from the MNZ office to the nominated meeting Steward.
- 4.10k Every championship will be conducted under these rules.
- 4.11 MNZ will register private promoters (who will pay an annual fee). Registered private promoters may be allocated events to promote. MNZ will require certain criteria to be met, including MNZ will appoint Steward/Referee and must approve Clerk of the Course and Supplementary Regulations.

- 4.11a MNZ will register private promoters. Registered private promoters may be allocated events to promote. MNZ will require certain criteria to be met; including MNZ will appoint Steward/Referee and Clerk of the Course, along with Supplementary Regulations.
- 4.11b Subsequent recognition and registration of the promoter will depend upon the promoter's performance.
- 4.12 There will be no restriction on affiliated clubs promoting events.

5.1 All competitors shall ride at their own risk.

5.2 Competitors wishing to compete in events shall cause themselves to be registered on the books of MNZ prior to competing, by either forwarding to the MNZ Office a correctly filled in competition licence application form or completing the online licence application. Such registration shall expire one year from date of issue, or as determined by the Board of MNZ, with the exception of international licences which will expire on December 31.

5.2a Every person so registered must be a financial member of a Club affiliated to MNZ.

5.2b Any intending competitor who is under the age of 16 years must have his/her application for a competition licence endorsed by a parent or legal guardian. All applications for Junior class licences must include a copy of their birth certificate or passport.

5.2c Licence application forms are obtainable from the MNZ Office, MNZ Website, and Club Secretaries and must be sent together with such fee as shall be determined by the Board. Upon receipt, the MNZ Office shall enter the name of such person in the register and issue them with a competition licence and competitor logbook. Riders are encouraged to make application for competition licences on the website of MNZ where full details of applications and fees are available.

5.2d MNZ may refuse to issue or may withdraw any competition licence/membership.

5.2e

- i. Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.
- ii. When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may upgrade their junior licence for a senior licence. See specific disciplines for details on how it may affect different types of riding.
- iii.
 - a) Subject to rule 5.2(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.
 - b) If a junior competitor's birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However nothing in this rule shall entitle a junior competitor to ride or compete at a junior event once the rider has turned 17.

5.2f **One Event Licences:** can be issued to competitors at Club Events. These Licences cannot be used at the following events; New Zealand or Island Championships, Street Racing, except in the instance of a competitor having a MNZ Championship licence but has forgotten it for the event. The competitor must sign the disclaimer on the One Event Licence application, and is subject to a fine & Judiciary referral should they are found not to hold a MNZ Championship licence.

The decision of having One Event Licences available for purchase is that of the host Club. The Steward of the meeting has jurisdiction to decline an application at his/her discretion. If the steward approves the One Event Licence Application, such approval is signified by the steward signing the Licence after payment has been made for it.

5.2g **Ages for Purchasing One Event Licences:**

- Miniature Road Race as per Appendix W - 13 years & over
- Senior Mini Supersport: Appendix M - 13 years & over
- Mini Supersport: as per rule 14.13 - 7 years & over
- All other classes: 16 years & over.

Should a rider be under the age of 18 a parent or guardian must sign the One Event Licence.

5.2h **Special Event Upgrade Licence:** For the express purpose to enable the competitor to partake in one single New Zealand or Island Championship Event for the given licencing period.

Limited to a single Special Event Upgrade Licence per licencing period for a competitor in any class.

The decision of having a special event upgrade licence available for purchase is that of the host Club; and subject to Club application to MNZ.

A Special Event Upgrade Licence can be issued to a competitor holding a current MNZ Club Licence who has competed in more than; three Senior previous MNZ permitted events; or six Junior previous MNZ permitted events in the class entered at Club level, proof of which shall be in the riders log book or proof from results of Electronic Lap scored MNZ permitted events.

The Steward of the meeting has jurisdiction to decline an application at his/her discretion.

a) Host Club must apply to MNZ to offer a Special Event Upgrade Licence.

b) Competitor must indicate to the host Club they will require a Special Event Upgrade Licence on pre-entry.

- c) Competitor's log book will be clearly marked by the Steward that they used the sole Special Event Upgrade Licence.
- d) The provision of Special Event Upgrade Licence must not contravene Rules 5.2a and 5.2f.
- e) No provision of Special Event Upgrade Licence will be made by MNZ for Street Road Racing Events.
- f) Any competitor found to be in breach of the single use upgrade will be subject to Rule 5.2n and have their entry refused.

5.2i A competitor registered as stated and not disqualified or suspended shall be eligible to compete in any competition that the licence is valid for.

5.2j Acceptance of an entry form is decided by the club or promoter provided that the entry may only be declined in good faith and for valid reasons. The club or promotor must give reasons for the declining of the entry.

5.2k Competitors will enter details including helmet brand, model and serial number in the front section of their log book and the MNZ APP. Any change of helmet must be listed in this section. Competitors will also add details for the event they are entering in the Event section of their log book. Competitors licence and log book must be produced at sign in and will be held by a Club official until the end of the event at which time the rider will collect. Rider injury, machine faults, faulty riding gear, rider conduct, shall be noted in the log book and the MNZ APP by the Steward or an appointee official. The Steward's name must be recorded in the log book for each event listed.
Riders may sign in using the MNZ App and digital logbook entries where available.

5.2l **Licence Categories:** Licences will be issued in the following categories, Senior, Junior, Club & Associate Member. Licences will be valid for 12 months from date of issue.

5.2m A sidecar combination competing in any competition other than Record Attempts must carry a passenger. Passengers are deemed to be competitors and must have the appropriate current licence.

5.2n Any person competing in any event open to registered riders only, without first being the holder of a current competition licence shall be liable to a fine, suspension or disqualification for life and no un-registered person shall be entitled to receive any prize-money or trophy from any Club.

5.3 If a competitor is entered in multiple classes with one machine (Standing 1/4, flying 1/4, hill climb etc.) then prior to each run the class that, that run is to be counted for must be nominated.

5.3a Separate runs must be undertaken for each class entered.

5.3b Where the entry of any competitor is refused by a club for a New Zealand, North or South Island title event, or any event counting towards any of these titles, always providing that the entry is on the correct form and received by the club within the stipulated time, the competitor shall have the right to appeal to the Judiciary of MNZ.

5.3c An appeal under this section shall be lodged at the MNZ Office within seven (7) days of the competitor being notified by the promoter or organising club that the entry has been refused.

5.3d The competitor shall be permitted to compete in the particular event or events concerned until such time as the appeal has been finalised.

5.4 All visiting overseas competitors must sign an MNZ indemnity form. All overseas competitors wishing to compete in New Zealand must obtain a Start Permission and FIM International Licence (if applicable) from their Federation and have this sent to MNZ prior to the event being held. This is the competitor's responsibility. MNZ shall send to the organising Club and Steward for the event a copy of these documents.

5.5 **Entries:** shall be made by the competitor on the Clubs form to the Secretary of the Meeting and any club may refuse entries if not on this correct entry form. No written entry will be accepted unless signed by the rider. Most Clubs now have web sites along with MNZ where information of events and entry forms are available online.

5.5a All entries must be accompanied by the correct fees. If the rider is unable to attend and notifies the Secretary of the meeting by phone or by written word 24 hours prior to, but not including the event day or in case of a two day meeting, the practice day, entry fees may be refunded in full if all passes are returned. In the case of a telephone cancellation a written application must follow, postmarked before the event or practice day. The notification must give a valid reason that is acceptable to the organisers or the refund can be refused.

5.5b Any entry by telephone must be confirmed by forwarding an official entry form immediately with entry fee.

5.5c Any entry which contains a false statement shall be considered null and void. The entrant may be deemed to be guilty of a breach of these rules and the entry fee may be forfeited.

5.5d Where entry forms are circulated in advance of an event at least one copy must be sent to the MNZ Office.

5.5e Any Club not allowing late entries must print words to this effect on entry forms if entry forms are printed for any particular event

5.5 The use of any term in poster, press, radio, TV, or any other publicity or in entry forms, acceptances or programmes, that conveys any impression that any event carries other than local significance, is expressly forbidden without the written consent of MNZ. Examples of such terms are: international, national, names of countries, provinces, nationalities, oceans or seas, north, south, test, title, championship, GP, or Grand Prix, TT or Tourist Trophy. Any club wishing to use any such or similar term must request it in its permit application. If granted, it will be shown on the permit, and this will be considered to be sufficient written consent for its use for the particular event.

5.6 Any competitor entering under a false name or address, or in any way trying to mislead the handicapper or club shall on proof thereof be excluded.

5.6a No competitor shall take part in any competition under an assumed name unless special permission for use of such assumed name has been granted by MNZ.

5.6b A rider who is entered at a permitted event who allows a non-entered person to compete on their entered motorcycle at the event without the permission of the Steward of the meeting and club Officials, shall be excluded from the meeting and the matter reported to the Judiciary for possible further disciplinary action.

5.7 The name of any disqualified rider will go on the Restricted Riders List available via the MNZ website/App. Their MNZ licence will be invalid while on the Restricted Riders List.

5.7a Any rider being a defaulter to any club under these rules shall not be allowed to start in a race until all monies owing by him are paid.

5.7b Any competitor starting in a race before his/her fees are paid shall be liable to exclusion, suspension, disqualification and/or fine.

5.7c No entry shall be accepted from a disqualified or suspended competitor until the time of his/her disqualification or suspension has expired.

5.8 **Roads Closed Under the Local Government Act 1974:** No civil licence is required.

5.8a **Roads Closed Under the Land Transport Act 1998:**
Road closed under this Act are typically state highways and remain listed as "roads" as defined in the Act, it is for this reason that the following civil licence requirements apply:-
Riders holding a current Class 6 (unrestricted) licence may compete without limitation.
Riders holding a current Class 6R (restricted) licence may compete subject to the conditions of the licence. Riders holding a Class 6L (learners) licence are not permitted to compete.
These conditions will be noted on the permit and must be included in the Event Supplementary Regulations.

5.8b **Exceptions to Rule 5.8a:** In the event of a temporary cancellation of his/her civil licence the rider cannot compete on circuits that require civil licences, unless they apply to the courts for permission to do so and such permission is endorsed on his/her civil licence. Holders of Class 6R licences may apply to the LTSA for an exemption to the conditions attached to their licences. The onus is with the rider to provide proof of this exemption to the event organizers prior, to the commencement of practice.

5.9 Any competitor injuries or receiving hospital treatment see Chapter 6.

5.10 Competitors are responsible at all times for the behaviour of their assistants during the course of a meeting.

5.11 All NZ Title holders shall have reasonable access to their trophy until the following year's event. It shall be the rider's responsibility for the safe return of all trophies to the next running of that Title event.

6.1 Riders entering any MNZ event must sign an MNZ disclaimer with details of Name and MNZ Licence number before any riding. One Event Licence holders will also record their name and allocated one event licence number on the disclaimer sheet.

6.1a A physical or approved electronic form of Competitors licence, log book and proof of club membership must be produced at sign in and physical copies will be held by the Steward until the end of the event or at the Stewards discretion. All entrants at any permitted event (with the exception of any permitted Trail Rides) must have a valid licence or One Event Licence. All documentation must be checked before competitors enter the track. Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.

6.1b Competitors who take out a competition licence for the first time at an event and those who have a One Event Licence must be given an additional briefing by the Clerk of the Course and the competitors machine will be examined to see that minimum requirements of MNZ have been met (Rule6.28). A penalty will be imposed by the Steward on any rider who fails to attend any briefings that are required during the course of the event.

6.1c Any rider who is under the age of 16 years, that was signed in by a Parent or Guardian must have that person present at any Briefing, Protest or consultation in relation to the issuing of any penalty or competitor infringement notice by the Steward.

6.1d All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in a central position in the pits and at strategic positions on the course, **for fire extinguishers this is** usually the flag points. The club official in charge of the meeting must notify the Steward and Officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment. The location of the first aid kit and fire extinguishers should be pointed out and demonstrated to the riders at the riders briefing.

6.2 All accidents involving a referral for further medical attention for any person occurring at a race meeting must be reported in writing, accompanied by the competitor's licence/logbook by the Steward of the meeting direct to the MNZ Office. It is the rider's responsibility to produce a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist to the MNZ Office before competing in future events. The competitors licence and logbook will then be returned to the competitor.

When a rider is injured during a multi-day competition, the competitor can return to the meeting (and take part in the remainder of the meeting) with a certificate of clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist, the Steward will return to the competitor their licence/logbook. The certificate of clearance must be returned to the MNZ Office with the Stewards report. The Steward is to note in the competitor's logbook that they have viewed the certificate of clearance.

6.2a Where a concussion has occurred, an automatic stand down period of 23 days (for Under 19 years or 21 days for 19+ years) (refer to MNZ Concussion Policy) shall apply, at the end of the stand down period the competitor must supply to MNZ a medical clearance stating they are fit to compete in Motorcycle Competition from a Doctor, Surgeon or Specialist.

Where a suspected concussion has occurred, an automatic stand down period of 23 days (for Under 19 years or 21 days for 19+ years) (refer to MNZ Concussion Policy) shall apply unless the competitor can supply a medical clearance stating that they were not concussed and they are fit to compete in motorcycle competition, the medical clearance must be from a Doctor, Surgeon or Specialist.

Where a competitor has three concussions in one season, the rider is required to obtain a clearance from a neurosurgeon or similar medical specialist before competing in any future events. The competitors licence/log book will be returned to the rider when a medical clearance certificate has been received by MNZ.

6.2b Refer to the MNZ Medic Guidelines (Draft) for the recommended medical requirements at specific events.

6.3 Adequate toilet facilities must be provided for competitors and spectators at all MNZ Permitted events.

6.4 **Riders Briefing**

- a. A Riders Representative shall be elected by the competitors, at riders briefing to be available to represent the interest of riders to the Steward of the Meeting on questions of safety, or other matters involving the welfare of competitors and to attend any protest meetings as required under Chapter 7 of these rules.
- b. At Championship and Major Events a second non-competing Riders Representative may be appointed to **complement** the role of the elected Riders Representative. At major events two Riders Representatives may be elected. Green vests may be worn by Riders Representatives.
- c. At National Championship and Major Events the elected Riders Representatives will not be a member of the Organising Club.

- d. A Club Representative must be announced to serve on the Protest Committee on behalf of the Club.
- 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 must not be a member of the Protest Committee.***
- f. Members of the Protest Committee will be announced at Riders Briefing. All representatives must also sign the Officials & Assistants Sign-On Sheet for that event and be available for a period of at least 30 minutes after completion of the days racing, in the event of a protest.
- g. At any event where any representative is a party to a matter being protested, a substitute will be appointed by the Protest Committee.
- h. The Discipline Commissioner may select a non-competing Riders Representative prior to any Major Event, Championship or a Series of three rounds or more.
- i. Competitors who arrive late, but at the Clerk of the Course discretion are allowed to participate in the event, must also be given an additional briefing by the Clerk of the Course before going on track.

6.5 The order of starting in a competition shall be laid down in the Supplementary Regulations or the programme.

6.5a The Clerk of the Course, together with the Secretary of the meeting, shall have the power to change the order of the events as shown on the official programme, subject to all competitors being notified prior to the start of such change.

6.6 **There shall be six methods of starting:**

- **Standing Start:** When the motorcycle or motorcycles concerned start from a stationary position on the starting line with the engine stopped.
- **Flying Start:** When the motorcycle is in continuous movement up to and across the starting line from a point beyond such line.
- **Rolling Start:** A flying start in which the speed of the motorcycle up to the starting line is regulated, e.g. Pace Car/ Safety Car.
- **Clutch Start:** When the motorcycle is started from a stationary position on the starting line with the engine running.
- **Le Mans Start:** When the motorcycles are parked with engines stopped on one side of the track, angled in the direction of the race, and on the start signal the riders sprint to their machine from an appointed position on the other side of the track immediately opposite their motorcycle. The parked machines may be held in readiness by assistants.
- **Non-Speed Events:** Organisers will release riders in small groups, massed starts are NOT permitted

6.6a In all events where a flag is used for starting, a red flag shall be displayed and then withdrawn prior to the starting flag being held in a stationary position overhead and the event shall start by a drop of the flag.

6.6b The use by the Starter or by the Judge of mechanical appliances for facilitating starting, or recording finishes, is permitted provided that such apparatus has first been approved by MNZ.

6.6c Competitors shall always be prepared to start in accordance with the programme when called upon to do so. Any competitor late for the start will forfeit his/her chance of competition. The only exception to this is for Road Racing on permanent circuits, refer Rule 14.3c.

6.6d The number of starters unless otherwise stated shall be limited only by the conditions of the track and consideration of the competitors and public.

6.6e Starts may be arranged in heats. A rider must start in the heat allotted to him, or to which he/she is qualified. The Clerk of the Course may merge heats if the number of entrants present at the start or other conditions warrant him doing so.

6.6f Any competitor starting before his/her time may be penalised and for any repetition of the offence may be excluded from that event, or otherwise punished, see rule 14.3b.

6.6g Any mechanic or mechanic's assisting a competitor to start in a race must leave the track immediately after the competitor has started.

6.6h Before a race **can be** started, the CoC is to ensure that all persons **have left** the racetrack **and are in** a safe secure area. ***Media Track and Flag marshals must be in designated safe positions as detailed by the CoC prior to the start of any race. No access is permitted by any persons to the racetrack once a race has started without the express permission of the CoC. This includes but not limited to, any Rider, Pit crew, official, spectator, media or emergency crew for any reason.***

6.6i All questions as to starting shall be at the absolute discretion of the starter/Clerk of the Course who shall have full control of all riders when they are on the mark for starting.

6.6j Where remote structures (lights etc) are in place for starting the race may be started away from the start line after clearance from the official at the start line area.

6.6k A 'Check Helmet Strap' sign shall be displayed to competitors immediately prior to entry to the circuit. The sign will be properly sign written, and be of a minimum size 60cm x 40cm and/or displayed electronically.

6.6l At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2, 3 or 4 wheeled, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car for Road and Street Racing, and behind a responsible person for all other events. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded. Approved AG helmets may be worn by officials as they go about their duties at events.

6.6m Aborting a start: Should there be reason to abort a start once riders are on track, red flags will be waved and if available red lights or red and yellow flashing lights will be displayed around the track. Should a rider experience difficulty before starting, they shall raise a hand to alert the starter.

6.7 In races run in heats, at least the first and second placed competitors shall start in the final. When considered necessary by the Clerk of the Course, semi-finals shall be run. In any classification dead heats for first, second or third place the prizes shall be awarded in order of the rider with the fastest lap for that race.

6.7a In the event of a tie in the number of points at the end of an event or series, the final positions will be decided on the basis of the number of best results in the event or series (number of first places, number of second places etc.). If a further tie exists, it will be decided in the following order, by the better placing in the last, in the last but one, or in the last but two results counting towards the event or series in question, etc. If a dead heat still exists the riders concerned shall divide among themselves any awards according to their placing.

6.8 Should a competitor have the misfortune to break his/her machine or disable it in a heat, owing to an accident caused by another competitor, the Clerk of the Course shall have the option of allowing such competitor to start in the next heat of the same event in the final heat.

6.9 If during a practice or racing a competitor's machine malfunctions or becomes disabled for any reason and the competitor is unable to continue racing s/he must hold their line until it is safe to move as quickly and as safely as possible from the track. The machine must be parked as far from the track as practical and the rider should move to the safest available position.

6.9a If a machine is disabled in the course of a race or heat the competitor shall be allowed to use another machine in other races subject to re handicap but not to ride another machine during that particular race or heat, see rule 6.21a.

6.10 A competitor may not, under the penalty of exclusion, receive any outside assistance during the race. Assistance in pushing off at any stage other than a pit stop may immediately exclude the competitor. The Steward may allow a competitor to have a pusher during starting.

6.11 Riding or pushing a machine in any but the race direction on the course must be a cause for a penalty.

6.12 No entrant or rider shall change motorcycles during a race unless the change is authorised in the supplementary regulations.

6.13 When overtaking, the onus is on the overtaking competitor to overtake without causing interference to the overtaken competitor. Any competitor guilty of foul or unfair riding shall be excluded, suspended, disqualified or otherwise punished.

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

6.15 Any competitor guilty of the following, may be punished by fine, exclusion, relegation or disqualification.

- a) careless riding,
- b) remaining on the track after being ordered off by the Stewards or Clerk of Course,
- c) racing in the interests of another competitor,
- d) straggling or late to the start of a race when called to do so,
- e) or of any other conduct which the Steward considers to be unacceptable or inappropriate behaviour,
- f) Not maintaining a consistent speed during any session on track and/or circulating at reduced speed which may impede other competitors and/or create a safety issue. (For clarity this will be judged by the Steward or Clerk of Course **using 115% of the rider's best pace in the current race/practice session as a guideline.**)
- g) Not having a transponder fitted for any practice sessions, qualifying sessions or races (when timing is electronic).

6.16 If refuelling is necessary, the machine must be refuelled at the allotted pit and nowhere else. Contravening this rule entails instant exclusion.

- 6.16a Refuelling pits will be provided at a convenient spot near the starting point for each competitor who is to make provision if refuelling during the progress of a race is necessary.
- 6.16b All machines must be stationary with engine stopped before the fuel cap is opened.
- 6.16c A rider may have any type of refuelling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets Supplementary Regulations for the meeting.
- 6.17 Fire Extinguisher: Each competitor is responsible for having a sealed and operational fire extinguisher, minimum 1 kg dry powder, available and visible in their pit area. It is the competitors responsibility to ensure that they know how to operate their fire extinguisher.
- 6.18 **SMOKING IN REFUELING PITS IS ABSOLUTELY FORBIDDEN BY ALL PERSONS.**
- 6.19 Any organisation holding a meeting shall have power, after consultation with the Steward of the Meeting, to declare a race void, when, in their opinion, such race has been 'faked'. The Steward shall have the final say in such a decision. Such decision shall be final as to the meeting in progress, but an appeal therefrom will lie to the Judiciary Committee. If any race is declared void by the Judiciary Committee on appeal, it shall be optional on the organisation's part to return entrance money in such race. Once declared void a race cannot be rerun.
- 6.20 Disciplinary action will be taken against riders who enter an event then without notice to the Club, ride elsewhere at another meeting on the same day.

6.21a Stopping and Re-starting 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.
 - 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 scheduled 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 red 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 instant of the red flag
 - iii) Full points will be awarded.

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.*

- 6.22 Lap scoring boards or charts are compulsory at all race meetings and must be available for examination on demand by MNZ.
- 6.23 Unless otherwise stated points will be awarded 1st – 15th placing as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 6.24 A list of unpaid fees, fines, etc., shall immediately after the meeting be forwarded by the Secretary of the Club holding the meeting to the MNZ Office, who shall record such information in a register to be kept for that purpose and shall forthwith notify every affiliated club to that effect, and by whom owing. No clubs shall allow any competitors to enter or compete in any event until all monies owing by them have been paid and until such payment they shall be deemed to be excluded, suspended or disqualified.
- 6.25 Each competitor is responsible for the safe keeping of his/her machine, fuel, oil and spare parts and tools.
- 6.26 The distribution of prizes shall not commence until 30 minutes have elapsed after the publication of the results of the competition.
- 6.26a When prize money, whether advertised or not, is competed for all prize monies won shall be paid within one calendar month of the event being held. Should a club fail to pay prize money within the stipulated period, an aggrieved competitor shall have the right to directly appeal to the MNZ. A club failing to subsequently pay prize money when called upon by MNZ to do so, or not offering a satisfactory explanation for refusing to pay, may be refused permits for further meetings.
- 6.27 **The following flags will be recognised as the standard colours to be used as signals to riders during a race:**
 - **Green:** Start. Starting Lights can replace the flag
 - **Red:** All riders to signal and safely stop racing.
 - **Yellow:** Held Stationary or Waved – SLOW DOWN – Proceed with extreme caution. No overtaking until danger area is passed, be prepared to stop. Sidecar riders this could also mean your passenger is in difficulties.
 - **White:** Last lap.
 - **Black:** Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.
 - **Black and White Check:** Finish for all riders.
 - **Red and Yellow Stripes:** Oil or other debris on course.
 - **White flag with Red Cross:** Ambulance on course, proceed with caution.
 - **Black with Orange Centre:** Machine to be removed from the circuit immediately. The rider's number must be shown on a board at the same point as the flag is displayed.
 - **Blue Waved:** Overtaking signal warning rider is about to be overtaken.
 - **Blue Held Stationary:** Indicates that competitor is soon to be overtaken. Also see rule 14.8a Endurance race.

When operational at permanent road race circuits: Red or red and yellow flashing lights at the start line will indicate an aborted start.

Flags must be a minimum size of 24" x 24" (600mm x600mm).

6.27a **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.***

6.27b A white flag or last lap board will be shown to each competitor when the race leader starts the last lap of the race.

6.27c A black and white chequered flag will be shown to each rider when he/she has finished the race. The chequered flag shall mark the end of the race regardless of the number of laps completed as long as it meets the definition of a complete race as per rule 6.21.

6.27d The finish line must be defined on any race circuit. If not permanently marked then between two defined coloured pegs and to be advised at briefing.

6.27e Failure to observe flag instructions and signals renders riders liable to fine, exclusion, relegation, suspension or disqualification.

6.27f The use of radio or digital communications between a rider (or their machine) and the pits in either direction is strictly forbidden and any competitor found guilty of this is subject to exclusion from the event. The use of Pit Boards is allowed in approved areas only. One way telemetry from machine to pits is allowed.

6.27g At permanent road race circuits, the flags may be supplemented by lights at flag points. Flags are to remain as the primary signalling method, except for on Kart tracks where an approved light system may be used as the primary method, with flags in reserve. Approval for a light system to be used as a primary method of signalling must be granted by the Road Race Commission.

6.28 **Machine Examination:**

Competition Motorcycle Requirements (See further rules in Technical Appendix).

1. Motorcycle must be presented in a clean and tidy condition.
2. Clear numbers on motorcycle as per the Manual of Motorcycle Sport.
3. Handle bar levers must have ball ends.
4. Efficient muffler must be fitted.
5. Secure foot rests spring loaded.
6. Check wheel bearings (any sideways movement a replacement is required).
7. Check brake pads for wear (replace if in doubt).
8. Check for broken or loose spokes.
9. Check swinging arm bearings (any movement alters chain line).
10. Check condition of tyres and tyre pressures.
11. Check sprockets and chain adjustments.
12. Check steering head bearings.
13. Check handle bars for security and blocked ends.
14. Check for loose bolts all over motorcycle.
15. Loose handle bar grips (must be glued or wired on).
16. Throttle return (must be snap free return).
17. Check frame stress points for cracks or other damage.
18. Drain plugs/oil filter retaining bolts to be wired.
19. Breather pipes.
20. Secure number plates.
21. Secure fairings.
22. Check steering locks.
23. Check steering dampers.
24. Operational handlebar mounted kill switch.

6.29 **Alcohol and Drugs**

6.29a MNZ has a zero tolerance approach to the use of drugs and alcohol in sport. The taking of drugs and/or alcohol by any competitor, official or crew at a MNZ event is strictly forbidden.

MNZ recognises that the use of drugs and alcohol can adversely affect an individual's performance and can be a contributing factor towards making the sport unsafe, increasing the likelihood that injuries and damage to people, property and equipment could occur. MNZ will therefore carry out drug and alcohol testing primarily for safety reasons.

6.29b MNZ approved testing may be carried out on a random or targeted basis on any competitor, official, team or crew member.

6.29c Testing Methods

MNZ may conduct drug and alcohol testing. Testing will be as consistent as possible with the following policies and rules (noting that these documents are guidelines only, and MNZ may not have the resources to comply with all guidelines):

- i) The most recent Drug Free Sport NZ Anti-Doping Rules (which can be found on our website);
- ii) World Anti-Doping Agency Guidelines for Breath and Urine testing (which can be found on our website).

Screening drug tests will be undertaken using the following methods (the current versions can be found on our website):

- i) Urine sample with reference to AS/NZS 4308:2008 standard – *Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine* (or the then current AS/NZS standard for specimen collection and the detection of drugs in urine).
- ii) Alcohol tests will be undertaken using alcohol breath analysers in accordance with AS/NZS 3574:1998 – *Breath Alcohol testing devices for personal use* (or the then current AS/NZS standard for breath alcohol testing).

6.29d Testing Limits

Screening Test: the initial test is performed by an immunoassay test (screen test). The following substances (Prohibited Substances) will be screened:

- Amphetamine (AMP)
- Benzodiazepine
- Cannabinoid (THC)
- Cocaine (COC)
- Methamphetamine (MET)
- Opiate
- Any other substance which is declared by either MNZ or Drug Free Sport NZ to be a Prohibited Substance

Breath Alcohol Target Concentrations:

- Alcohol - with a limit of 0.00g/100mlmgm/l

6.29e Prescribed Medication

i) If a person considers there is a possibility that prescribed medication is affecting their ability to participate safely in an Event, that person shall inform the Event Organiser immediately. It is not necessary for the person to disclose the illness, ailment or the medication which they are taking.

ii) If a participant follows the procedure as outlined above (6.29e i), then;

- a. They can participate in an Event if they can provide a medical clearance from their treating medical practitioner clearly stating the medication will not affect their ability to perform their duties or to compete (for a rider, it must state the medication does not affect the ability of the rider to control a motorcycle); or
- b. They cannot participate in the event if they cannot provide such a medical clearance.

6.29f Event Testing

Testing Person: Random, and Target drug and alcohol testing may be conducted at MNZ sanctioned events by an appropriately qualified or competent Tester (Testing Person). The Testing Person can be one of the following:

- i) Part of the medical team at the event competent in using the tests;
- ii) An event organiser competent in using the tests;
- iii) A person nominated by MNZ who is competent in using the tests;
- iv) A contractor approved by MNZ competent in using the tests

The Testing Person will develop and implement an operationally appropriate selection process for the purposes of random testing which must meet the satisfaction of MNZ.

6.29g Target Testing

- a) Target testing may be conducted when the event organiser suspects, on reasonable grounds, that the person is under the influence of alcohol or a Prohibited Substance (see Suspicion);
- b) If a participant has returned a non-negative result at any time in the last 12 months – they will be targeted for testing. Their names will automatically be entered into the selection.

Suspicion

Where there is suspicion, based on reasonable grounds of a Member and/or participant attending or taking part in a competition while under the influence of alcohol or drugs, the Steward/s in consultation with the Clerk of the Course may prohibit the member and/or participant from attending or taking part in the competition, but will endeavour to have the participant tested for Prohibited Substances first.

Typical indicators of impairment due to drug or alcohol include:

- Slurred or impaired speech;
- The person's breath smells of alcohol;
- The person staggers, their movements are jerky and off target;
- The person admits to drinking certain quantities of alcohol;
- The person's eyes are bleary and heavy;
- The person exhibits a dulled tired appearance;
- The person is aggressive in their speech or manner;
- The person's face is flushed;
- The person's pupils are large with sluggish reaction to light;
- The person behaves in an unusual, dangerous, erratic or euphoric state,
- Evidence of substance misuse within events which can be linked with reasonable certainty to an individual.

6.29h Timing

Because the MNZ Drug & Alcohol Testing is a safety initiative testing can be carried out at any time throughout the event. Testing People are encouraged to ensure testing is undertaken before on-track participation.

6.29i General Notification

Testing may take place at any MNZ permitted event.

6.29j Event Notification

Participants will be notified directly in person that they have been selected for testing under these rules.

The Testing Person will provide participants with information regarding the test they will undertake.

Participants are required to read and understand the Acknowledgement and Declaration form confirming their acceptance to complete the test. The form must be completed and signed by the participant, or by a parental guardian if under the age of 16.

6.29k Designated Area

A designated testing area will be established at each event. Participants will be required to enter the testing area one at a time to undertake the test. The designated area will be designed so that the athlete's privacy is respected. The testing area must be adjacent to a facility where urine samples can be given. This facility must only be accessible from the testing area. The testing area must have a table and chairs and, must not be open to view from the outside, and must stock sealed bottles of drinking water.

6.29l Representatives

Participants are entitled to have a representative and/or interpreter accompany them to the testing area.

6.29m Follow up testing

Any member who returns a non-negative test result for drugs will be subject to follow up testing for a period of 12 months.

If no further non-negative results are reported in the follow-up person the member will be placed back in the usual random selection pool.

6.29n Minors

Minors are classified as athletes who are under 18 years of age and MNZ's policy on minors aims to ensure that the needs of these athletes are met without compromising the integrity of sample collection.

MNZ's policy towards minors is in line with the specifications of the World Anti-Doping Code 2015, and Drug Free Sport NZ, and use the following guidelines when testing minors:

- athletes who are minors should be notified in the presence of an adult and should be encouraged to have a representative with them throughout the sample collection session.

- Parental representation will be sought where possible (unless declined by the minor).
- if an athlete who is a minor declines to have a representative accompany him/her, this should be documented on the Doping Control Form.
- when planning testing, MNZ will consider whether any athletes who may be selected for testing may be minors and will prepare chaperones accordingly.
- a Testing Person has the authority to make modifications as required, providing these do not compromise the identity, security or integrity of the sample.
- if a minor declines to have a representative present, the Testing Person shall consider whether a third party ought to be present during sample collection.
- the Testing Person shall decide who, in addition to the witnessing chaperone, may be present during the collection of the sample from the athlete. This could be the athlete's representative and/or a second chaperone or doping control officer (either of whom may observe the chaperone when the athlete is passing the sample, but may not directly observe the passing of the sample).
- the athlete's representative may not directly observe the passing of the urine sample, unless specifically requested to do so by the athlete. However, the athlete's representative may observe the chaperone witnessing the passing of the sample.
- any modifications that are made to standard procedures, during notification or sample collection, shall be documented on the Doping Control Form.

6.30 Alcohol Testing Procedure

- i) All alcohol testing procedures shall comply with AS/NZS 3547:1997 Breath alcohol testing devices for personal use (or the then current AS/NZS standard).
- ii) The person being tested will be required to supply an air sample from their lungs directed into an approved breath analysis instrument. The sample shall be sufficient to obtain a valid reading on the instrument.
- iii) Competitors and officials being tested will be asked not to consume any substances by mouth for a period of 5 minutes prior to any breath analysis test being carried out.
- iv) If the test indicates breath alcohol content of 0.01mgm/l100mL or above, the person is required to do a second test.
- v) The second test must be carried out no sooner than 10 minutes and no more than 20 minutes after the original test.
- vi) The person being tested must refrain from taking any fluid or substance during the waiting period. This includes smoking.
- vii) The participant shall be accompanied by a Chaperone appointed by the Testing Person for the entire period between the 2 tests.
- viii) If the secondary test result is 0.00mgm/100mL BAC, the result will be deemed as negative and the person may return to their normal duties/be allowed to compete. No record will be entered onto the database.
- ix) If the result of the secondary test is above 0.00mgm/l100mL BAC then a positive result will be recorded. The Testing Person will notify the Steward.
- x) The results of all tests performed must be recorded, together with the names of the competitor or official and the witness, the time and date of the test and the result of the test eg, OK if 0 or actual reading if >0.
- xi) The competitors and officials must be advised by the testing official of the result of both tests, that is, the reading noted on the instrument.
- xii) The participant will be excluded from participating or undertaking their duties.
- xiii) The results will be recorded on the database.
- xiv) Failure to submit to a test will be regarded as a non-negative 'refused test' result and will be treated like a non-negative result.

6.31 Drug Testing Procedure

- i) All drug testing procedures are to comply with relevant Australian and New Zealand Standards.
- ii) The participant will be required to supply a urine sample in the appropriate testing device provided to them by the Testing Person. The sample shall be sufficient to obtain a valid reading on the instrument.
- iii) If a negative screen result is returned the collected specimen will be disposed of and the person may return to their duties/allowed to compete.
- iv) If a non-negative screening result is returned, a secondary test may be carried out no more than 60 minutes after

the original test.

- v) The person being tested must remain with the Testing Person or Chaperone and refrain from taking any fluid (other than water) or any other substances during the waiting period. This includes smoking.
- vi) The Testing Person will notify the Steward under strict confidentiality.
- vii) The participant will not be permitted to participate or undertake their duties or compete. This could include voluntary withdrawal of the event.
- viii) Failure to submit to a test without an acceptable reason will be regarded as non-negative a 'refused test' result and will be treated accordingly like a non-negative result.

6.32 Screening Test result is non-negative or positive

6.32a Alcohol

Where an alcohol secondary result is greater than 0.00mgm/l100mL BAC, it will be deemed a non-negative result. The participant will be deemed unfit to continue participation at the event. The lesser of the two recordings test will be recorded on the database, and a fine of \$250 will be payable, and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.37 of these Rules.

6.32b Prohibited Substances

When an illicit substance test returns a non-negative result the participant will be suspended from competition or performing duties. The participant will be deemed unfit to continue participation at the event. When a positive result is confirmed by Drug Free Sport NZ or other agency approved by MNZ, the test will be recorded on the database, and a fine of \$250 will be payable and the participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.37 of these Rules.

6.33 Refusal to undertake a drug or alcohol test

If a participant selected to undertake any drug or alcohol test refuses to participate, they will be warned of the consequences of refusing to participate. If they continue to refuse to participate a result of a confirmed non negative 'refused test' will be recorded and they will be stood down from participation at the event. The participant will be provisionally suspended from participation in any MNZ event pending a hearing of the Judiciary Committee as per clause 6.37 of these Rules. The participant will be target tested for a further 12 months.

6.34 Drug Free Sport NZ – Testing

MNZ has adopted the Drug Free Sport NZ anti-doping rules, which may change from time to time. Drug Free Sport New Zealand (and other organisations) will carry out testing at MNZ events in accordance with the protocols established from time to time by Drug Free Sport NZ.

- a. Full details on Prohibited Substances, Specified Substances, Prohibited Methods, Treatment Guidelines and Therapeutic Use Exemptions refer to www.drugfreesport.org.nz
- b. Alternatively, you can check on the status of a medication 24 hours 7 days a week from your mobile phone. Text the word drug, followed by a space, then the ingredient name or the produce name to 4365. Texts cost 20 cents per message. This service is provided by Drug Free Sport NZ.

6.35 Athlete Rights and Responsibilities

Throughout the testing process the Athlete has the right to:

- i) have a representative (parent, coach or friend) with them.
- ii) have an interpreter if required.
- iii) ask for additional information about the sample collection process.
- iv) request a delay in reporting to the Testing Area for valid reasons (e.g. attending a medal ceremony, further competition commitments, fulfilling media commitments, needing medical treatment).
- v) request modifications if they have a disability or they're a minor (under 18 years of age).
- vi) record any concerns or comments they have on the doping control form including concerns they may have.

And the Athlete has the responsibility to:

- i) report to the doping control station as soon as possible.
- ii) remain in sight of the Testing Person or Chaperone at all times.
- iii) produce valid identification at doping control.
- iv) comply with the sample collection process.
- v) recognise that if they choose to eat or drink before providing a sample, that they do so at their own risk.

6.36 Reporting

- a. MNZ may report any non-negative result to any relevant organization, body, department or other entity.
- b. MNZ must refer any confirmed positive result under clause 6.32b.

6.37 Reporting and Provisional Suspension

- a. MNZ may report any non-negative result under clause 6.32a/b, confirmed positive result under 6.32b, or refused test result under clause 6.33 to any relevant organisation, body, department, or other entity.
- b. MNZ must bring proceedings against a participant who has returned a confirmed positive result under clause 6.32b for a substance on the WADA Prohibited Substance List (at the time of the testing) before the Sports Tribunal of New Zealand.
- c. MNZ must refer any non-negative result under clause 6.32a/b, confirmed positive result under clause 6.32b for a substance that is not on the WADA Prohibited Substance List (at the time of the testing) but is illegal in New Zealand, or refused test result under clause 6.33 to the MNZ Judiciary Committee.
- d. A participant who returns a:
 - i. Non-negative result under clause 6.32a/b;
 - ii. Confirmed positive result under clause 6.32b; or
 - iii. Refused test result under clause 6.33. will immediately be notified by MNZ that they will be provisionally suspended from competing at any MNZ sanctioned event until either the Judiciary Committee or Sports Tribunal has determined their case.
- e. A participant may appeal the imposition of a provisional suspension to the Judiciary Committee.

7.1 Disciplinary Powers of the Steward

7.1.1 A Steward's powers only operate within the days of the meeting as set out on the permit or at the commencement of sign on/machine examination for that event and until any matters raised at the meeting have reached conclusion. The meeting shall be deemed to commence at the scheduled time and finish at the expiry of the deadline for the lodging of a protest and/or the time at which technical or sporting verification's have been concluded, whichever is the latest. Any machines sealed during the meeting or series may be subjected to technical inspections and must remain as they were sealed, until inspected, or advised otherwise in writing by the Steward. An example of this would be a technical inspection ordered at the meeting but not able to be done until later at an offsite venue and the resolution of inspection outcomes.

Matters Other Than Matters Under Protest or Complaints

7.1.2 The Steward may have any matter brought to his/her attention by any person or may observe a matter concerning the operation of the meeting, other than a matter which is under protest or which is a Complaint. In relation to these matters the Steward may, prior to the end of the meeting, take any or all of the following actions:

- a. investigate at the Steward's sole discretion;
- b. hold a meeting of the parties to which all the parties affected must be invited, and at which all affected parties that take up the invitation to attend are given an opportunity to be heard;
- c. decide the matter and/or take such steps as the Steward feels are appropriate to remedy or dispose of the matter; and/or
- d. impose such penalties as required or as allowed by the Manual of Motorcycle Sport.

The result of such an investigation and/or action must be issued in written form to all affected parties.

7.1.3 The Steward may, within a reasonable time and prior to the end of the meeting, take reasonable steps to remedy a decision at that meeting made by any meeting official (including the Steward), but may not alter any decision made by the Protest Committee.

Complaints

7.1.4 The Steward shall have power to receive and determine any Complaint against any Member or any Official where the conduct that is the subject of the Complaint occurred at the meeting and is not a matter that could be protested under Rule 7.2.

- a. Should the Complaint be against the Steward, or if the Steward has a conflict of interest, the Steward will immediately refer the Complaint to the Judiciary Committee.

7.1.5 A Complaint must be received by the Steward in writing, and prior to the end of the meeting.

7.1.6 The Steward must investigate the Complaint at the Steward's sole discretion.

7.1.7 Subject to Rules 7.1.4(a) or 7.1.8, unless the Steward determines that the Complaint is frivolous, vexatious, trivial or without merit, the Steward must hold a hearing:

- a. All affected parties must be invited to the hearing and given the opportunity to be heard.
- b. No party at the hearing may be represented by parent, counsel or agent unless the party is under the age of 16 in which case a parent or guardian is permitted, or the Steward allows representation (for example but not limited to a rider with a speech impediment or a rider who does not speak English).
- c. Hearings may be conducted as informally as the Steward determines, but must give each party a fair opportunity to be heard.
- d. The Steward must receive and consider any information put to him/her by an affected party and is not bound by the rules of evidence.
- e. Affected parties are entitled to call witnesses to give evidence.
- f. The Steward, in his/her discretion, can compel any Member to give evidence.
- g. The hearing may be recorded and evidence may be committed to writing, at the discretion of the Steward.
- h. The decision of the Steward must (even if announced verbally) be recorded in writing and issued to all affected parties, the organising club, and MNZ as soon as practicable.
- i. A decision of the Steward may include penalties as set out in Rule 7.4.1.

7.1.8 The Steward may, at his/her discretion, refer Complaints of a more serious nature to the Judiciary Committee.

7.1.9 Any decision of the Steward (regardless of whether it is disciplinary or not) may be appealed by an affected party to the Judiciary Committee under Rule 7.3.2(a).

7.2 Protests

7.2.1 Protests may only be made regarding:

- a. the Machine Specifications of another competitor's motorcycle;
- b. rider conduct during racing which is the period from leaving the dummy grid until completion of the race (for the avoidance of doubt, this is conduct that could not be the basis of a Complaint);
- c. the Conduct of Competitions as set out in Chapter 6 of the Manual of Motorcycling Sport; and/or
- d. the order of finishing a race.

7.2.2 For a Protest to be valid it must:

- a. be made by a competitor who has competed in a race or competition from which the protest ensues, or that rider's representative where the rider making the protest is incapacitated or is under the age of 16.
- b. be submitted to the Steward of the Meeting in writing and accompanied by a fee of \$100.00. The fee can be paid in cash or by direct credit to the MNZ bank account;
- c. reference the relevant Manual of Motorcycle Sport rule alleged to have been infringed; and
- d. if it is regarding Rule 7.2.1(a), (b), or (c), be submitted to the Steward of the Meeting no later than 30 minutes after the completion of the race or event from which the protest ensues;
- e. if it is regarding Rule 7.2.1(d) and the results are confirmed before the completion of a meeting, be submitted to the Steward of the Meeting no later than 30 minutes after the chequered flag or posting of the results of a race (whichever is latest); and
- f. if it is regarding Rule 7.2.1(d) and the results are not confirmed before the completion of the meeting, be submitted within 2 working days from the date of notification of the official results on the MNZ website.

7.2.3 For the purposes of Rule 7.2.2 the Steward is the sole judge of time and provided that unless there is a valid reason as to why it is not possible, the start time of the 30 minute period is taken from the time the race is completed as per the electronic timing equipment.

7.2.4 At all meetings, all Officials and marshals must be available until the deadline for the lodging of a protest, as determined by the Steward, has passed.

7.2.5 On receipt of a protest the Steward will immediately inform the organising club. The official result will immediately be deemed under protest and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the protest is finally determined including exhaustion of the appeal process.

7.2.6 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.

7.2.7 The Protest Committee will hold a hearing as soon as possible. Protest hearings arising from Rule 7.2.2(f) may be held through any method of audio or video conference.

- a. All affected parties must be invited to the hearing and given the opportunity to be heard for example, if a protest by 3rd against 1st could affect 2nd's result, then 2nd should have the opportunity to be heard.
- b. No party at the hearing may be represented by a parent, counsel or agent unless the party is under the age of 16, in which case a parent or guardian is permitted or the Protest Committee allows representation (for example but not limited to a rider with a speech impediment or a rider who does not speak English).
- c. Hearings may be conducted as informally as the Protest Committee determines, but must give each party a fair opportunity to be heard.
- d. The Protest Committee must receive and consider any information put to it by an affected party and is not bound by the rules of evidence.
- e. Affected parties are entitled to call witnesses to give evidence.
- f. The Protest Committee, in its discretion, can compel any Member to give evidence.
- g. The hearing may be recorded and evidence may be committed to writing, at the discretion of the Protest Committee.
- h. The decision of the Protest Committee must (even if announced verbally) be recorded in writing and issued to all affected parties, MNZ, and the organising club as soon as practicable.

- i. A decision of the Protest Committee may be unanimous or by majority vote. No member of the Protest Committee may abstain from any decision.
- j. The standard of proof on all questions to be determined by the Protest Committee shall be on the balance of probabilities. [For example, if it was more likely than not that rider A illegally overtook rider B then the standard of proof has been met].
- k. A decision of the Protest Committee may include penalties as set out in Rule 7.4.1.

7.2.8 Unless Rule 7.2.9 applies, the protest fee will be forwarded to MNZ. MNZ may, in its discretion, refund the fee to the party who submitted the protest, or pay the fee to the party who is the subject of the protest.

7.2.9 If there are costs relating to any technical tests required to prove or disprove a protest (including but not limited to the cost of dismantling and reassembling machines and comparison machines, and the obtaining of comparison parts and manufacturers parts catalogues), these costs shall be borne by the unsuccessful party. If the party who submitted the protest is unsuccessful, the protest fee will be applied towards these costs, with any surplus forwarded to MNZ.

7.2.10 Decisions of the Protest Committee may only be appealed to the Judiciary Committee under Rule 7.3.2(a). To avoid doubt Protest Committee decisions cannot be amended or altered by the Steward.

7.3 Judiciary Committee

7.3.1 MNZ shall appoint three members from the Board appointed Judiciary Panel of Officials as needed to form a Judiciary Committee.

7.3.2 The Judiciary Committee has jurisdiction to hear:

- a. an appeal by any person or body affected by any decision of a Steward and/or Protest Committee;
- b. an appeal by any person who has been provisionally suspended in relation to a non-negative result under clause 6.32a/b of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.32b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing) but is illegal in New Zealand, or a refused test result under clause 6.33 of those same rules. This appeal right is strictly confined to the question of the provisional suspension;
- c. a Complaint referred to it by the Steward under Rules 7.1.4(a) or 7.1.8;
- d. a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events; and
- e. a referral by MNZ in relation to a non-negative result under clause 6.32a/b of the MNZ Drug & Alcohol Rules, a confirmed positive result under clause 6.32b of those same rules where the substance is not on the WADA Prohibited Substance List (at the time of testing) but is illegal in New Zealand, or a refused test result under clause 6.33 of those same rules. Any such referral will proceed to a hearing in front of the Judiciary Committee; and
- f. any other matter as determined by MNZ in its sole discretion.

To avoid doubt, the Judiciary Committee will not have jurisdiction to hear an allegation that a doping offence (as defined in the MNZ Anti-Doping Rules) has occurred. A referral by MNZ in relation to a confirmed positive result under clause 6.32b of the MNZ Drug & Alcohol Rules where the substance is on the WADA Prohibited Substance List (at the time of testing) will be dealt with in accordance with the MNZ Anti-Doping Rules and will be referred to the Sports Tribunal of New Zealand for hearing and determination.

7.3.3 An appeal by any person or body affected by any decision of a Steward or Protest Committee under clause 7.3.2(a) or (b) will proceed to a hearing in front of the Judiciary Committee if, no later than 3 working days after the date that the decision of the Steward or Protest Committee was issued, or the provisional suspension was imposed, the appeal:

- a. is submitted in writing to MNZ, and signed by a party affected by the decision of the Steward or Protest Committee, or by a party who has been provisionally suspended (Notice of Appeal);
 - i) a Notice of Appeal can be submitted and signed by a legal guardian in the case of a party under the age of 16.
- b. sets out the grounds of appeal; and
- c. is accompanied by a filing fee of \$1,000 paid by a bank transaction confirmation that \$1,000 has been paid by direct credit to the MNZ bank account.

7.3.4 A Complaint referred to the Judiciary Committee by the Steward under Rules 7.1.4(a) or 7.1.8 will proceed to a hearing unless the Judiciary Committee decides the Allegation is frivolous, vexatious, trivial or without merit.

- a. A decision of the Judiciary Committee under Rule 7.3.4 cannot be appealed.

7.3.5 Subject to Rule 7.3.6, a Complaint made directly to MNZ regarding conduct outside of MNZ permitted events will proceed to a hearing in front of the Judiciary Committee if, no later than 5 working days after alleged incident, the Complaint:

- a. is submitted in writing to MNZ, and signed by a Member (or by a parent or legal guardian in the case of a Member under the age of 16); and
- b. sets out the grounds of the Complaint.

7.3.6 A Complaint made directly to MNZ under Rule 7.3.5 will not proceed to a hearing in front of the Judiciary Committee if the Judiciary Committee decides the Complaint is frivolous, vexatious, trivial or without merit.

- a. A decision of the Judiciary Committee under Rule 7.3.6 cannot be appealed.

7.3.7 **Initial process:**

- a. Once MNZ receives a valid appeal, referral or Complaint it will appoint three members of the Judiciary Panel to the Judiciary Committee.
- b. If the proceeding is an appeal under Rule 7.3.2(a) MNZ will immediately inform the organising club. The official result will immediately be deemed under appeal and no prize money, trophies, and other awards from the affected race and/or series shall be awarded until the appeal is finally determined including exhaustion of the appeal process.
- c. MNZ will forward the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to the Judiciary Committee as soon as practicable.
- d. If the matter is a Complaint under Rule 7.3.2(c) the Judiciary Committee will, by any means of communication and as soon as practicable, decide if the matter is frivolous, vexatious, trivial or without merit. The decision must be immediately communicated to MNZ.
- e. If the matter is to proceed to a hearing MNZ will:
 - i) send the details of the matter (including the relevant Notice of Appeal or Complaint, and any supporting material) to all affected parties;
 - ii) inform all affected parties that they may make submissions to the Judiciary Committee whether in writing or otherwise and may attend the hearing;
 - iii) schedule a time, date, and venue (if applicable) for the hearing. All parties must receive at least 5 working days' notice of the time, date, and venue (if applicable), unless MNZ, in its discretion, determines that exceptional circumstances exist that mean the hearing should be held earlier [for example, an appeal from a Steward's decision in Round 3 of a series, when Round 4 is the following weekend]; and
 - iv) immediately circulate any submissions received by an affected party to all other parties including the Judiciary Committee.

7.3.8 **Procedure at Hearings:**

- a. Except as provided in the Constitution or this Chapter, a Judiciary Committee may determine its own practices and procedures. However in each case, the Judiciary Committee shall ensure that any affected party has a reasonable opportunity to be heard and present their case, and shall ensure that all proceedings are determined in accordance with the principles of natural justice.
- b. The Judiciary Committee must elect a Chairperson.
- c. Hearings may be conducted via any form of audio or video conference at the discretion of the Judiciary Committee. A party or witness may be connected to the hearing via any form of audio or video conference.

The non-attendance of a party at a hearing in respect of which that party has received notice shall not prevent the matter being dealt with in their absence.
- d. The Chair shall explain the procedure. Usually, the party bringing the proceedings will speak first, followed by a party in respect of whom the proceedings are brought against, and then any other affected party.
- e. Any hearing may be adjourned as and when the Judiciary Committee thinks fit.
- f. The parties may be represented or assisted in any proceedings by a lay person of their choice. Legal representation is prohibited unless the Judiciary Committee determines, in its discretion, that special circumstances apply. If the proceedings involve a person under the age of 16, they may have a parent or legal guardian present, in addition to a lay person of their choice, with both the parent/legal guardian and the lay person having speaking rights. [NB: This Rule does not preclude seeking legal advice prior to the hearing].

7.3.9 **Evidence**

- a. The Judiciary Committee has the power to receive, permit or allow any evidence and may inquire into the subject matter of any proceeding as it thinks fit, and is not bound by the rules of evidence, and may at its discretion:
 - i) receive as evidence any statement, document, information or matter that may in its opinion assist it to deal effectively with the matters before it;
 - ii) permit any person to appear as a witness;
 - iii) permit any witness to give their evidence in writing;

- iv) inspect and examine any papers, documents, or records;
- v) require any Member to produce for examination any papers, documents, records, or things in that person's possession or under that person's control to allow copies of, or extracts from, it to be made; and/or
- vi) subject to rule 7.3.9(b), hear evidence at its own request or upon application by a party whether or not such evidence is new to the dispute.

b. Proceedings under Rule 7.3.2(a) are by way of rehearing and are to be based only on the evidence produced at the first hearing, unless the Judiciary Committee, in its discretion, determines that there is new evidence that was not available at the time of the first hearing.

7.3.10 **Decisions**

- a. A decision of the Judiciary Committee may be unanimous or by majority vote. No member of the Judiciary Committee may abstain from any decision. Where a Committee has an even number of members and they are unable to reach a unanimous or majority decision, then the Chairman shall have a casting vote.
- b. The standard of proof on all questions to be determined by the Judicial Committee shall be on the balance of probabilities. [For example, if it was more likely than not that Member A verbally abused Member B then the standard of proof has been met].
- c. All decisions of the Judiciary Committee shall be issued in writing, with reasons, to the parties and MNZ, as soon as possible after the conclusion of the Judiciary Committee's deliberations.
- d. Any decision of a Judiciary Committee shall be enforceable in the courts of New Zealand by any party to the proceeding or any beneficiary of any order made. One example is recovery of a fine or debt.
- e. A Judiciary Committee shall be entitled to:
 - i) Dismiss the proceedings at any stage; or
 - ii) Make an order to impose a penalty pursuant to Rule 7.4.1; and/or
 - iii) In the case of proceedings brought under Rule 7.3.2(a) quash or amend either or both of the original decision and the original penalty imposed; and/or
 - iv) In the case of proceedings brought under Rule 7.3.2(b) quash or amend the provisional suspension.
- f. In addition to its decisions the Judiciary Committee may also make non-binding recommendations to the Board, MNZ, or any party to the proceedings.
- g. MNZ may, in its discretion, publish notice of the Judiciary Committee's decision including particulars of names and penalties.

7.3.11 **General Matters – Judiciary Committee**

- a. All information received by the Judiciary Committee, and its deliberations, shall be kept confidential except as required by law or as determined pursuant to Rule 7.3.10(g).
- b. Any member of the Judiciary Committee who considers they may have a potential conflict of interest in determining a proceeding shall declare that potential conflict of interest to MNZ and if MNZ considers it appropriate to do so, MNZ may replace that member.
- c. MNZ shall reimburse members of the Judiciary Committee for reasonable travel and other expenses incurred in the course of performance of their duties on the Judiciary Committee provided such expenses have been approved in advance by MNZ.
- d. No member of the Judiciary Committee will be liable for any act done or omitted to be done by any member of the Judiciary Committee in good faith in accordance with the functions, duties, and/or powers of the Judiciary Committee.
- e. Every party involved in a proceeding shall bear their own costs, including any costs of attendance at a hearing. However, the Judiciary Committee may, at its discretion, refund all or part of the fee referred to in Rule 7.3.3(c).

7.4 **Penalties**

7.4.1 Decisions of the Steward or the Protest Committee may include any or all of the following penalties:

- a. a reprimand or warning;
- b. a fine of not more than \$500, to be paid to MNZ;
- c. exclusion from entry at a defined future race meeting or future race meetings;
- d. relegation in the current race and/or series in which the conduct occurred;
- e. exclusion from the race and/or meeting and/or series in which the conduct occurred;
- f. in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycle Sport.
- g. a time penalty.

7.4.2 Decisions of the Judiciary Committee may include any or all of the following penalties:

- a. a reprimand or warning;
- b. a fine;
- c. exclusion from entry at a defined future race meeting or future race meetings;
- d. relegation in the current race and/or series in which the conduct occurred;
- e. exclusion from the race and/or meeting and/or series in which the conduct occurred;
- f. suspension from an activity or activities of MNZ including but not limited to training camps, competitions, events, tournaments, meetings, and functions on such terms and for such period as the Judiciary Committee thinks fit;
- g. suspension of membership of MNZ;
- h. termination of membership of MNZ; and/or
- i. such other penalty as the Judiciary Committee considers appropriate.

7.4.3 A fine must be paid within 3 working days of it being ordered. A Member will be suspended during any period the fine remains unpaid.

7.4.4 An entrant to any competition will be liable to pay any fine inflicted on their rider, assistant, passenger, pit crew, or other team member.

7.4.5 Consequences of suspension:

- a. Upon imposition of a penalty of suspension, the Member's certificate of membership must be delivered to the MNZ office for the period of the suspension. The Member (while remaining on the register of members) is not entitled to exercise any of the rights and privileges of membership during the period of suspension.
- b. Subject to Rule 7.4.5(c) below, upon expiry of a period of suspension the Member will again be entitled to exercise the rights and privileges of membership of that class in which he or she was entered prior to the suspension and certificate of membership must be returned to the Member.
- c. If the suspended member holds his or her membership under Rule 4.1.4 (as an Official) of the MNZ Constitution, the Board or any persons to whom the Board has delegated such determination may, upon the expiry of the Member's suspension, determine whether or not the Member is a fit & proper person to hold the position they have. The Member must be given the right to be heard before the persons making the determination. The determination shall be final and binding and there is no right of review or appeal. If the determination is that the Member is not a fit and proper person to hold that position, the Member may apply to become a Member of MNZ under any other class/category of membership by following the procedure applicable to that class/category.

7.4.6 Consequences of expulsion:

- a. The certificate of membership of the Member must be immediately delivered to the MNZ office.
- b. The member must pay all money, subscriptions, and other sums due to MNZ or to any Member Club.
- c. The Member is not entitled to exercise any rights or privileges of membership.
- d. Every person to whom the penalty of expulsion or suspension is deemed to apply may not during the period of such expulsion or suspension be or become a principal, partner, Officer, Official or responsible servant or agent of any other member or affiliated club nor be a party to or concerned in any application for new membership of MNZ by any person or body.

7.4.7 A suspended or expelled person or body must not, during the period of suspension or expulsion:

- a. hold any official position in connection with MNZ or any affiliated club or in connection with any meeting or competitor;
- b. be a registered member of a club for competition purposes;
- c. promote or hold competitions requiring a permit from MNZ; and
- d. apply for membership of any overseas motorcycling association.

7.4.8 All upheld protest and subsequent outcomes shall be documented and be made available on demand to MNZ licence holders.

7.5 Sports Tribunal

7.5.1 Any person or body affected by any decision of the Judiciary Committee may appeal to the Sports Tribunal of New Zealand by lodging an appeal with the Sports Tribunal within 14 days of the Judiciary Committee decision being received in writing.

7.5.2 Appeals to the Sports Tribunal may only be made on one or more of the following grounds:

- a. that natural justice was denied;
- b. that the Judiciary Committee acted outside of its powers and/or jurisdiction;
- c. that substantially new evidence has become available after the decision which is being appealed was made; and/or
- d. in respect of a penalty imposed the penalty was either excessive or inappropriate.

7.5.3 An appeal to the Sports Tribunal shall be heard and determined in accordance with the Rules of the Sports Tribunal.

8.1 Protective Clothing:

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

Road Race 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.

8.1a Riders shall ensure that all protective clothing is, as a minimum standard, as listed in this chapter. Chest and back protectors are to be worn under the competitor's leather suit. Helmet details must be shown in the appropriate section in the rider's logbook.

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

8.1c Road Racing, Road Hill Climbs & Record Attempts:

- Safety Helmets - as per rule 8.2a
- Boots - as per rule 8.3
- Clothing - Complete suits of leather or Kevlar, one piece is recommended, however 2 pieces with a zip together system is allowed provided they are zipped together at all times and must have a concealed zip around waist, not just a small zip at the back. Suits must be in good condition with no rips, tears or holes that could compromise the safety of the suit. No additional items or accessories unless otherwise mentioned in this chapter, may be worn or carried inside the clothing that could be damaged or cause harm to the wearer i.e. cell phones, transponders, tools, camera or data logging items. Knee sliders are an optional fitment, but if fitted must be of a material that does not cause sparks or drags when in contact with the track. Titanium knee sliders are banned in all MNZ permitted events. Cordua or road riding gear is not permitted at Road Race events but may be worn by training and Have a Go riders in the slower entry level class only, at the discretion of the Steward of the event or as detailed in the event supplementary regulations.
- Back Protectors - A certified back protector must be worn at all times. The standard for back protectors is EN1621-2 [Level 1]. Shoulder, elbow, knee etc protection is EN1621-1 [Level 1].
- Gloves - Leather is only approved. Gloves must be in good condition with no tears or holes that could compromise the safety of the glove. A retaining strap should hold the gloves onto the hand and provide good fitment at all times.
- Eye Protection - as per rule 8.2i
- Chest Protectors - A certified chest protector of composite material must be worn at all times. This is compulsory for all solo competitors and discretionary for sidecar crews. The current standard required for Chest Protectors is prEN1621-3, level 2 (sometimes written as EN1621-3 level 2).

All protective equipment such as Chest Protectors and Back Protectors must be worn inside all approved suits for Road Racing.

8.1d Super Motard classes on circuits with Motard dirt inclusions only:

No competitor may practice, start or compete in any Super Motard Competition unless wearing the following:

- Helmet - Full Face or Motocross type as per rule 8.2a.
- A one piece leather suit or a two piece must have concealed zip around waist.
- A back protector, chest protector and gloves as per 8.1c above.
- Goggles or Visors as per rule 8.2i.
- Motocross boots are approved, as per rule 8.3.

For Super Motard classes being run solely on fully sealed circuits then 8.1b is applicable 8.1c is only applicable for Circuits with purpose built Motard section(s).

8.1e Helmets:

At all MNZ permitted events approved design Motorcycle helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these are 2, 3 or 4 wheeled vehicles, except for the official "Ride By", which

precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car.

Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Meeting Steward, be banned from competing at that meeting and no entry fee will be refunded.

8.2 **Competition Helmet Standards:** All new helmets available in New Zealand are manufactured overseas. These are made to various standards.

The following standards are acceptable for helmets for use in MNZ events:

Road	AS/NZS 1698:2006
Europe	ECE 22-05, 'P' ECE 22-06, 'P'
Japan	JIS T 8133:2015
USA	SNELL M2015 SNELL M2020D SNELL M2020R
FIM Racing Homologated Helmet (label typically affixed on chin strap)	

Only helmets of single shell construction are permitted for road racing events.

Two piece or flip top helmets may be used for have-a-go or track introduction days.

The 'NZ Ag Hat' which is a Motorcycle Helmet complying with NZS8600 is NOT approved for ANY form of competitive motorcycling or for the transit of persons above the speed of 30kph.

For International events the following standards apply:

Europe	ECE 22-05, 'P' ECE 22-06, 'P'
Japan	JIS T 8133:2015
USA	SNELL M2015 SNELL M2020D SNELL M2020R
FIM Racing Homologated Helmet (label typically affixed on chin strap)	

8.2a All helmets manufactured, as evidenced by the manufacturers date of manufacture labelling, more than 10 years prior to the date of an event may not be used. Where no date of manufacture is visible on the helmet the onus is on the competitor to prove that the helmet is less than 10 years old.

8.2b Helmets manufactured with standards other than those approved can only be used in competition after approval by MNZ.

8.2c Approval will be given upon receipt of a certificate from the Standards Association of New Zealand or a competent authority (recognised by MNZ) stating that such a standard meets one of the approved standards.

8.2d The Steward or his/her deputy shall not allow any rider to take part in the event if the safety gear requirement does not conform to the required standards to enter the event. This includes, compliance, damage or not fit for purpose, but not limited to either.

8.2e Only helmets with a strap retaining system are permitted. The strap must be fastened any time the helmet is required to be worn.

8.2f Each competitor will be required to prove good fit of his/her helmet.

8.2g All helmets, regardless of approved marks, must provide temple protection (commonly known as 'Jet' or 'Open Face' or 'Full Face').

8.2h Helmet peaks, if worn, must be of flexible material attached by press studs, straps, plastic screws, or tape. The peak must be capable of being torn from the helmet in the event of an accident. Helmets provided with metal screw attachments as original will be accepted, as well as metal screw replacements, provided the original mounting in the helmet is not modified in any way.

8.2i Face shields/visors must be of an approved flexible plastic or moulded material. Perspex face shields/visors are not permitted. Face shields/visors should be in the 'closed' position; they may be opened sufficiently to aid ventilation but must protect eyes from flying objects during racing, qualifying & practice. Face shields/visors may be fully open during the end of session slow down lap, pit lane and off-track areas. Goggles must be worn on all motocross style helmets

during racing, qualifying and practice. They may be removed during the end of session slow down lap, in pit lane and off-track areas.

8.2j No helmet will be drilled, screwed or taped other than as per original manufacture, or helmet manufacturer's instructions. The rider is required to provide proof that it is a helmet manufacturer's instruction.

8.2k Polycarbonate helmets that have been painted are banned from use in competition.

8.2l Care of your helmet:

YOUR POLYCARBONATE HELMET MUST NOT BE PAINTED.

Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings.

Solvents of any kind must not be used to clean your helmet – use soap and water.

Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.

Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc.

MNZ strongly recommends, on advice from manufacturers, that you do not use a helmet for more than three years.

Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.

8.2m a. No items may be fitted to the helmet that could interfere with the structural integrity of the helmet in the event of an accident. A helmet is made to provide protection. A helmet is not to be used as a platform to attach foreign objects.

b. Tear offs, Roll offs, anti fog systems and similar may be fitted to goggles/visors if approved for the event. All other accessories are strictly forbidden on any part of the riders head protection.

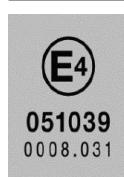
c. Headphones, microphones or any other form of communication **or recording** equipment must not be fitted **or adhered to any part of** the helmet. **Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.**

d. The Steward of the event has the right to reject the use of any helmet or any other accessory not covered elsewhere in this rule that they consider a safety concern.

International Helmet Standards

ECE 22-05 (P, NP or J)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



ECE 22-06 (P, NP or J)

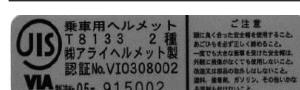
E1 for Germany
E2 for France
E3 for Italy
E4 for Netherlands
E5 for Sweden
E6 for Belgium
E7 for Hungary
E8 for Czech Republic
E9 for Spain
E10 (vacant)
E11 for UK
E12 for Austria
E13 for Luxembourg
E14 for Switzerland
E15 (vacant)
E16 for Norway

E17 for Finland
E18 for Denmark
E19 for Romania
E20 for Poland
E21 for Portugal
E22 for the Russian Fed.
E23 for Greece
E24 for Ireland
E25 for Croatia
E26 for Slovenia
E27 for Slovakia
E28 for Belarus
E29 for Estonia
E30 (vacant)

E31 for Bosnia and Herzegovina
E32 for Latvia
E34 for Bulgaria
E37 for Turkey,
E40 for Macedonia
E43 for Japan,
E44 (vacant)
E45 for Australia,
E46 for Ukraine
E47 for South Africa
E48 for New Zealand.

Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior.)

JIS T 8133:2015



SNELL M2015
SNELL M2020D
SNELL M2020R



8.3 Footwear: For speed events, boots must be well constructed, either all leather or leather uppers or leather substitute and solid rubber sole not less than 25cm from the inner sole to the top of the boot.

8.3a Road racing sidecar passengers are required to wear footwear to a minimum of gym type boots (i.e. affording ankle protection).

9.1 The position permitted to spectators at all forms of racing must always be chosen with due regard to public safety.

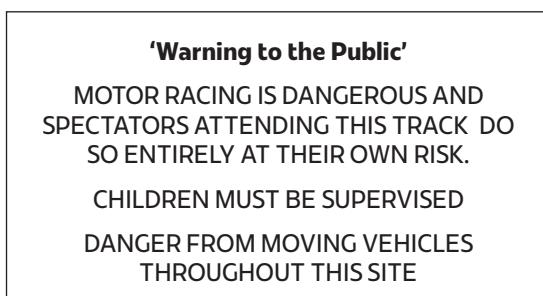
9.2 **Signs and Notices:** At all meetings to which the public has access, warning signs, prohibition signs and disclaimer notices shall be in place and worded as shown below.

These signs and notices are to warn the public that motorsport and competition is in progress.

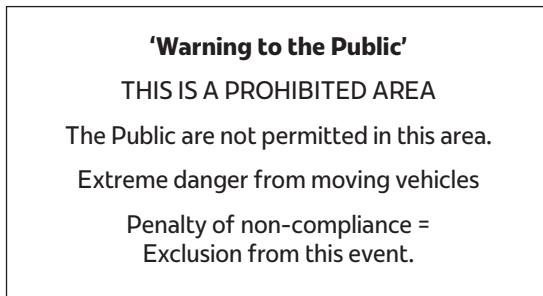
9.2a Any signs shall be of sufficient dimension, be brightly coloured, use contrasting colours between the lettering and the sign material(s) and use a large and clear print type so that they are legible from a distance of 10 meters.

- **Public warning signs:** Should be in place at main public access points to the meeting, (see 9.2b).
- **Public prohibition signs:** Advising the public to remain clear from certain areas to be prominently displayed wherever applicable. (see 9.2c).
- **Disclaimer Notices:** To be included on physical tickets, on-line entry ticketing, event programmes etc. (see 9.3, & 9.4).

9.2b **Public Warning Sign:**



9.2c **Public Prohibition Sign:**



9.3 **Admission at Motorsport Events Disclaimer notice:**

At all meetings to which the public is invited, admission, if controlled, should be by ticket.

Every physical or on-line ticket, each officials pass, and event programme, should bear the 'disclaimer notice' (see 9.4).

Note: Tickets should not be defaced of the disclaimer notice upon cancellation of the ticket.

9.4 **Admission at Motorsport events disclaimer notice:**

"WARNING: Motor racing is dangerous and persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners of the land and drivers and owners of the vehicles are absolved from any liability arising out of any accidents howsoever caused resulting in damage and/or personal injury to spectators."

9.5 **Supercross and Street road race events:**

Special care may be required to protect the public from the proximity of the race course by using a safety zone restricting public access.

The MNZ appointee may also demand the erection of suitable catch fencing.

- 12.1 The timing of all Hill Climb Championships are to be by electric similar timing equipment.
- 12.2 All entrants to have a minimum of two practice runs before the start of competition followed by a maximum of three official timed runs in each class entered.
- 12.3 Competitors must nominate the class entered before the run is timed.
- 12.4 Two practice runs shall be deemed sufficient if more than one class is entered on the same machine.
- 12.5 A rider's fastest timed run for the day will only count towards the class nominated before the run.
- 12.6 Classes: see Appendix A

- 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 manufacturer of the electrical timing device 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:**

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

13.9c **Standing ¼ Mile Sprints:**

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

14.1a The Clerk of the Course or his/her nominee shall organise a briefing session and give written instruction to all Flag Marshall's before the meeting to inform of the conduct of their duties with particular reference to rules 3.13, 14.8a, any potential danger areas peculiar with the track and their position within the organisation with particular reference to access to the Clerk of the Course, communications, First Aid and other support groups.

14.1b If during practice qualifying or racing a competitor's machine malfunctions or becomes disabled for any reason such that the competitor is unable to continue practicing, qualifying or racing at or near their previous or actual pace, the competitor must hold their line until it is safe to move as quickly and as safely as possible from the racetrack to the safest and nearest viable stopping position. The machine must be parked as far as is practicable from the track and the rider should move to the safest available position. The Clerk of the Course will have the jurisdiction to remove competitors from a practice, qualifying or race by means of black flag or black with orange disc flag for reason of machine malfunction or disablement so that the competitor cannot maintain their previous or actual pace. If riders shown said flag respond appropriately, no penalty will apply. If riders do not respond appropriately, penalties will apply. The qualifying standard of 115% of the best lap time in the current session will be used.

14.1c At all times the onus is on all competitors to ensure their machinery has enough fuel on board to complete any practice, qualifying or race they start in, including allowance for any aborted starts, false starts or restarts that may occur, penalty for engine failure due to fuel starvation will be an instant fine of not less than \$400.

14.1d All machines that crash during practice, qualifying or racing cannot continue that session. At the end of that session crashed machines must be delivered to the machine examiners for re-examination. ***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 an appropriate official and returned to 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 ***for*** machine examination and gear check before continuing the session. ***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 an appropriate official and returned to 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 its tyres in contact with the circuit, ground or crash barriers and these parts are supporting the machine"

14.1e If a rider goes off the defined track then re-enters the defined track, the rider is not to gain any advantage and is required to fall back to behind any riders that were overtaken as a result of the off track excursion.

14.1f For clubs running mixed classes within a practice, qualifying or race, this will be quantified and defined in the Supplementary Regulations for the event.
It must be recognised that speed differentials and capabilities within mixed classes need to be monitored and adjusted accordingly during the meeting, if they represent or develop into a risk to riders and/or those people involved in running the meeting. At all times the Club, Riders Representative, Clerk of Course and MNZ Steward reserve the right to modify/adjust riders race classes based on the above around speed differential and capability.

14.2 Practice will be under the control of Club officials who will notify competitors of practice times.

14.2a Mass start practices are prohibited. Competitors must be dispatched in small numbers at intervals.

14.2b A "CHECK HELMET STRAP" sign shall be displayed to competitors immediately prior to entry to the circuit. The sign will be properly sign written, and be of minimum size 60cm x 40cm and/or displayed electronically.

14.3 Where 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.

14.3a A red flag will be displayed to riders as they form upon the starting grid. When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track. All riders must be stationary at the time the red lights are turned off or prior to the dropping of the green flag. In the case of minor movement (up to half a wheel) and subsequent stop whilst under starter's control, the designated officials will be the sole judge of whether an advantage has been gained. Any motorcycle that is judged to have gained an advantage, whilst under starters control shall be deemed a JUMP START. Starters control ends once the event commences as per rules 6.6a and 6.6b.

14.3b A time penalty of 20 seconds is to apply to any rider jumping the start, this penalty is to be added at the end of the race. The offending rider is to be notified of the penalty within 30 minutes of the race/part race using a Competitor Infringement Notice.

14.3c At permanent circuits (e.g. Hampton Downs, Ruapuna etc.) any rider late for the start may be permitted to start from Pit Lane. The Clerk of Course will direct via Marshall or lights to release the rider(s) immediately after the field has passed the pit exit road or a point deemed safe by the Clerk of the Course.

14.4 Signals and information may be relayed to a competitor from their pit assistants by means of pit boards and/or signal boards. Radio, Bluetooth, Wi-Fi, Cellular or other radio and/or digital-based communications are not permitted and are considered as outside assistance.

14.5 **Fuel:** See rule 10.13.

14.6 At the discretion of the organising Club, trials universal and trail tyres may be used for closed Club road racing events.

14.7 **Wet Weather Declaration:**
Where weather conditions dictate, the Steward of the meeting shall declare the Practice/Qualifying/Race(s)/Day or Meeting "wet". This brings into play the relevant "wet weather" tyre regulations for those Classes affected. The 115% threshold in Rule 14.1b is suspended.
Where the declaration is made immediately prior to a race, a 30 minute time period must be allowed to enable Competitors in that race to change their wheels/tyres/setup.
Once the declaration is made, the onus remains on the Rider to fit the tyres they consider most suitable. Once declared wet, racing will not be stopped due to changing track conditions – unless the Steward and Clerk of the Course decide that the conditions make it too dangerous to continue on wet tyres. Riders who wish to change tyres during a race declared wet must do so while racing continues. Should weather conditions change sufficiently to make the use of wet tyres inappropriate, the Steward and Clerk of the Course shall reverse the wet race declaration and revert to normal dry weather rules. When reverting to 'normal dry weather rules' the 115% threshold in Rule 14.1b shall be reinstated, and the appropriate (dry weather) tyre allocation rules for the affected classes will apply.

14.7a A functioning red rear facing safety light (preferably LED) is required to be permanently mounted to the rear of the motorcycle at all events. The rear light must be permanently mounted near the end of the seat / rear bodywork and approximately on the motorcycle centre line, in a position approved by the Technical Steward or Steward. This will be checked during machine examination. In case of a dispute over the mounting position or visibility, the decision of the Technical Steward or Steward will be final.

14.7b The safety light must be switched on any time the motorcycle is on track or is ridden in pit lane and the Race/Day or Meeting has been declared wet. Non-compliance will result in exclusion from the results of the race or practice session.

14.7c The safety light power supply may be separated from the motorcycle.

14.7d The output must be continuous – no flashing safety light allowed.

14.7e Power output / luminosity equivalent to minimum 10W (incandescent) or 1W (LED).

14.7f The Technical Steward or Steward has the right to refuse any light system not satisfying this safety purpose.

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

14.8a **Long Distance Events (60 minutes or longer):**
In the situation when an Ambulance is required to attend an incident during the Endurance Race the following procedure will apply:
Procedure:
An Emergency Vehicle will be deployed from Pit Lane with amber or red flashing lights operating. Riders MUST

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

Pit lane speed limits must be observed.

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

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

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

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

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

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

The same rider must be on the same bike for the restart as was on the machine at the time of the race stoppage.

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

14.9 Road Race Championships:

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

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

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

14.9c Official practices for Road Race Championship races must be a minimum of two ten minute sessions for each Road Race Championship class.

Combining of classes shall be at the discretion of the Clerk of the Course, the Riders Representative and the Steward of the meeting.

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

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

14.9f An official list of Road Race numbers will be compiled separately for each class, only numbers 1-99 will be issued.

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

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

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

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

14.9h Points are awarded for 1st to 15th placing as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

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 $\frac{1}{2}$, the divided total shall be rounded up to the next $\frac{1}{2}$ or down to the nearest whole point (e.g. $\frac{1}{4}$ or $\frac{1}{3}$ becomes $\frac{1}{2}$, $\frac{1}{5}$ goes down to the previous whole point.)

14.9i **Championship Points:** To gain points and or remuneration/reward or acknowledgement in a Road Race Championship Race the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.

14.9j Remuneration/reward/acknowledgment is to be awarded to place finishers in each Road Race Championship road race by the way of prize money, trophies or product.

14.9k Tourist Trophy and Grand Prix classes will be those as detailed Appendix A together with any additional classes which may from time to time be deemed appropriate by the Commissioner.

14.9l Grid Positions for all events, including Championships, to be decided as follows:
NB: In all instances, safety is to be a prime priority by ensuring the fastest riders are at or near the front of the grid. Riders must be notified of their grid positions prior to commencing warm up lap(s).
 First Preference – where a reliable lap scoring/timing system is available, lap times recorded in practice and/or qualifying will determine grid positions for all races.
 Second Preference – grid positions to be determined using known ability based on recent history (previous 12 months) in similar events.
 The use of rolling or rotating grids is subject to a sign off process.
 In extenuating circumstances the event Steward may instruct the organisers to seed faster riders nearer to the front, if an unexpected qualifying situation arises, such as machine or equipment failure, accident etc.

14.9m For all Road Race Championships, live motor starts shall be employed.

14.9n Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least 3 Road Race events (in any country) within the 12 months immediately prior, or be observed by a recognised senior competitor or suitably trained MNZ Official, clearance for which must be obtained from the Road Race Commissioner, proof of this may be from entries in the logbook, overseas results or if observed, written clearance from the Road Race Commissioner, only senior Championship licence holders may compete on the Streets.

14.10 **Road Race Championship Classes:**
 Appendix B – Superlite,
 Appendix C – Superbike
 Appendix E – 650 Pro Twins
 Appendix F – Supersport
 Appendix G – 125GP / 250 Mono
 Appendix H – 250 Production
 Appendix I – Supersport 300
 Appendix J – Supersport 150
 Appendix K – Gixxer 150.

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

14.10a **Sidecar Passenger Championships:** The points will be awarded in principle to the drivers. However, the passengers will also be classified and receive awards in the final classification together with the driver provided they have participated together in more than half of the meetings counting for the championship and gained whilst together more than 50% of the total points awarded to the driver. When trophies / medals / ribbons are awarded one must also be provided for the sidecar passenger.

14.10b **Endurance Championship:** To qualify as a championship title race, the race distance shall be a minimum of two hours duration.

14.11 Turbocharging and supercharging shall not be allowed, except for rule 17.4g where turbo or supercharging be allowed, where fitted as original specification equipment to the base motorcycle in question. The capacity of rotary engines shall be determined by the formula approved by MNZ.

14.12 **Supersports:** All technical and Championship rules shall be set by the Road Race Commission. These shall be published as an appendix to the Manual of Motorcycle Sport. The Road Race Commission shall rule on any rule interpretations during each season and notify all competitors.

14.13 **Mini Supersport & Road Race Training Class:** Riders from age 7 and above may take part in structured junior road race training run by approved coaches and junior training coordinators. All riders in this age group undergoing training must have a dedicated trainer (one on one) who is coaching/training this rider whilst on track.

Juniors 7 to 13 years old, as of January 1st for that competition year, shall be allowed to compete in the following class: Mini Supersport (Appendix L)

Providing all riders have passed a basic skill handling test of their machines or have graduated from their club training plan.

Junior riders that are eligible to race in Senior Road Race events may continue to race as a Junior in Motocross events up until the date of their 17th birthday.

Juniors 13 years and over shall be allowed to compete in the following classes:

- 250 Production (Appendix H),
- Miniature Road Racing (Chapter 16),
- Classic (15.3),
- Post Classic (17.6),
- GIXXER 150 (Appendix K)
- Supersport 150 (Appendix J)

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

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

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

The goals are:

- To encourage and support our young riders.
- Give an introduction to motorcycle riding in the disciplines Undertake training, coaching and fun day events.
- Give an introduction to the spirit of racing.

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

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

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

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

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

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

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

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

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

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

19.1 The following provisions shall apply as a guide to all New Zealand Reliability Trials held under the auspices of MNZ.

19.2 **Time Trials:**
Competitors must assemble at the starting point at least 15 minutes before the starting time and report to the Marshal in charge.

19.2a **Penalty for Reporting Late:** 5 points.

19.3 A maximum of 5 points may be lost due to faults in machines incurred during the trial. Machines will be examined before and after the events, points then being deducted on a sliding scale as may be decided by the examiner or organising committee.

19.4 All competitors on demand must produce to the appropriate official a warrant of fitness, driver's licence and MNZ Competition Licence.

19.4a **Penalty:** 5 points.

19.5 A machine once taken by the marshal or machine examiner must not be touched by the competitor or any other unauthorised person without the permission of the official in charge.

19.5a **Penalty:** 50 points.

19.5b All tools may be sealed with the exception of tyre levers, repair outfits and pumps. If these are sealed there will be a penalty for broken seals.

19.5c **Penalty:** 10 points.

19.5d The competitor must report any seal broken during the Trial to the nearest control and have it resealed.

19.5e **Penalty:** 50 points.

19.6 Competitors may draw for positions and will be started at the discretion of the starter. Competitors will wheel their machines to the starting line and on being instructed to start his/her machine will do so. Any competitor flooding his/her carburettor or using his/her kick starter before being told to do so will be penalised 5 points for each offence.

19.6a **Maximum:** 10 points.

19.6b If at the expiration of half a minute a competitor's machine has not started and is not moving forward along the route under its own power the competitor will be penalised 5 points.

19.6c Should the kick starter be defective the machine may be given a push start by the competitor only. Such start must be made in the distance defined by the starter. Failing to start in the required distance:

19.6d **Penalty:** 5 points.

19.7 The trial may be controlled by secret and timed controls with the exception of the luncheon control, which will be a timed control. Competitors must ride directly into these controls and not loiter or waste time outside. Competitors must stop at controls if requested to do so. Any competitor failing to observe these rules will be liable to a penalty of 20 points.

19.8 Competitors must observe all traffic regulations. Any competitor convicted of an offence during the trial will be excluded.

19.9 Only one competitor and pillion rider, if carried, will be allowed on each machine over the whole journey.

19.10 Competitors will be advised of the speeds to be averaged during the trial at the starting point. Each competitor must provide a plate fixed to his/her machine to be visible head on. Competitors may be supplied with a number to be carried on his/her back.

19.11 On arrival at controls, competitors may be requested to park their machines and must not touch them until instructed to do so by the marshal in charge.

19.11a **Penalty:** 50 points.

19.11b When observed sections are included in a timed section competitors will be timed in and out of 'sections'. Should a hold up occur the Trial organisers may eliminate the timed section.

19.11c **Points will be lost for:**
Arriving at check before appointed time: half a point per 30 seconds. Maximum 10 points.

19.11d Arriving at check after appointed time: Half a point per 30 seconds. Maximum 5 points.

19.11e Secret checks have the same points system.

19.12 Failure to give general road signals, obey the road code etc., 3 points per offence.

19.13 Failure to check in at an official point will discredit the rider with a maximum of 20 points for each section.

19.14 Any or all of the following tests may be used one or more times during the trial at the discretion of the marshal in charge: Timed Hill Climb, Quick Starting Test, Combined Stop and Restart Test and Observed Sections.

19.14a **Timed Hill Climb:** A maximum time will be given for a known climb and competitors will be penalised 1 POINT for every half minute or part thereof taken in excess of this time.

19.14b **Quick Starting Tests:** The machines will be handed to the competitors who will be told to start. Times will be taken. To the fastest time taken will be added 5 seconds: this will be the zero time to be taken in starting. All competitors taking over this time will be penalised half a point for every five seconds in excess, with a maximum of 5 POINTS.

19.14c **Brake Tests:** Competitors will be required to coast downhill, from one point to another in neutral gear with hands and feet off the brakes. On reaching the second point brakes will be applied and the machine passing over a third point will be penalised 1 POINT for every metre or part thereof. Machines must stop parallel with the course. PENALTY 5 points. Brakes not to be applied before second point. PENALTY 5 points.

19.14d **Combined Stop and Restart Test:** Competitors will be required to stop their machines at a given point and proceed on as quickly as possible.
Penalties:
Footing: 1 point per foot, maximum 5 points.
Stalling: 5 points.
Falling: 10 points.

19.15 Any competitor once entered or presenting himself to the marshal in charge ON THE DAY OF THE TRIAL may be required to surrender any timing apparatus, wrist watch or otherwise and shall be excluded if found to possess a timing apparatus throughout the duration of the trial if such regulation is made.

MINIATURE ROAD RACING

New Zealand Miniature Road Race Grand Prix:

Solo motorcycles shall have two engine capacity classes:

F4:

- 2 stroke over 53cc-110cc liquid cooled
- 2 stroke over 53cc-130.50cc air cooled
- 4 stroke over 53cc-158.09cc

F5:

- 2 stroke 0-53cc
- 4 stroke 0-104cc

Sidecars shall have one engine capacity class:

- 2 stroke over 53cc-110cc liquid cooled
- 2 stroke over 53cc-130.50cc air cooled
- 4 stroke over 53cc-158.09cc

NATIONAL SPEED RECORDS:

National Record Attempts:

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

ROAD HILL CLIMB

Championship classes:

- Up to 600cc
- 601cc to open
- Super quad (must be Machine Examined).

ROAD RACING / ENDURANCE

Championship classes:

Supersport 300	As Per Appendix I
Superlite	As per Appendix B
Sidecars	240 - 1300cc 2 stroke & 240 - 1300cc 4 stroke
Supersport	As per Appendix F
Superbike	As per Appendix C
Supersport 150	As per Appendix J
Pro Twin	As per Appendix E
Sportbike	As per Appendix N

SIDECAR ROAD RACING

Championship classes:

Formula 1: There shall be no restriction in engine design.

Lower Limit:

- 410cc 2 stroke multis
- 601cc 4 stroke 4 cylinder engines
- 501cc 2 stroke single cylinder engines
- 751cc 4 stroke twin cylinder engines
- 751cc 4 stroke cylinder engines
- Upper limit 1300cc

Turbochargers and Superchargers shall not be allowed. The capacity of rotary engines shall be determined by the formula approved by MNZ.

Formula 2: Engine capacities for this class shall be as follows:

- 240cc to 410cc - 2 stroke multis
- 240cc to 600cc - 4 stroke four cylinder engines
- 320cc to 500cc - 2 stroke single cylinder engines
- 320cc to 750cc - 4 stroke twin cylinder engines
- 320cc to 750cc - 4 stroke single cylinder engines

Supercharging and Turbocharging shall not be allowed.

Machines competing in this class will be combined with the Formula 1 machines and compete for the same prize money until such time that there are sufficient machines in this class to warrant separate races for both classes.

There shall not be a championship for Formula 2 machines until such time that there are sufficient machines to warrant a separate award.

In terms of this clause "sufficient" shall be deemed to be 6 or more machines.

STANDING 1/4 MILE SPRINTS

Championship Classes:

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

SUPER MOTARD

Championship Classes:

Super Moto Class

- 251cc to 450cc 4 Stroke
- 201cc to 300cc 2 Stroke

Maximum wheel size to be 17 inch, front and back. Brake, engine and suspension tuning permitted. This is the main individual event.

Super Moto Open Class

- 455cc to 700cc 4 Stroke
- 301cc to 700cc 2 Stroke

Any modification to wheel sizes, brakes, engine and suspension tuning permitted.

Sportsman Junior

- 0 to 250cc 4 Stroke
- 0 to 200cc 2 Stroke

Junior 13 – 16 years must have junior licence. Must have standard OEM dirt bike rims, brake callipers and suspension travel.

Senior classes of the same capacity may be combined if provided for in Supplementary Regulations.

Magnesium rims are prohibited.

Sportsman Lites

- 0 to 250cc 4 Stroke
- 0 to 200cc 2 Stroke

Must have standard OEM dirt bike rims, brake callipers and suspension travel.

Sportsman Open

- 251cc to Open 4 Stroke
- 201cc to Open 2 Stroke

Must have standard OEM dirt bike rims, brake callipers and suspension travel.

TOURIST TROPHY & GRAND PRIX TITLES

Championship Classes:

Supersport 300	As per Appendix I
Superlite	As per Appendix B
Sidecars	240 - 1300cc 2 stroke & 240 - 1300cc 4 stroke
Supersport	As per Appendix F
Superbike	As per Appendix C
Supersport 150	As per Appendix J
Pro Twin	As per Appendix E; 20 years & over 20 years – the 20yr old rider will remain in the 20yr age group until the end of the Road Race Championship for that year.
Sportbike	As per Appendix N

Post Classic

- Period 72 (P72) Ultra Lightweight
- Period 72 (P72) Lightweight
- Period 72 (P72) Junior
- Period 72 (P72) Senior
- Period 82 (P82) Ultra Lightweight
- Period 82 (P82) Lightweight
- Period 82 (P82) Junior
- Period 82 (P82) Senior
- Period 89 (P89) Formula 3
- Period 89 (P89) Formula 2
- Period 89 (P89) Formula 1

Super Moto Open Class

- 455cc to 700cc 4 Stroke
- 301cc to 700cc 2 Stroke

Any modification to wheel sizes, brakes, engine and suspension tuning permitted.

- 0.1 Superlite class will exist for 'formula' type machines. The class listed below (1-1 to 1-6) allows modifications to the machines to be carried out while still keeping a similar level of performance between machines.
- 0.2 These rules apply to all Road Race Championship and Endurance Championship races. At other meetings these rules will apply unless varied in the Supplementary Regulations.

1 Capacity Groups:

(Refer to rule 5 below for specifications and restrictions within a capacity group)

- 1.1 Multi-cylinder four stroke up to 450cc.
- 1.1a the working displacement of a 3 or 4 cylinder 4 stroke (cylinders producing power) shall be no more than 450cc.
- 1.2 Multi-cylinder production based two strokes up to 400cc.
- 1.3 Twin cylinder, air cooled, four stroke up to 750cc.
- 1.4 Single cylinder four stroke 251cc - Open Capacity.
- 1.5 Single cylinder two stroke 200cc - 500cc.
- 1.6 Twin cylinder, 2 or more valves, water cooled 4 stroke up to 690cc.

2 Number Plate Colours and placement: Refer to the Technical Appendix rule 2.

3 Fuel: Refer to the Technical Appendix rule 12.

4 Machine Specifications (General):

All machines must comply with the relevant General Competition Rules such as in the Technical Appendix. Machines with re-bored cylinders must remain within the appropriate capacity limit.

- 4.1 Multi-cylinder four stroke machines eligible under rule 1.1 shall only be limited to the capacity, as per rule 3.
- 4.2 The specifications for up to 400cc two stroke Production based machines eligible under 1.2 are described in rule 5.
- 4.3 Twin cylinder four strokes shall be limited as follows:
 - a) Up to 500cc, no restrictions apart from fuel as above.
 - b) Over 500cc, two valves per cylinder are restricted to 750cc and must be air cooled, fuel as per rule 3,
 - c) Over 500cc, two or more valves per cylinder and water cooled are restricted to 690cc, fuel as per rule 3.
- 4.4 Single cylinder four stroke machines eligible under rule 1.4 shall only be limited to the fuel requirements as per rule 3. Capacity is unrestricted.
- 4.5 Single cylinder two stroke machines eligible under rule 1.5 shall be limited to the capacity and fuel requirements as per rule 3.
- 4.6 Be fitted with clip-on style bars (no Motocross, Motard, and Enduro or trail/dual purpose style of handle bars).

5 Specifications for up to 400cc two stroke production based machines:

The machine must be based on a production motorcycle. No homologation is necessary however the Road Race Commission or Technical Steward shall have the power to rule whether or not a machine is eligible.

5.1 Capacity:

Must not exceed 400cc. Machines with re-bored cylinders must remain within the capacity limit.

5.2 Engine Specifications:

- a) The crankcase must be from a road going motorcycle and may be examined to ensure compliance, but may be modified without further restriction.
- b) Any aftermarket or race piston and ring set may be fitted. Provided the cylinder remains within the capacity limit.
- c) The original carburettor may be replaced by any brand or type.

6 **Modifications permitted:**

Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted.

- 6.1 Quick shifters and auto blippers may be used.
- 6.2 Lap timing and data logging equipment is allowed.

0 This class allows for New Zealand distributors of sports production machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine setup but within the confines of rules to suit New Zealand market conditions.

0.1 Superbike Motorcycles require an MNZ homologation.

0.2 The appearance from both front, rear and the profile of Superbike motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

0.3 All parts and functions must remain as per Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 Superbike Classes:

800 – 1300cc 4 Stroke, 2 – 3 cylinders maximum

750 – 1105cc 4 Stroke, 4 cylinders maximum

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

Number Plate Colours: Refer to the Technical Appendix

Number Plate Placement: Refer to the Technical Appendix

Fuel: Refer to the Technical Appendix.

2.0 Subject to the required and permitted alterations set out below, Superbike machines must:

a) Be fitted with V.I.N. compliance plates for that particular machine.

b) Be of a make and model lawfully sold in New Zealand.

c) Be as constructed by the manufacturer.

2.1 Tyre brand, type and quantity will be specified in Supplementary Regulations.

2.2 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the airbox to the rear of the intakes.

The lower airbox breather tube must be blocked.

2.3 The following may be removed:

a) Air injection pollution control system.

2.4 The following may be added:

a) Fuel / Ignition Control Unit (power commander 'piggy-back' type unit) must be used with the stock ECU. It is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness. ECU functions must remain as per OEM functions (for example: traction control or launch control cannot be used if not OEM).

b) Electronic gear shifters and auto blippers.

c) Ride height adjuster.

d) Data logging equipment, provided no interface exists between logging equipment and management of engine systems.

2.5 The following may be replaced with parts not manufactured by machine manufacturer:

a) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be similar in shape and appearance as the original. Screen profile to be open.

b) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.

c) External gearing and chain. 520 chain pitch conversion is permitted.

d) Brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.

e) Exhaust system.

- f) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
- g) Rear suspension damping units and springs.
- h) Handlebars, handlebar mounted levers, cylinders and controls, including throttle assembly and cables.
- i) Rear sub-frame, providing the replacement is of the same material (or aluminium), shape and appearance as the original.
- j) Cylinder Head Gasket.
- k) Air filter element.
- l) Instruments.
- m) Wiring loom, plug in fuel injection control units and the manufacturer nominated race kit ECU.
- n) Clutch plates and springs.

2.6 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing.
- b) Cylinder head and cylinder block mating surfaces may be machined.
- c) Gearbox drive dogs may be undercut.
- d) Cylinder head valve seats may be re-cut.
- e) OEM ECU may be re-flashed.
- f) Carburettor slides.

APPENDIX D - FUEL SPECIFICATIONS

ROAD

Characteristics	Unit	Test Method	Avgas LL
Density @15°C	kg/L	D1298 or D4052	Typical 0.69 – 0.76 2 stroke typical 0.69 – 0.763
Research Octane No		D2699	Min 103 Max 112
Motor Octane No		D2700	Min 100 Max 108
Lead Content Unleaded	gmPb/L	D5059 or D3341	
Lead Content Leaded	gmPb/L	D5059 or D3341	Max 0.56
Distillation		D86	
% evap @ 70 deg C	% volume		
% evap @ 100 deg C	% volume		
% evap @ 180 deg C	% volume		
End Point	deg C		
Residue	% volume		
10% Evaporated	deg C		Max 75
40% Evaporated	deg C		Min 75
50% Evaporated	deg C		Max 105
90% Evaporated	deg C		Max 135
End Point	deg C		Max 170
Sum of 10% and 50% Evaporated	deg C		Max 135
Residue	% volume		Max 1.5
Reid Vapour Pressure at 37.8 deg C	kPa	D323	Min 38.0 Max 49.0
Flexible Volatility Index		D323/D86	
Existent Gum	mg/100ml	D381	Max 3
Induction Period	Mins	IP40	
Sulphur	% mass	D1266 or D2622	Max 0.05
Colour			Blue
Oxygenates	% mass	D4815	Max 0.1
Aromatic Content	% volume	D5580 or D5443	
Benzene	% mass	D3606 or D5580	

Property	Test Method	Unleaded Pump Gas
Density	ASTM D1298 or ASTM D4052	Not a specification
Research Octane Number (RON)	ASTM D2699	
Motor Octane Number (MON)	ASTM D2700	
Cetane Index		
Percentage Volume evaporated at 70°C (E70)	ASTM D86	22% Minimum 50% Maximum
Percentage Volume evaporated at 100°C	ASTM D86	45% Minimum 71% Maximum
Percentage Volume evaporated at 150°C (E150)	ASTM D86	75% Minimum
End Point (°C)	ASTM D86	210°C Maximum
Lead (mass of lead per litre of gasoline)	D5059 or D3341	0.5 Maximum
Benzene (% volume)	D5580	1% Maximum
Ethanol (% volume)	D4815	10% maximum
Other Oxygenates (% volume)	D4815	3.7% Maximum
Olefins (% volume)	D1319	18% Maximum
Manganese (mg/L)	D3831	2mg/L Maximum
Phosphorus (mg/L)	D3231	1.3mg/L Maximum

Characteristics	Unit	Test Method	Methanol
Density	kg/L	D 1298 or D 4052	0.791 – 0.793 0.791 – 0.800 for 2 strokes
Distillation		D 86	
Initial Boiling point	deg C		55.6 – 64.5
40% Evaporated	deg C		Max 64.5
50% Evaporated	deg C		Max 64.5
90% Evaporated	deg C		Max 64.5
Residue	% volume		Max 1.5 3.0 for 2 strokes
Colour			Water white

Characteristics	Unit	Test Method	Unleaded FIM Petrol
Density at 15°C	Kg/L	ASTM D 4052	Typical 0.72-0.78 2 stroke typical 0.72-0.81
Research Octane No		D2699	Min 95.0 Max 102.0
Motor Octane No		D2700	Min 85.0 Max 90.0
Lead Content	gmPb/L	D5185 mod B	Max 0.005
Distillation		D86	
% evap @ 70°C	% volume	ISO 3405	Min 22 Max 50
% evap @ 100°C	% volume	ISO 3405	Min 46 Max 72
% evap @ 150°C	% volume	ISO 3405	Min 75
Final Boiling Point	Deg C	ISO 3405	Max 210
Residue	% volume	ISO 3405	Max 2
Reid Vapour Pressure	kPa	EN12	Max 90
Existent Gum	Mg/100ml	EN ISO 6246	Max 5.0
Sulphur	Mg/kg	ASTM D 5453	Max 1
Colour		Visual Inspection	Clear
Oxygenates	% mass	ISO22854	Max 3.7
Aromatic Content	% volume	D5580	Max 42
Benzene	% volume	D5580	Max 1.0

- 0 The rules for this class will apply to all Road Race Championship and endurance Championship races. At other meetings these rules will apply unless varied in the Supplementary Regulations, but not contradicting the class rules.
- 0.1 This class of motorcycle requires a production motorcycle available and on sale to the mass public in New Zealand. It is the competitor's responsibility to make sure that the machine's engine configuration is the same as the manufacturer's specification. All parts unless mentioned elsewhere *MAY NOT* be interchanged between models, generations, and year of manufacture (*YOM*). Bike components are as per the VIN plate for that bike (*see rule 1b*).
- 0.2 Pro Twin motorcycles require an MNZ homologation. At least 10 production machines of that make and model must have been imported into New Zealand, by the manufacturer or the New Zealand distributor representing the manufacturer.
- 0.3 Where a New Zealand Importer (distributor) does not exist and the Importer (distributor) is based in Australia and communication re homologation is not forthcoming then with MNZ Road Race Commissioner approval a New Zealand retail outlet could be engaged to provide suitable homologation.
- 0.4 All items not mentioned in the following articles must remain as originally produced by the manufacturers, remain fitted and operational for that model.

0.5 The frame number of the machine will be registered by the competitor to the Technical Department. This must be the machine that is ridden in all races during the event.

1. MACHINE SPECIFICATIONS:

- a) Two cylinder four strokes up to 690cc standard engines.
- b) Be fitted with VIN compliance plates for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
- c) Be of a make and model lawfully imported and sold to the mass public in New Zealand.
- d) Be as constructed by the original manufacturer.
- e) Machines with re-bored cylinders must remain within that model's OEM capacity limits (*i.e. second oversize, 0.5mm*).

2. NUMBERS:

- a) Number plate colours, size and placement: (*Refer to the Technical Appendix*)

3. FUEL:

- a) refer to the Technical Appendix

4. TYRES:

- a) Be commercially available from within New Zealand.
- b) Be not less than the machine manufacturer's recommended speed rating.
- c) Be worn no more than to the minimum tread depth indicators.
- d) Can be manufactured for road use (IE BE DOT approved) or for competition use.
- e) Not have an augmented or modified tread pattern.
- f) For all events other than endurance races only one set of tyres per meeting will be permitted for races where points for MNZ championships are awarded.
- g) Front and rear tyres fitted must conform to the relevant tyre manufacturers' specifications regarding rim width.
- h) When a race or practice session has been declared 'wet', the use of a wet tyre is allowed.
- i) Any number of wet tyres may be used should the meeting be declared 'wet'.

5. THE FOLLOWING MAY BE REMOVED:

- a) Air injection pollution control system.
- b) Carburettor anti-icing device.

THE FOLLOWING MAY BE FITTED:

- a) Ride height adjuster, providing no alterations are required to either frame or swing arm.

- b) Accessory fairing, front guard and bodywork may be fitted.
- c) Quick shifting devices.

6. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:

- a) Fairing, screen, rear seat unit/bodywork (to provide for the mounting of a rear number board), rider's seat, mudguards and tank covers.
- b) Handlebar mounted levers, and controls including the front brake master cylinder.
- c) External gearing and chain but not chain pitch.
- d) Exhaust system.
- e) A fuel tuning device (i.e. Power Commander) or ECU flashing device is permitted. Except for the fitting of the associated wires for such a device, the wiring loom must remain standard and intact.
- f) Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used.
- g) Battery, but the replacement must be capable of starting the machine prior to, and post-race.
- h) The base and head gaskets may be replaced with aftermarket equivalents; however, OEM thickness MUST be retained.
- i) The fitment of an aftermarket sub-frame or modification to the existing OEM sub-frame is allowed providing that the construction is comparable to the original OEM parts (i.e. strength and design). Items such as the battery, wiring, ecu, etc, must be fitted to the aftermarket sub-frame in the same position as the original OEL fitment. The aforementioned items must be secure and not able to be dislodged from the sub-frame in the event of a crash. Where a make of machine has no sub-frame or the sub-frame is permanent (can't be removed), then other than alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, no alterations allowed.
- j) Wheel spacers.

7. THE FOLLOWING IS PROHIBITED:

- a) The fitment of aftermarket traction control units is not permitted.
- b) Lifting of the fuel tank is not permitted.

Below are the Balancing Rules applicable as of November 1st 2025 for the Appendix E:

Pro Twin eligible machines, componentry and balancing rules as of 1/9/2025

These rules are to be read in conjunction with Appendix E.

Appendix E capacity and homologation requirements do not convey entry to the class:

1. The make, model year of the machine must be noted below for it to be eligible
2. The current balancing rules must be applied to the time of competition.
3. Unless specified in Appendix E, or below no other modifications are allowed.
4. Specific to each model specified and can be amended with Road Race Commissioner Approval at any time through the year to ensure continued parity of machinery within the class.

Eligible Machines and Performance balancing modifications allowed.

Suzuki SV650 all years

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Conrod bolts or complete conrods can be changed with after-market items.
- c) FRONT FORKS: Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the original damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed.

7. Yamaha MT07 655cc model years 2014 - 2024

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.

- b) Can derestrict the rubber manifolds (Yamaha Part #1WS-13635-00) between the throttle body and the cylinder head. As an alternative the genuine part from the Yamaha 690cc HO R7 can be fitted.**
- c) Airbox is free to change or remove**
- d) Air intake funnels are free to remove or modify**
- e) Air filter is free to change or remove
- f) Throttle bodies must remain as standard. Assisted air induction or ram air systems and devices are not allowed.
- g) FRONT FORKS: Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the **original** damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed.

8. **Yamaha MT07 689cc (HO) model years 2014 - 2024**

The following items may be used or changed as outlined.

- a) FRONT FORKS: Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted.
- b) Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the **original** damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed

9. **Yamaha R7 655cc all years**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Can derestrict the rubber manifolds (Yamaha Part #1WS-13635-00) between the throttle body and the cylinder head. As an alternative the genuine part from the Yamaha 690cc HO R7 can be fitted.**
- c) Airbox is free to change or remove**
- d) Air intake funnels are free to remove or modify**
- e) Air filter is free to change or remove**
- f) Throttle bodies must remain as standard. Assisted air induction or ram air systems and devices are not allowed.
- g) FRONT FORKS: The following are free to change:
 - i. Oil type and viscosity
 - ii. Oil levels/air gap
 - iii. Spring rates
 - iv. Spring preload spacers or washers
 - v. Fork cartridge bottoming cones and the corresponding bottoming cups may be freely modified and or removed from the cartridge rods.
- h) ALL other front suspension parts must remain standard.

10. **Yamaha R7 689cc (HO) all years**

The following items may be used or changed as outlined.

- a) FRONT FORKS: The following are free to change:
 - i. Oil type and viscosity
 - ii. Oil levels/air gap
 - iii. Spring rates
 - iv. Spring preload spacers or washers
 - v. Fork cartridge bottoming cones and the corresponding bottoming cups may be freely modified and or removed from the cartridge rods.
- b) ALL other front suspension parts must remain standard.

11. Kawasaki ER6 all years

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Conrod bolts or complete conrods can be changed with after-market items
- c) FRONT FORKS Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the **original** damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed.

12. Kawasaki 650 Ninja all years

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Conrod bolts or complete conrods can be changed with after-market items
- c) FRONT FORKS: Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the **original** damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed.

13. Hyosung 650 all years

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Conrod bolts or complete conrods can be changed with after-market items
- c) FRONT FORKS Externally the front forks must remain standard (as per the VIN and the bikes homologation). Top caps and external damping adjusters must be completely standard. Dust seal wipers must remain fitted. Replacement inner tubes must have the same surface coating type and colour as standard. Spring spacers and washers may be changed from the OEM items. Springs, free to change. Emulators or any proprietary Emulator type devices for use with the **original** damper rods may be fitted. Damper Compression Holes may be drilled over size. Replacement with aftermarket cartridges is prohibited. Spring spacers and washers may be changed.

1. This class allows for New Zealand distributors of Supersport machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions.

2. As the name Supersport implies, the machines used are allowed limited modifications.

Senior competitors aged 16 years and over may compete in the Supersport class.

In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 15 years of age to ride in this class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider whilst riding in this class. All riders with dispensation are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.

3. **Discipline Specifications:**

Supersport motorcycles require an MNZ homologation.

The appearance from both front, rear and the side profile of Supersport motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

All parts and functions must remain as per OEM specifications unless stated otherwise!

4. **Supersport engine capacity:**

501cc – 640cc 4-stroke 4 cylinders maximum

601cc – 800cc 4-stroke 3 cylinders maximum

601cc – 960cc twins

Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the "Supersport eligible machines, componentry and balancing rules" which is available on the MNZ website.

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

5. Machine Specifications (General):

All machines must comply with the relevant general competition rules including Technical Appendix.

Fuel: Refer to the Technical Appendix.

6. **Supersport:**

- 6.1 Subject to the required and permitted alterations set out below:

Supersport machines must:

- a) Be fitted with V.I.N compliance plates for the particular machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
- b) Be of a make and model lawfully sold in New Zealand
- c) Be as constructed by the manufacturer

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

7. **Tyres:**

- a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
- b) Can be manufactured for road use (IE BE DOT approved) or for competition use.
- c) Be not less than the machine manufacturer's recommended speed and load rating.
- d) Be worn no more than to the minimum tread depth indicators.
- e) Not have an augmented or modified tread pattern.
- f) For NZSBK events control tyre rules are in place

- 7.1 When a race or practice has been declared "wet", the use of a wet tyre is allowed.
8. Engine and gearbox breathing hoses and tubes must exhaust into the air box to the rear of the intakes. The lower air box breather tube must be blocked.

8.1 The following may be added:

- a) Ride height adjuster.
- b) Quick shifters and autoblippers.
- c) If the machine is fitted from the manufacturer with an external heat exchanger then this can be replaced with an external oil cooler.

8.2 The following may be replaced with parts not manufactured by the manufacturer of the machine (all eligible homologated machines):

- a) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, air box intake tubes, air intake in bodywork and side covers, but replacements must be the same in shape and appearance as the original, Carbon fibre is prohibited except for small amounts as reinforcement of the mounting points.
- b) Screen Profile to be open.
- c) Mounting brackets or subframes front and rear but the replacements must be mounted on the frame at the original mounting points.
- d) Handlebar mounted levers, master cylinders and controls. The rear brake master cylinder reservoir must hold a minimum of 15ml of brake fluid.
- e) External gearing, and chain, but not chain pitch.

8.3 The following OEM parts may be modified:

- a) Gearbox drive dogs may be undercut.

8.4 Supersport eligible machines, componentry and balancing rules

Mandatory: Anyone using the following machinery and parity rules are to register with the MNZ Road race commissioner via email at mnzrrc@mnz.co.nz. These parity rules are in development and could be subject to change at short notice. We are also seeking direct engagement with ALL riders / teams or machinery owners to help support the development

Approved Motorcycles:

- a) Honda CBR600 as per MNZ homologation list
- b) Yamaha R6 as per MNZ homologation list
- c) Suzuki GSXR600 as per MNZ homologation list
- d) Kawasaki ZX6R 600 and 636cc as per MNZ homologation list
- e) MV F3 675cc as per MNZ homologation list
- f) Triumph Daytona 675 as per MNZ Homologation List
- g) Ducati Panigale V2 (955cc) as per MNZ Homologation List
- h) MV Agusta 800 as per MNZ Homologation list
- i) Triumph Street triple 765 **(subject to homologation)**
- j) 2022 KTM RC8C **(subject to homologation)**
- k) 2024 KTM RC8C **(subject to homologation)**
- l) Yamaha YZF R9 **(subject to homologation)**

8.5 4 cylinder machines from 501cc to 600cc, 3 cylinder machines up to 675cc and twins up to 750cc

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Wiring loom, ECU and fuel injection control units may be replaced with parts not manufactured by the manufacturer of the machine. Only the standard functions of OEM ECU's are permitted to be used (this excludes quick shifter functions)
- b) Head gasket
- c) Camshaft may be replaced, but the lift must remain standard
- d) Valve springs, collets and retainers

- e) Engine cam wheels, provided they are manufactured in the same material as the original or Engine cam wheels may be slotted to alter valve timing
- f) Air filters and Air funnels (Velocity Stacks)
- g) Exhaust system

h) Quick shifters and auto blippers for down shifting

i) Rear suspension damping units and springs

- j) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- k) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
- l) Brake discs, provided they are made of similar material to the OEM part and are the same diameter, ie; no carbon, titanium or plasma coated items.
- m) Aftermarket radiators, or repairs to the original radiator are permitted provided there is no change to the bodywork. Double pass radiators are not permitted unless specified as original equipment

The following OEM parts may be modified:

- a) Cylinder head and cylinder block mating surfaces may be machined
- b) Cylinder head valve seats may be recut
- c) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted
- d) Pistons and con-rods can be balanced as per above.

8.6 4 cylinder machines from 601cc to 640cc (Kawasaki ZX6-636 cc)

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Head gasket
- b) Valve springs, collets and retainers
- c) Air filters and Air funnels (Velocity Stacks)
- d) Engine cam wheels, provided they are manufactured in the same material as the original or Engine cam wheels may be slotted to alter valve timing
- e) Exhaust system
- f) Quick shifters and auto blippers for down shifting
- g) Rear suspension damping units and springs
- h) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- i) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
- j) Brake discs, provided they are made of similar material to the OEM part and are the same diameter, ie; no carbon, titanium or plasma coated items.
- k) Aftermarket radiators, or repairs to the original radiator are permitted provided there is no change to the bodywork. Double pass radiators are not permitted unless specified as original equipment

The following items must remain as per OEM of the model:

- a) Camshaft to remain as standard (OEM)
- b) Standard (OEM) wiring loom to remain in place

The following items may be used:

- a) Piggy back type fuel injection control units

Modifications allowed:

- a) Reflashing of OEM ECU. RRM limits to remain as standard (no increased RPM or RPM extend is to be used)
- b) Cylinder head valve seats may be recut
- c) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted.

- d) Pistons and con-rods can be balanced as per above
- e) Kawasaki 636 pistons can be changed to Kawasaki part **code 13001-0795**

8.7 3 cylinder machines 676cc to 800cc

All items not mentioned in either Appendix F or the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Exhaust system
- b) Quick shifters and auto blippers for down shifting
- c) Rear suspension damping units and springs
- d) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- e) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
- f) Brake discs, provided they are made of similar material to the OEM part and are the same diameter, ie; no carbon, titanium or plasma coated items.
- g) Aftermarket radiators, or repairs to the original radiator are permitted provided there is no change to the bodywork. Double pass radiators are not permitted unless specified as original equipment

Modifications allowed:

- a) Cylinder head and cylinder block mating surfaces may be machined
- b) Cylinder head valve seats may be recut
- c) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted
- d) Pistons and con-rods can be balanced as per above

The following items must be used as specified below

- a) Entire Solo engineering World Supersport Next generation control electronic kit :
 - MKE7 Mectronik ECU for Supersport class racing and associated harness
 - ADU5 world Supersport advanced display unit
 - Switch gear left and right
 - Main power switch
- b) "Software version"

i. Triumph 765 all models:

Checksum: 0x8CA68A99

Firmware:	Name	Version
	SSNG_FIM	2.27.44
	SSNG_FIM	2.27.43
	SSNG_FIM	2.27.42

ii. MV Agusta F3 800 all models:

Checksum: 0xDOE95154

Firmware:	Name	Version
	SSNG_FIM	2.27.44
	SSNG_FIM	2.27.43
	SSNG_FIM	2.27.42

- c) Triumph ST 765 & RS models : Daytona 675 (2013) cosmetic replica of complete fairing, belly pan and seat unit.

The following items may be used on the MV800 machines

- a) 7609-0465 Valve keepers
- b) 1167-0015 Upper valve spring retainers
- c) 1167-0016 Lower valve spring retainers

- d) 5611-0023 Intake valve springs
- e) 8000B2550 Exhaust valve springs

8.8 Ducati Panigale V2 959cc

All items not mentioned in either Appendix F or the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Exhaust system
- b) Quick shifters and auto blippers for down shifting
- c) Rear suspension damping units and springs
- d) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- e) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
- f) Brake discs, provided they are made of similar material to the OEM part and are the same diameter, ie; no carbon, titanium or plasma coated items.
- g) Aftermarket radiators, or repairs to the original radiator are permitted provided there is no change to the bodywork. Double pass radiators are not permitted unless specified as original equipment

Modifications allowed:

- a) Cylinder head valve seats may be recut
- b) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted.
- c) Pistons and con-rods can be balanced as per above.

The following items must be used as specified below

- a) Entire Solo engineering World Supersport Next generation control electronic kit :
 - i. MKE7 Mectronik ECU for Supersport class racing and associated harness
 - ii. ADU5 world Supersport advanced display unit
 - iii. Switch gear left and right
 - iv. Main power switch
- b) "Software version"

i. Ducati 959 V2 Panigale:

Checksum: 0x8CF16E17
0x49CE9B5D

Firmware:	Name	Version
	SSNG_FIM	2.27.44
	SSNG_FIM	2.27.43
	SSNG_FIM	2.27.42

- c) Ducati 959 V2: Race kit sump gasket

8.9 KTM RC8C

All items not mentioned in either Appendix F or the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model

All KTM RC8C engines are required to be MNZ sealed following run in inspection/service

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Fairing and body work to non carbon fibre material
- b) Exhaust system
- c) ***Cam Chain Tensioner.***

Modifications permitted:

- a) Springs and oil level and oil grade in the front forks- no other changes permitted

- b) Springs on the rear shock absorber - no other changes permitted

All internal engine components must be standard, engines must be sealed from new. Any seal needing to be removed for servicing requirements must be done with the technical personnel from MNZ or someone under their direction. Any machines without MNZ engine seals are not eligible for competition.

All ecu maps, functions and limits must be as standard, no modification allowed.

8.10 Yamaha YZF (Not yet homologated)

All items not mentioned in either Appendix F or the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Exhaust system
- b) Quick shifters and auto blippers for down shifting
- c) Rear suspension damping units and springs
- d) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- e) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
- f) Brake discs, provided they are made of similar material to the OEM part and are the same diameter, ie; no carbon, titanium or plasma coated items.
- g) Aftermarket radiators, or repairs to the original radiator are permitted provided there is no change to the bodywork. Double pass radiators are not permitted unless specified as original equipment

Modifications allowed:

- a) Reflashing of OEM ECU. RRM limits to remain as standard (no increased RPM or RPM extend is to be used)
- b) Cylinder head valve seats may be recut
- c) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted
- d) Pistons and con-rods can be balanced as per above.

- 0 The rules for this class will apply to all National Championship and Endurance championship races. At other meetings these rules will apply unless varied in the supplementary regulations, but not contradicting the class rules.
 - 0.1 This class of motorcycle requires no MNZ Homologation. Junior competitors aged 13 year plus may participate in the 125cc GP class or the 250 GP Mono class provided they have the necessary MNZ clearances and approvals to do so.
 - 0.2 In special cases approval may be granted by the Road Race Commissioner on an individual basis for a 125GP class. The basis for this approval will be a recommendation from a current top level rider who shall commit to act as mentor to the junior rider until the rider is eligible for a senior licence. All riders are to wear a high visibility vest over their leathers for the first events at which they compete. Proof of these events will be from entries in their log book.

1. Machine Specifications:

- a) 125cc GP Machines must be up to 125cc single cylinder 2 stroke with a maximum of a 6 speed gearbox. Or:
- b) 250cc GP Mono machines be fitted with a single cylinder four stroke engine with a maximum of a 6 speed gearbox, with a capacity no less than 200cc and no greater than 250cc

2. Number Plate Colours and placement:

Refer to the Technical Appendix

3. Fuel:

Refer to the Technical Appendix

4. Wheels and Tyres:

4.1 Wheels:

125cc GP rim sizes of 2.5" x 17" front (Maximum), 3.5" x 17" rear. (Maximum)

4.2 Tyres:

The choice of tyre is optional.

- a) Must be commercially available in New Zealand
- b) Be worn no more than the minimum tread depth indicators

5. The following may be added:

- a) Ride height adjuster.
- b) Fuel / ignition metering devices.
- c) Quick shifter.

6. 250 GP Mono:

SUBJECT TO THE REQUIRED AND PERMITTED ALTERATIONS SET OUT BELOW, SOLO 250 GP MONO MACHINES MUST:

- a) Be fitted with a complete upper and lower fairing or stream lining
- b) Not be of a "Moto" or MX style machine
- c) Be fitted with rim sizes of 2.5" x 17" front (Maximum), 3.5" x 17" rear (Maximum)
- d) Be fitted with clip-on style bars (no MX, Motard, and Enduro or trail/dual purpose style of handle bars).

- 0 This class of motorcycle requires an MNZ Homologation, with a minimum of 50 units sold of that mass produced motorcycle.
- 0.1 This homologated motorcycle must be a street type, road registerable and Wof mass production machine, available and sold new in New Zealand.
- 0.2 This class to be called "250 PRODUCTION"
- 0.3 In special cases approval may be granted by the Road Race Commissioner on an individual basis for a Junior Competitor aged 13 years plus to ride in this production class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior licence. All riders are to wear a high visibility vest over their leathers for the first five events at which they compete. Proof of these events will be from their log book.
- 0.4 **NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.
- 0.4.1 The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
 - 1. Twin and single cylinder four stroke engines from 200cc up to 250cc standard engines.
 - 2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
- 3. **Number Plate Colours and placement:**
Refer to the Technical Appendix
- 4. **Fuel:**
Refer to the Technical Appendix
- 5. **Tyres:**
 - a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
 - b) Be manufactured for road use in all weather conditions. Must be E or DOT marked.
 - c) Be not less than the machine manufacturer's recommended speed and load rating.
 - d) Be worn no more than to the minimum tread depth indicators.
 - e) Not be manufactured for only competition use.
 - f) Not have an augmented or modified tread pattern.
- 5.1 When a race or practice has been declared "Wet", the use of a wet tyre is allowed.
- 6. **Machine Specifications (General):**
All machines must comply with the relevant general competition rules in the Technical Appendix.
- 7. **Modifications Allowed:**
 - a) Front suspension, springs and internal components. Proprietary internal modifications are allowed to base and mid valve shim stacks. OEM cartridges, cartridge rods, pistons and adjuster needles must be used without modification. Emulator type valves may be fitted. External appearance must remain unchanged, full cartridge kits may not be used.
 - b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
 - c) Muffler: Slip on or bolt on at the factory join, original headers and mid pipe must remain and be as supplied by the manufacturer.
 - d) Drive sprockets and chain width may be changed
 - e) Handlebars, levers and controls, with the exception of the brake master cylinder, height and angle are free, but must not foul the bodywork.
 - f) Instrument panel aftermarket items may be substituted Tacho/Speedo and temperature gauges

- g) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment.
- h) Carburettor jetting and slides. Fuel injected models may run model specific "plug and play, Power Commander type" mixture controllers. NO other modifications/alterations/additions to fuel mixture control, ignition curves or wiring loom are allowable
- i) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- j) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- k) Gearbox may be undercut.
- l) REAR SUSPENSION, the shock SPRING may be changed to suit rider weight and preference. Any sizing adaptor collars to fit oversize springs must be of sound construction and MUST centralise the spring. Fitting integrity and safety of retainer collars must match standard spring fitment overlap. Dual springs in series prohibited. The rear damper must be OEM for the bikes and the correct part number. Modification to length prohibited, the damper may not be opened or drilled to allow internal modification in any way.

8. Fairing/Body Work:

- a) Must be the same shape and appearance as the original.
- b) Screen may be replaced, profile is open.
- c) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted
- d) The original combination instrument/fairing brackets may be changed.

9. The following items must be removed:

- a) Side stand bracket. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.

10. Additional Equipment not fitted on the original homologated model must not be added (i.e. Data Acquisition, computers, recording equipment etc.) Lap timers may be used.

11. Items not allowed:

- a) The fitment of aftermarket Traction Control units is not permitted.

0. This class of motorcycle requires a MNZ Homologation, with a minimum of 10 units sold of that mass produced motorcycle.
- 0.1 This homologated motorcycle must be a street type, road registerable, available and originally sold new in New Zealand.
- 0.2 This class is to be called "SUPERSPORT 300".
- 0.3 In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 13 years of age to ride in this production class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior license. All riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.
- 0.4 **NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.
 1. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
 - a) Twin cylinder four stroke engines from 260cc up to 400cc. Or single cylinder four stroke engines from 260cc to 380cc.
 - b) Approved models that can be raced in the class, see below.
 - c) Balancing rules for the noted models must be adhered to, and these can be changed at anytime by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used.
 - d) Be fitted with an NZ VIN compliance plate for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
 - e) Be of a make and model lawfully imported and sold to the mass public in New Zealand.
 - f) Be as constructed by the original manufacturer
 - g) Unless specified below, machines must be as per homologated. Parts may not be interchanged between models, generations, and year of manufacture. Bike components are as per the VIN plate for that bike (see 1b).
 2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
 3. **Tyres:**
 - a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
 - b) Can be manufactured for road use (IE BE DOT approved) or for competition use.
 - c) Be not less than the machine manufacturer's recommended speed and load rating.
 - d) Be worn no more than to the minimum tread depth indicators.
 - e) Not have an augmented or modified tread pattern.
 - f) Racing 'rain' wet weather tyres are permitted
 4. **Machine Specifications (General):**

All machines must comply with the relevant general competition rules in the Technical Appendix
 5. **Modifications Allowed: (All approved models)**
 - a) The height and position of the front fork in relation to the top yoke (fork crown) is free.
 - b) Drive sprockets and chain width may be changed. Chain pitch to remain as OEM.
 - c) Handlebars, levers and controls, with the exception of the brake master-cylinder, height and angle are free, but must not foul the bodywork.
 - d) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges.

- e) Front and rear brake discs may be replaced with aftermarket brake discs of fixed or floating construction, that must fit the original OEM calliper and wheel mounting. The outermost diameter and disc material must remain the same as OEM for the model.
- f) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- g) Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- h) Gearbox
 - i. may be undercut.
 - ii. reinforcement of the change pawls
 - iii. detent spring may be replaced
 - iv. star shift wheel can be replaced or modified
- i) Lap timers and data recording devices may be fitted.
- j) Steering stop restrictors may be fitted.
- k) Wheel spacers, these can be a captive type.
- l) KTM RC390 top triple clamp may be replaced by after market options made from similar material (aluminium alloy) and offset dimensions to that of OEM.
- m) Yamaha R3: sprocket mounting bolts may be shortened.
- n) Battery may be replaced, but be capable of starting the machine both prior to and post race.
- o) Quick shifter may be fitted or replaced.
- p) The fitment of OEM or aftermarket quick shifters

6. Fairing/Body Work:

- a) Must be the same shape and appearance as the original.
- b) Screen may be replaced, profile is open.
- c) Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
- d) The original combination instrument/fairing brackets may be changed.

7. The following may be removed:

- a) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced.

8. Items not allowed:

- a) The fitment of aftermarket Traction Control units is not permitted.

Supersport 300 Eligible machines, componentry and balancing rules" (at 08/01/2025)

These rules are:

1. To be read in conjunction with Appendix I. Appendix I capacity and homologation requirements do not convey entry to the class:
 - a) The make, model year of the machine must be noted below for it to be eligible
 - b) The current balancing rules must be applied to the time of competition.
 - c) Unless specified in Appendix I, or below no other modifications are allowed.
2. Specific to each model specified and can be amended with Road Race Commissioner Approval at any time through the year to ensure continued parity of machinery within the class.

Eligible Machines and Performance balancing modifications allowed.

Husqvarna Vitpilen 2020-2022

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified.

- Exhaust: Slip on or bolt on muffler only, original header pipe from the 2014-2021 model, or the 2022 onwards model must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

Kawasaki EX300 Ninja 2013-2018

The following items may be used or changed as outlined.

- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element. Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.
- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.
- Snorkel 14073A on the Kawasaki parts list can be removed.

Kawasaki EX400 Ninja 2018-2022

The following items may be used or changed as outlined. The following item(s) must be used.

- MNZ Supplied airbox intake snorkel restrictors must be fitted to both intake snorkels and cannot be modified.
- i. Internal dia 13.5mm. These must be the MNZ supplied item – no other restrictors are to be used.
- Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are to remain as per supplied by the manufacturer.
- Exhaust: Rear muffler only can be changed. Original "Manifold comp-exhaust" as shown on the Kawasaki parts diagrams (including headers, catalytic converter and mid pipe) must be retained and used. The catalytic converter can be wrapped with heat resistant material to protect bodywork. Only exhaust components after the Manifold comp-exhaust may be replaced.

KTM RC390 2014-2021

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified:

- Exhaust: Slip on or bolt on muffler only, original header pipe must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

KTM RC390 2022-

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified.

- Exhaust: Slip on or bolt on muffler only, original header pipe from the 2014-2021 model, or the 2022 onwards model must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

Yamaha

YZF-R3 2015-2022

The following items may be used or changed as outlined.

Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.

Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.

Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

Airbox and Airfilter:

- Intake duct (Aka snorkel) OEM Yamaha part number BR5-E4437-00 or 1WD-E4437-00 can be removed
- ***OEM Yamaha part "Funnel Air" 2MS-E4469-00 (the long funnel) and Yamaha part "Funnel 2" 2MS-E446C-00 (short funnel) can be freely changed with any after-market velocity stacks.***
- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element.
- Airbox airfilter covers (aka Cap, Cleaner Case 1 & 2 OEM Yamaha parts 1WD -E4422-00 & 2MS-E4412-00). The adjacent flat areas of these covers to the left and right of the airfilter only may be relieved to allow airflow as per photos. The underlying strengthening ribs and airfilter hold down tab must be retained and actively hold the filter down. No other material may be removed from these covers adjacent to the intake funnels or to the main airbox body.

MT03 2016-2021

The following items may be used or changed as outlined.

Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.

Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.

Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method

Airbox and Airfilter:

- Intake duct (Aka snorkel) OEM Yamaha part number BR5-E4437-00 or 1WD-E4437-00 can be removed
- ***OEM Yamaha part "Funnel Air" 2MS-E4469-00 (the long funnel) and Yamaha part "Funnel 2" 2MS-E446C-00 (short funnel) can be freely changed with any after-market velocity stacks.***
- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element.
- Airbox airfilter covers (aka Cap, Cleaner Case 1 & 2 OEM Yamaha parts 1WD -E4422-00 & 2MS-E4412-00). The adjacent flat areas of these covers to the left and right of the airfilter only may be relieved to allow airflow as per photos. The underlying strengthening ribs and airfilter hold down tab must be retained and actively hold the filter down. No other material may be removed from these covers adjacent to the intake funnels or to the main airbox body.



Left side air box Cover (Yamaha MT03 and YZF-R3 2015 onwards)



Right side airbox cover (Yamaha MT03 and YZF-R3 2015 onwards)

The machines in this class are required to be homologated, must be a street type motorcycle (no "underbones"), road registerable, available from a NZ based distributor and a minimum of 10 unit of the model originally sold new in New Zealand.

- 0 This class has a restricted rider entry age of between 13 and 25 years old as of January 1st for that competition year.
- 0.1 In special cases, approval may be granted by the Road Race Commissioner on an individual basis for riders from 12 years of age to ride in this production class. The basis of this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a Senior licence. All new riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. The Application for Dispensation form on the MNZ website (see Licences tab) must be completed in full to be considered.
- 0.1.1 Riders must not have been placed in the top 5 finishing positions in any road race championship (other than Supersport 150 or Gixxer 150) prior to the start of the current Road Race Championship.
- 0.2 All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
 - 1. Single cylinder four stroke engines from 129cc to 159cc.
 - 2. Only OEM engine parts for the homologated model may be fitted – in case of over boring, only over sizes listed as genuine options in the manufacturers parts book for homologated model may be used. Only gaskets of the standard thickness may be used.
 - 3. Number Plate Colours and placement: Refer to the Technical Appendix
 - 4. Fuel: refer to the Technical Appendix
 - 5. Tyres:
 - a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
 - b) Can be manufactured for road use (IE be DOT approved) or for competition use.
 - c) Be not less than the machine manufacturers recommended speed and load rating.
 - d) Be worn no more than to the minimum tread depth indicators.
 - e) Not have an augmented or modified tread pattern.
 - f) Racing 'rain' wet weather tyres are permitted.
 - 6. Machine Specifications (General): All machines must comply with the relevant general competition rules in the Technical Appendix
 - 7. Modifications Allowed:
 - a) The height and position of the fork in relation to the top yoke (fork crown) is free. Oil weights & levels are free but ALL other suspension parts must remain standard.
 - b) A full aftermarket exhaust is allowed.
 - c) Drive sprockets and chain width may be changed.
 - d) Handlebars, levers and controls, with the exception of the brake master-cylinder. Height and angle of handlebars are free, but they must not foul the bodywork before reaching the steering stops.
 - e) OEM electronic control unit (ECU, ICM, ECM) must be retained. The OEM ECU may be re-flashed to modify existing ignition and fuelling maps. In addition, a Plug and Play 'piggyback' ECU unit may be fitted and used. No modification of the wiring loom is permitted and maps contained therein are free.
 - f) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
 - g) Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug.
 - h) Gearbox may be undercut.
 - i) Steering stop restrictors may be fitted.
 - j) Wheel spacers, these can be captive type.

Fairing/Body Work:

- a) Must be the same shape and appearance as the original.
- b) Screen may be replaced, profile is open.
- c) Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
- d) The original combination instrument/fairing brackets may be changed.
- e) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.

The following MAY be removed:

- a) Side stand brackets may be shortened or removed. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.

Items not allowed:

- a) The fitment of aftermarket Traction Control units is not permitted.

This class allows a single make competition supported by Suzuki NZ Ltd for standard GSXR150 machines with minimum levels of modification required for safety purposes. These machines are required to be homologated with MNZ. Only homologated models are eligible to compete.

This class has restricted to riders entry aged from 13 years old as of January 1st for that competition year. The Application for Dispensation form on the MNZ Website (see Licences tab) must be completed in full to be considered.

Riders must not have been placed in the top 5 finishing positions in any road race championship road race (other than the Supersport 150 or GIXXER 150 class) prior to the start of the current Road Race Championship.

The appearance from both front, rear and the profile of GIXXER150 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

All parts and functions must remain as per Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 **Tyres**

- a. Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
- b. Can be manufactured for road use (IE be DOT approved) or for competition use.
- c. Be not less than the machine manufacturers recommended speed and load rating.
- d. Be worn no more than to the minimum tread depth indicators.
- e. Not have an augmented or modified tread pattern.
- f. The use of tyre warmers is permitted.
- g. Racing 'rain' wet weather tyres are permitted.

1.1 When a race or practice has been declared "Wet", the use of a wet tyre is allowed

2.0 **Specifications**

- a. Valve clearance must be within the OEM specification.
- b. Fuel specification as per rule 10.13
- c. Carburettor re-jetting is allowed
- d. Steel or aluminium spacers may be used to increase spring pre-load in the front or rear suspension. These must have no other functionality other than to space the spring
- e. Number placement and size to be as per 10.2
- f. Full exhaust system replacement with aftermarket or other components is allowed
- g. Rider controls: Handle bars, control levers (clutch and brake levers - not brake master cylinder), footpegs, and rearsets may be replaced with non genuine components. Riser plates can also be fitted to the rearsets to raise the footpeg height.
- h. A fluid catch bottle must be fitted to collect any fluid overflow. Radiator, fuel and crankcase overflow pipes must discharge into the fluid catch bottle
- i. The side stand bracket must be removed. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.

3.0 The following must be removed

- Indicators.
- Rear indicator/number plate bracket.
- Mirrors and reflectors.
- Standard tyres.
- Kick start lever only, not internal parts.
- Rear pillion pegs and L/H pillion foot peg bracket.
- Headlight.
- Side Stand.
- Centre Stand.

- 4.0 A chain guard or shark fin made of suitable material MUST be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3 mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where swingarm shape or positioning prevents fitment are exempted (for example Yamaha R1).
- 5.0 All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be of a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics or with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

- 0 The machines in this class are controlled to a single manufacturer in order to keep the class cost controlled and easy to regulate. The bikes are to be Kayo Brand, model MR150 cc Mini GP Model
- 0.1 This class has a restricted rider entry age of between 7 and 13 years old as of January 1st for that competition year. All new riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book. All riders must have passed a basic skill handling test of their machines or have graduated from their club training plan, before they can participate in competition.
- 0.2 **NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer and remain fitted and operational for that model.
 - 1. All engines must be sealed from new by an MNZ approved repairer and only those approved repairers can remove and re-apply the seal after any required maintenance or repair. Any engine seals found broken or tampered must be reported to MNZ
 - 2. Only OEM engine and chassis parts for the same make and model may be fitted, no modifications permitted other than those listed below in rule 7.
- 3. **Number Plate Colours and placement:**
Refer to the Technical Appendix
- 4. **Fuel:** refer to the Technical Appendix
- 5. **Tyres:**
Only tyres on the approved tyre list for the class are permitted.
Be worn no more than to the minimum tread depth indicators.
Not have an augmented or modified tread pattern.
- 6. **Machine Specifications (General):**
All machines must comply with the relevant general competition rules in the Technical Appendix
- 7. **Modifications Allowed:**
 - a) The height and position of the fork in relation to the top yoke (fork crown) is free. Fork oil weights & levels are free. Complete rear shock can be changed to the Fastrace KRP shock
 - b) Drive sprockets and chain, chain size (pitch and width) to stay as originally fitted
 - c) Rearsets riser plates may be used or a complete set of KRP adjustable rearsets maybe fitted but must mount to the frame at the same point as the originals
 - d) Handle bar mounted levers and controls, with the exception of the brake master-cylinder
 - e) Carburettor jetting
 - f) Lap timers and other data recording devices maybe fitted.

Marshals:

For this race class it is a requirement that additional marshal or marshals are present on the track in designated positions who are able to assist younger riders in the event of machine trouble or parting with their machine.

- 0 The machines in this class are controlled to a single manufacturer in order to keep the class cost controlled and easy to regulate. The bikes are to be Kayo Brand, model MR150 cc Mini GP Model
- 0.1 Riders from 13 years of age are eligible for this class. All riders must have passed a basic skill handling test of their machines or have graduated from their club training plan.
- 0.2 **NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer and remain fitted and operational for that model.
 1. All engines must be sealed from new by an MNZ approved repairer and only those approved repairers can remove and re-apply the seal after any required maintenance or repair. Any engine seals found broken or tampered must be reported to MNZ
 2. Only OEM engine and chassis parts for the same make and model may be fitted, no modifications permitted other than those listed below in rule 7.
3. **Number Plate Colours and placement:**
Refer to the Technical Appendix.
4. **Fuel:** refer to the Technical Appendix
5. **Tyres:**
 - a) Only tyres on the approved tyre list for the class are permitted.
 - b) Be worn no more than to the minimum tread depth indicators.
 - c) Not have an augmented or modified tread pattern.
6. **Machine Specifications (General):**
All machines must comply with the relevant general competition rules in the Technical Appendix
7. **Modifications Allowed:**
 - a) The height and position of the fork in relation to the top yoke (fork crown) is free. Fork oil weights & levels are free. Complete rear shock can be changed to the Fastrace KRP shock
 - b) Drive sprockets and chain, chain size (pitch and width) to stay as originally fitted
 - c) Rearsets riser plates may be used or a complete set of KRP adjustable rearsets may be fitted but must mount to the frame at the same point as the originals
 - d) Handle bar mounted levers and controls, with the exception of the brake master-cylinder
 - e) Carburettor jetting
 - f) Extended seat units may be fitted.

1.0 This class of motorcycle requires a production motorcycle available and on sale to the mass public in New Zealand. It is the competitor's responsibility to make sure that the machine's engine configuration is the same as the manufacturer's specification.

1.a Sportbike motorcycles require an MNZ homologation. At least 5 production machines of that make and model must have been imported into New Zealand, by the manufacturer or the New Zealand distributor representing the manufacturer.

Where a New Zealand Importer (distributor) does not exist and the Importer (distributor) is based in Australia and communication re homologation is not forthcoming then with MNZ Road Race Commissioner approval a New Zealand retail outlet could be engaged to provide suitable homologation.

1.b In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 15 years of age to ride in this class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider whilst riding in this class. All riders with dispensation are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.

2. All items not mentioned in the following articles must remain as originally produced by the manufacturers, remain fitted and operational for that model.

3. MACHINE SPECIFICATIONS

a) Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the "Sportbike eligible machines, componentry and balancing rules" which is available on the MNZ website.

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

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

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

e) Be as constructed by the original manufacturer.

4. NUMBERS

a) Number plate colours, size and placement: (Refer to the Technical Appendix)

5. FUEL

a) refer to the Technical Appendix.

6. TYRES:

a) Be commercially available from within New Zealand.

b) Be not less than the machine manufacturer's recommended speed rating.

c) Be worn no more than to the minimum tread depth indicators.

d) Can be manufactured for road use (IE BE DOT approved) or for competition use.

e) Not have an augmented or modified tread pattern.

f) Front and rear tyres fitted must conform to the relevant tyre manufacturers' specifications regarding rim width.

g) When a race or practice session has been declared 'wet', the use of a wet tyre is allowed.

h) Any number of wet tyres may be used should the meeting be declared 'wet'.

i) For NZSBK events control tyre rules are in place

7. THE FOLLOWING MAY BE REMOVED:

a) Air injection pollution control system this includes EVAP cannisters and circuits.

8. THE FOLLOWING MAY BE FITTED:

- a) Ride height adjuster, providing no alterations are required to either frame or swing arm.
- b) Accessory fairing, front guard and bodywork may be fitted if the bike is not manufactured /homologated with a full fairing
- c) Quick shifters and autoblippers
- d) Rear caliper support/holder devices

9. THE FOLLOWING MAY BE REPLACED WITH PARTS NOT MANUFACTURED BY THE MANUFACTURER OF THE MACHINE:

- a) External gearing and chain but not chain pitch.
- b) Rear suspension damping units and springs. The link arms (dog bones) may be changed or modified but the suspension linkage must remain standard. Original attachments to the frame must be used.
- c) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Full cartridge replacement is allowed
- d) Battery, but the replacement must be capable of starting the machine prior to, and post-race.
- e) The fitment of an aftermarket sub-frame or modification to the existing OEM subframe is allowed providing that the construction is comparable to the original OEM parts (i.e., strength and design). Items such as the battery, wiring, ecu, etc., must be fitted to the aftermarket sub-frame in the same position as the original OEM fitment. The aforementioned items must be secure and not able to be dislodged from the sub frame in the event of a crash. Where a make of machine has no sub frame or the sub frame is permanent (can't be removed), then other than alterations for the fitting of a tail piece, and the mounting of brackets for seat and tail unit, no alterations are allowed.
- f) Wheel spacers.

10. THE FOLLOWING OEM PARTS MAY BE MODIFIED:

- a) Gearbox drive dogs may be undercut.
- b) Cylinder head valve seats may be recut.

11. THE FOLLOWING IS PROHIBITED:

- a) The fitment of aftermarket traction control units is not permitted.

Below is the Sub Section of Balancing Rules for the Sportbike Class

This list is not prohibitive, if another manufacturer, make or model is deemed compatible to the current class an application to the Road Race Commission needs to be made so a review process is instigated to review the potential for inclusion.

Sportbike eligible machines, componentry and balancing rules as of 1/11/2025

These rules are:

1. To be read in conjunction with Appendix N. Appendix N capacity and homologation requirements do not convey entry to the class:
 - a) The make, model year of the machine must be noted below for it to be eligible
 - b) The current balancing rules must be applied to the time of competition.
 - c) Unless specified in Appendix N, or below no other modifications are allowed.
2. Specific to each model specified and can be amended with Road Race Commissioner Approval at any time through the year to ensure continued parity of machinery within the class.

Eligible Machines and Performance balancing modifications allowed.

3. Aprilia RS660 up to Model year 2024

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Conrod bolts or complete conrods can be changed with after-market items
- c) Top plate of triple clamp set can be replaced or modified to allow the fitting of aftermarket handle bars
- d) Full exhaust system can be replaced
- e) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting

files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

4. **Yamaha MT07 all years and versions**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Throttle body air funnels and air filter are free to change.
- c) Camshafts are free to change
- d) Pistons free to change (changing engine cubic capacity not allowed)
- e) Machining allowed of mating surfaces between cylinder and head
- f) Conrod bolts or complete conrods can be changed with after-market items
- g) Full exhaust system can be replaced
- h) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

5. **Yamaha R7 all years and versions**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing
- b) Throttle body air funnels and air filter are free to change.
- c) Camshafts are free to change
- d) Pistons free to change (changing engine cubic capacity not allowed)
- e) Machining allowed of mating surfaces between cylinder and head
- f) Conrod bolts or complete conrods can be changed with after-market items
- g) Full exhaust system can be replaced
- h) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used

6. **Triumph Daytona 660 LAMS version**

The following items may be used or changed as outlined.

- a) All lams restrictions can be removed and/or restrictive items replaced to replicate the full power version, no additional modifications allowed.
- b) Engine cam wheels may be slotted to alter valve timing.
- c) Full exhaust system can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

7. **Triumph Daytona 660 full power version**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

8. **CF Moto 675SR-R**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

9. **Honda CBR650R Lams Version**

The following items may be used or changed as outlined.

- a) Original Lams velocity stacks Honda part codes 17225MJEG10 and 17226MJEG10 can be replaced with genuine Honda non Lams version velocity stacks part codes 17225MJED00 and 17226MJED00.
- b) Engine cam wheels may be slotted to alter valve timing.
- c) Full exhaust system can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

10. **Suzuki GSX 8R**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) Air filter can be replaced
- d) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

11. **Kawasaki ZX-4RR (4 cylinder 400cc)**

The following items may be used or changed as outlined.

- a) Engine cam wheels may be slotted to alter valve timing.
- b) Full exhaust system can be replaced
- c) Throttle body air funnels and air filter are free to change
- d) Camshafts are free to change
- e) Pistons free to change (changing engine cubic capacity not allowed)
- f) Machining allowed of mating surfaces between cylinder and head
- g) A secondary fuel and/or ignition module such as a Power Commander or similar is allowed. Flashing (rewriting files) to the standard ECU is also allowed. Where the OEM manufacturer makes a specific ECU for the track "IE altering specific control items and variables for a homologated model" then these ECU's provided they are for the specific model and plug directly to the original wiring loom may be used.

1. **Introduction:**

There shall be four groups of Post Classic Racing machines:

- a) Period 72 (P72) which shall consist of machines manufactured after January 1st 1963 and before October 30th 1972.
- b) Period 82 (P82) which will consist of machines manufactured after the closing date of the Period 1972 class and before December 31st 1982.
- c) Period 89 (P89) which will consist of machines manufactured after the closing date of the period 1982 class and before December 31st 1989.
- d) Period 95 (P95) which will consist of machines manufactured after the closing date of the period 1989 class and before December 31st 1995.
 - i. These rules are intended to ensure a high standard of authenticity and presentation of the representative periods.
 - ii. All machines must comply with the safety and technical requirements as detailed under chapters 8 & 10 of the MNZ manual.
 - iii. Later versions of the same models released (but not updated) e.g. Honda 750 K1-K6 may be acceptable as eligible for Period 72 (P72) when competing in a racing class.
 - iv. Period 72 (P72) cut-off date is to exclude the following motorcycles; Kawasaki Z1 900, Yamaha TZ and RD from this class.
 - v. Period 82 (P82) specifically excludes the following: Honda VF750F interceptor, Yamaha RZ (all models) Suzuki GSX 1135, GSXR all models GPZ 900 all models Yamaha FJ 1100, Ducati F1 all models Suzuki RG 250, 400, 500 Gamma road bikes.

2. **Eligibility and general requirements:**

2a **Eligibility:**

The eligibility and dating of post classic motorcycles shall be considered in terms of the major components. The group into which a post classic machine is classed will be determined by the age of the newest component.

2b **Major Components:**

Major components are: Frame (including Swingarm), Engine and Gearbox castings, carburettors, Brakes (excluding front and rear master cylinders which are open) and forks. These are to be manufactured between Jan 1st 1963 and December 31st 1995. Major components manufactured in any country shall be acceptable. The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine.

Modifications to major components are allowed, providing that such modifications are visually indistinguishable from modifications proven to have been used during this period. The onus of proof rests with the entrant or rider of the machine.

2c **Replica Parts and Materials:**

Replica parts, major or otherwise, may be used in any proportion, provided that they are true and faithful copies of the original components made to original dimensions from the materials originally specified. In the event of originally specified materials being unobtainable, then materials used must be near to those originally specified.

Carbon Fibre and Kevlar components, major or not, are prohibited in Period 72 (P72) and Period 82 (P82). APE and MTC and similar big block after-market engine blocks are prohibited.

Carbon Fibre, Kevlar and composite materials shall be permitted in Period 95 (P95). Accurate replicas of period equipment that is still manufactured are permitted. Remember that the onus of proof for a period part is on the rider. Any doubt may result in a protest regarding eligibility.

2d **Fuel Induction:**

Please see individual classes for fuel induction details.

2e **Ignition Systems:**

Electronic ignition systems shall be permitted.

2f **Fairing:**

Fairing and streamlining is permitted if they are of the type and style in keeping with the period of competition.

2g Modifications:

Any modifications made to racing machines must be of the type and style in keeping with the period portrayed in these rules.

Period 72 (P72) Class Specifications:

3a Suspension & Brakes:

Air assisted front forks, mono shock rear suspension, and rear disk brakes, unless fitted as original equipment are prohibited. Front disks must be period, and are limited to 300mm maximum diameter with a maximum of 2-pistons per calliper unless fitted as original equipment to the bike in question.

3b Wheel Design:

Wheel design must be of the wire spoke type. Wheel rims, unless fitted as original equipment, shall be 18" minimum diameter, maximum width of 2.5".

3c Tyres:

Slick, or grooved slick tyres are prohibited.

3d Shocks:

Shock absorbers with remote or external reservoirs are prohibited.

3e Fuel:

Fuel: refer to Technical Appendix.

3f Fuel Induction:

Fuel induction must be by way of period style carburettor of slide or diaphragm type.

All carburettors are to be of square or round slide type, except for Gardner flat slide carburettors. All flat side carburettors are otherwise banned. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed.

3g Slipper or back torque limiting clutches are banned unless fitted as original equipment on the actual motorcycle being raced. Onus of proof is on the competitor.

Period 82 (P82) Class Specifications:

Exceptions:

Water cooled engines and mono shock rear suspensions, unless fitted as original equipment, are prohibited.

4a Wheels:

Wheel designs shall be of the wire spoke or alloy construction. Wheel rims, unless fitted as original equipment, shall be 17" minimum diameter. Maximum width shall be 3.5" front and 5.00" rear.

4b Tyres:

Open.

4c Forks:

Upside down forks are prohibited. Forks must be period items. Internal spring and valving modifications are permitted.

4d Fuel:

Refer to Technical Appendix and Appendix D.

4e Brakes:

Front and rear brakes must be manufactured in the period or be faithful replicas of the style and materials of those manufactured in the period.

Maximum disk diameter is 320mm, the maximum number of pistons per calliper is two, unless fitted as original equipment to the specific model of bike concerned. (Note: onus of proof is on rider or entrant of the machine).

Floating disks are permitted; however the disk carrier or "centre" must be of a style faithful to those manufactured in the period. (e.g. RG 500 "Star" pattern) Rear disk is open, but not exceed 300mm diameter.

Master cylinders (front and rear) are open.

Wave disks, their carriers and "direct pull" or "radial" master cylinders are specifically banned.

4g Fuel Induction:

Fuel induction must be by way of period style carburettor of slide or diaphragm except where fuel injection was

fitted as standard (e.g. GPz 1100 Kawasaki). Except for period style EI, Lectron and Gardner Flat Slide carburetors, all carburetors are to be of square or round slide type only. All other flat side carburetors are specifically banned, unless fitted to the specific bike during the period. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed unless where fitted equipment (e.g. Honda CX500, Yamaha XI650 Turbo or Kawasaki ZIR Turbocharged). Where fitted as original equipment to the motorcycle in question, turbocharger or supercharger unit, waste gate and intake manifold only as per manufacturers original specifications.

4h Slipper or back torque limiting clutches are banned unless fitted as original equipment on the actual motorcycle being raced. Onus of proof is on the competitor.

5.0 **Period 89 (P89) Class Specifications:**

Exceptions:

Carbon Fibre and composite wheels are specifically prohibited, unless used on the specific bike in the period. (Onus of proof is on competitor rider or entrant of the machine).

Carbon Fibre frames and swing-arms are specifically prohibited unless used on the specific bike in the period (e.g.: Plastic Fantastic). Onus of proof is on competitor rider or entrant of the machine.

5a Wheels:

Front wheel shall have a maximum width of 3.5" and minimum diameter of 16". Rear wheel shall have a maximum width of 5.5" and minimum diameter of 16". Wheels can be cast or spoke type.

Magnesium wheels are permitted. Carbon fibre wheels are banned.

5b Tyres:

Open.

5c Forks:

Upside down forks are prohibited unless originally fitted to the bike model in the period. Forks must be period items. Internal spring and valving modifications are permitted.

White Power and Ohlins had very limited supplies of USD forks available to special teams on their works or works issue motorcycles. These specific forks may be used if originally fitted to the bike in question (e.g. 888 Corsa Superbike). The onus of proof is on the rider.

5d Fuel:

Refer to Technical Appendix.

5e Brakes:

Front and rear brakes must be manufactured in the period, or faithful replicas. Maximum disk diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter.

Wave discs are banned. Carbon discs are banned.

Front and rear master cylinders are open, but no direct pull or "radial" front master cylinders.

5g Fuel Induction:

Fuel induction must be by way of period style carburettor of slide diaphragm, except where fuel injection was fitted as standard (e.g. GPz1100 Kawasaki).

Flat side carburetors are permitted, but must be period or replica period items. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed unless where original fitted equipment (e.g. Honda CX500, Yamaha XI650 Turbo or Kawasaki ZIR Turbocharged). Where fitted as original equipment to the motorcycle in question, turbocharger or supercharger unit, waste gate and intake manifold only as per manufacturers original specifications.

6. Pre 95 Class Specifications:

Pre 95 is intended to replicate the classes that prevailed during the "Superbike Era" with the addition of open capacity production based machines with limited performance improvements. Superbike, Formula 2 & Formula 3 remain as per the rules of the period.

The Open class is to encourage the introduction of larger capacity production based stock machines with minor enhancements limited to Fairings, 'Suspension, Exhaust Pipe, Ignition, Cylinder Head Porting, Wheels &

Carburation, all other components must remain as OEM standard.

Exceptions:

Carbon Fibre and composite wheels are specifically prohibited, unless used on the specific bike in the period. (Onus of proof is on competitor rider or entrant of the machine).

Carbon Fibre frames and swing-arms are specifically prohibited unless used on the specific bike in the period (e.g.: Plastic Fantastic). Onus of proof is on competitor rider or entrant of the machine.

6b Wheels:

Front wheel shall have a maximum width of 3.5" and minimum diameter of 16". Rear wheel shall have a maximum width of 6.0" and minimum diameter of 16". Wheels can be cast or spoke type.

Magnesium wheels are permitted. Carbon fibre wheels are banned.

6c Tyres

Open.

6d Forks:

Forks including, OEM, and 3rd Party USD style Ohlin's, White Power, Showa, Kayaba etc. must be period items. Internal spring and valving modifications are permitted. The onus of proof is on the rider.

6e Fuel:

Refer to Technical Appendix and Appendix D.

6f Brakes:

Front and rear brakes must be manufactured in the period, or faithful replicas. Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (onus of proof is on rider or entrant of the machine).

6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter.

Wave & Carbon discs are banned. Braided Brake lines are permitted.

Front and rear master cylinders are open. Radial master cylinders are permitted.

6.g Fuel Induction:

Fuel induction must be by way of period style carburettor or slide diaphragm, except where fuel injection was fitted as standard (e.g. Ducati 888, 916).

Flat side carburettors are permitted, but must be period or replica period items. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging is not permitted.

6h Junior Road Racing: Post Classics (Period 72 (P72), Period 82 (P82) and Period 89 (P89))

Post Classic Classes acceptable for Junior road racing are:

Up to 250cc 4 Stroke Up to 125cc 2 Stroke

All Junior competitors in Road Race events are to wear a high visibility vest over their leathers for the first 10 events at which they compete.

Proof of these events will be from entries in their log book.

6j Post Classic Classes:

Class	Period 82 (P82)	Period 72 (P72)
Ultra Lightweight	0-125cc 2 & 4 Stroke	0-125cc 2 & 4 Stroke
Lightweight	126cc-250cc 2 & 4 Stroke	126cc-250cc 2 & 4 Stroke
Junior	251cc – 430cc 2, 3, 4 cyl 2 Stroke Up to 600cc 4 Stroke	251cc-500cc 2 & 4 Stroke
	431cc-1300cc 2+ cyl 2 Stroke	
Senior	601cc-1300cc single cylinder 2 Stroke 601cc-1300cc 4 Stroke	501cc -1300cc 2 & 4 Stroke

Class	Period 89 (P89)
Formula One	431cc-1300cc multi cylinder 2 Stroke 601cc-1300cc single cylinder 2 stroke 601cc-1300cc multi cylinder 4 stroke
Formula Two Grand Prix 250 2 Stroke	231cc-430cc multi cylinder 2 stroke 401cc-600cc 4 cylinder 4 stroke Up to 750cc, 2 valve per cylinder air cooled twins
Formula Three	125cc-400cc multi cylinder 4 stroke Unlimited single cylinder 4 stroke Up to 600cc single cylinder 2 stroke Up to 250cc production based 2 stroke Up to 500cc twin cylinder 4 stroke
Class	Pre 95
Formula One	751cc – unlimited 4 stroke multi cylinder machines 1001cc – unlimited 2 cylinder machines 501cc – unlimited 2 stroke machines 251cc – unlimited GP race machines
Superbike	601cc – 751cc multi cylinder 4 stroke machines 751cc – 1000cc 2 cylinder 4 stroke machines 401cc – 500cc 2 stroke machines (non GP)
Formula Two	451cc – 600cc multi cylinder 4 stroke machines 501cc – 750cc 2 cylinder 4 stroke machines 251cc – 400cc two stroke machines (non GP) 126cc – 250cc GP race machinery
Formula Three	0 – 450cc multi cylinder 4 stroke machines 0 – 500cc 2 cylinder 4 stroke machines Unlimited single cylinder 4 stroke machines 0 – 250cc 2 stroke machines (non GP) 0 – 251cc GP race machines

0 Unless otherwise stated 'outfit', 'machine', 'sidecar' shall be deemed to be names of the racing machine.

0.1 **Classes:** see Appendix A.

0.2 **Miniature:** see appendix W for details pertaining to this class.

Fuel: see Technical Appendix rule 12.and Appendix D

1. **Formula 2:** Open. A maximum of 30 litres to be carried at any one time on the machine.

- Formula 1:** Open. A maximum of 45 litres to be carried at any one time on the machine.
- Three wheels shall be fitted to the machine all of which will be in contact with the track when ridden in a straight line. They shall be known as the Front Wheel, the Rear Wheel and the Side Wheels.
- Rear axle centre to front axle centre shall be a minimum of 1300 millimetres and a maximum of 2300 millimetres.
- The sidecar wheel shall be between the rear wheel axle and mid-point of the wheelbase.
- Wheel Track:**
This shall be defined as the distance between the centreline of the side wheel and the centreline of the rear wheel. This shall be a minimum of 800 millimetres and a maximum of 1150 millimetres.
- The front and rear wheels shall be no more than 75 millimetres out of alignment measured at the centrelines of both wheels.
- The front, rear and side wheel rim diameters shall be between 120 millimetres and 490 millimetres.
- The maximum width of front, rear and side tyres shall be 254 millimetres. Scramble or Knobby tyres shall not be permitted.
- The machine shall be steered by the front wheel only. The design of the steering mechanism shall be optional.
- Handlebars shall be the only means of the rider steering the machine.
- The driver's position, regardless of whether or not a driving seat is fitted, must be such that the driver's feet are positioned behind the knees when looking in the driving direction, and the driver must be positioned in line with the front and rear wheels. This is further defined such that the pivot point of the handlebars must be positioned within the track of the front wheel when the wheel is pointed in the straight ahead position. The track of the front wheel is defined for the purposes of this clause to mean the width of the front tyre for the entire length of the machine and that the track of the front wheel has the same centreline as the front wheel itself.

2. **Drive:**
The machine shall be driven by the rear wheel only.

3. **Brakes:**
Front and rear wheels shall have a minimum of one each.

- Sidecars shall be fitted with at least two efficient brakes operation on at least two of the wheels, with at least two separate operational circuits irrespective of their method of operation. If one system fails the other system shall work efficiently. If all braking is done by the foot pedal using a pivoting balance bar operating 2 master cylinders, there are two options to ensure one system should work if one fails;
 - Both master cylinders must be able to travel either full stroke or a minimum of 25mm unimpeded without binding when being operated either individually or as a pair when operated in the normal fashion i.e. the foot pedal is pushed.
 - The pivoting balance bar must have its pivoting movement restricted to a maximum of 4mm either side of centre, 8mm in total measured at the M/C centreline so if one M/C fails it can only move 4mm before the other one starts to move. Foot pedals must have a minimum of 100mm unimpeded travel measured at foot pad.
- A Sidecar wheel brake shall not be compulsory, although if fitted must be activated by the rear brake system.
- Only ferrous brakes discs are allowed.
- Any machine using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not rely on the cylinder circlip to act as a stop.
- Each master cylinder shall have its own reservoir.
- Any welds on brake systems parts including calliper mounts, torque rods, brake Pedals or levers or any other load bearing components must be left "as welded" no grinding or polishing of welds is permitted.

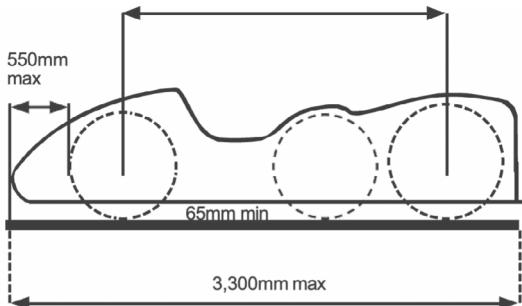
4.

Basic Dimensions:

- a) Overall length shall be no more than 3300 millimetres.
- b) The engine must be set in the chassis at 90 degrees to an imaginary line drawn between the centres of the front and back wheel.

The centre of the engine must not exceed 160mm left or right of this imaginary line. The engine may not be fitted in front of the wheel.

Measurements of sidecars not to exceed:



- c) Overall width shall be no more than 1700 millimetres.
- d) No part of the construction shall protrude more than 100 millimetres outward from the outside face of the side wheel.
- e) No part of the construction shall protrude more than 550 millimetres outward from the centre of the rear wheel.
- f) Only streamlining and its supporting brackets shall protrude in front of the front tyre.
- g) There must be a minimum of 65 millimetres ground clearance when the machine is loaded with the driver and passenger in normal straight ahead racing positions and all sumps and petrol, oil and water tanks, radiators and associated pipes must be adequately protected underneath by at least 1.6mm or 3.0mm guards if they come within 80 millimetres of ground level.

5.

a) **Allowance for technical design:**

All sidecars must have a technical sign off from technical steward. A log book indicating the technical certification will be issued to all sidecars and each log book will be registered to the sidecar for which it is issued.

The log book will remain with the sidecar for the life of the machine. Each log book will be numbered and a metal tag bearing the corresponding number will also be issued. This tag must be permanently affixed to the sidecar in a position readily available for inspection. The log book must be handed to the machine examiner for sign off prior to an event. Transferring the Log Book or ID Tag to another sidecar is prohibited.

The log book must be current and will be renewed every two years from the date of issue.

This section does not apply to side cars (Buckets) as described in Chapter 16 and does not apply to International Sidecars temporarily competing in NZ.

- b) All sidecars must have a technical sign off from technical steward.

The design of the under tray on the F1/F2 sidecar comprises of a number of functions.

- i. A catch tray for the capacity to catch spilled oil.
- ii. It is also an integral part of the design and aero dynamics of the motorcycle.
- iii. The tray is used as an integral part of the system to secure and fix the exhaust system to the sidecar.
- iv. Given that Carbon Fibre is more than equivalent to steel or alloy and provided the tray totally meets the protection and intent of the rule then carbon fibre be allowed provided it is originally supplied by the manufacturer of the sidecar.

- c) No part of the streamlining shall protrude more than 550 millimetres in front of the front tyre. Any streamlining and its supports must not interfere with the steering of the machine.

6.

Other Requirements:

- a) All wheels of the machine must be adequately covered above deck level.
- b) Drive chain or belt guards are required where such drives are not shielded by the streamlining of the machine. Guards must be constructed such that at no time can the rider or passenger come into contact with any transmission parts.
- c) Handles, for either of the crew, shall, if used, be of rigid material mounted in a rigid fashion (for example, tube welded or bolted directly to the chassis). Ropes, straps and other flexible handles shall not be permitted. All open

ended tubing must be plugged or capped. Handles mounted directly to the fibreglass constructed streamlining must be mounted with at least a 16 gauge aluminium plate underneath the streamlining which has a minimum width of 50 millimetres and extends at least 25 millimetres beyond the point at which the handle is affixed to the streamlining.

d) A lanyard type spring-loaded switch must be mounted on the handlebar, handlebar clamp or chassis member, and must be attached to the Drivers wrist or upper body in such a manner as to not inhibit or impede the Drivers movement while competing.

This switch must interrupt the main ignition circuit in addition to cutting power to any fuel / oil pumps fitted to the vehicle in the event that the Driver is thrown from the machine, and must be operated by a suitable cable or extendable wire (like a coiled telephone cable) with a fully extended length of no more than 1 metre.

This switch is in addition to a thumb operated handlebar mounted kill switch, which must be able to be operated easily while both hands are on the handlebars. Both kill switches fitted must operate separately and perform these electrical duties independently of each other.

7. **Stewardship:**

The Steward of the Meeting in conjunction with the machine examiner may exclude any machine from the competition where the construction of the machine is such that it would endanger other competitors. Exclusion for hazardous machinery may take place even though the machine may meet all other rules covering road racing sidecars.

a) Exclusion from competing in a meeting will arise if in the opinion of the machine examiner a machine does not meet the specifications set out in sections 18.2 through to 18.8d.

b) **Sidecar Racing:** Only one rider and one passenger is permitted to each outfit per race.

8. a) **Oil and Coolant Containment:**

Applies to sidecar four stroke machines, excluding sidecars covered in Chapters 15, 16 and 17.

In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The surrounding edges of the tray must be at least 50mm above the bottom of the tray. The tray should incorporate a maximum of two holes of 25mm in diameter and be closed with rubber plugs. These holes must remain closed in dry conditions and only opened when wet race conditions have been declared by the clerk of the course.

Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors. Oil cooler must not be mounted on or above the body of the sidecar.

The location of the oil tank and oil cooler should be placed in a location where it is least likely to be damaged in an accident.

b) Mirrors are not allowed on sidecars.

General

Plugs or caps, which if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in a manner approved by the scrutineer in the tightened position.

Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high-pressure hose secured by high-pressure connections.

All hoses must be securely fitted and guarded to prevent contact with the ground, tyres or other moving parts over the full movement of the suspension.

Handle bar ends must be plugged or have hand guards fitted.

1a **Engines:**

Single or Twin cylinder engines may be used.

1b **Machines:**

Must be of an original OEM off road origin. If a Super Motard model is made then a purpose built off road bike must also be available from the manufacturer.

2c On 4 stroke engines, an oil catch tank of 500cc minimum, properly fastened, or a closed breather system must be installed.

2d Radiator liquid coolant permitted is water, a no-glycol based additives may be added. A self-closing throttle must be fitted.

2e A non-return valve must be fitted to the tank breather pipe, which must discharge into a catch tank with a minimum capacity of 500cc.

2f Lock wiring used on oil and water filler caps and drain plugs must be visible.

2g **Noise Emission:** See rule 10.8a.

Fuels:

Fuel for all machines must be as per the Technical Appendix and Appendix D

3. **Tyres:**

Knobbly tyres are not permitted. Additional cuts and/or grooves may be made to tyres.

4. **Brakes:**

A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake calliper bolts must be visible.

Championship Capacity Classes:

See Appendix A.

Competition Rules:

Track surface must be a minimum of 70% seal for Championship events.

5. **Practice:**

Bikes can only practice together if of like capacity and class specification, classes cannot be mixed.

6. **Starting:**

As per Starting Procedure in the Supplementary Regulations, masses starts must be used.

Qualifying for starting grid positions may be held if timing equipment is available. In the absence of qualifying, the Clerk of the Course must allocate starting grid positions.

0 **Introduction:** Classic racing machines shall consist of machines manufactured in any country before 31 December 1962.

0.1 Note: These rules are intended to ensure a high standard of authenticity and presentation. All machines must comply with all MNZ regulations and the right of organising clubs is reserved to reject any machine which does not meet standards in keeping with the spirit of the classic racing movement as applied by such club.

1.0 **Classic Racing Machines:**

Eligible are motorcycles built for road use or road racing prior to 31 December 1962. Clubs have the entitlement to group machines into various classes according to age, capacity and type according to entries received.

2a. Major components will determine age. Major components are frame, engine, front forks, gear box, clutch, wheel hubs and brakes. Machines manufactured before 1940 must have major components also manufactured before 1940. Japanese major components allowed only on Japanese Machines.

2b. All wheels must be of the wire spoked type with rim widths the same as specified for the original manufactured machine. Maximum rim width is WM 3 (2.15 inches inside width).

2c. Tyres must be of the type manufactured with tread, slick tyres or hand cut slick tyres are not permitted.

2d. Only drum brakes manufactured before 31 December 1962 are permitted. No disc brakes will be accepted. (Exception as to types of drum brake as specified later).

2e. The age of the motorcycle is determined by the year of manufacture of the most recently manufactured major component.

2f. Replica components may be used provided they are faithful copies as to design and specification of acceptable original components and are not designed to gain a performance advantage over original components.

2g. **Modified class:** There shall be a separate sub-class for modified machines complying with all the above requirements except:

- Engine and gearbox castings may be the same silhouette as components manufactured before 31 December 1962.
- Frame and suspension built after 1963 are acceptable providing evidence is given on pre-1963 use and style of the same.
- Drum brakes of manufacture after 1963 may be used.
- Carburettors must be the same make fitted as original equipment.

2h. **Clubman machines:** Club may run events specifically for Clubman classic racing machines which shall be machines with major components not designed and built specifically for racing. Lights and stands must be removed. Megaphone or straight pipe exhausts may be permitted, or expansion chambers on 2-strokes. Except where fitted as original equipment, no twin leading shoe brakes shall be accepted.

2i. **Silencing:** The minimum requirement for silencing shall be:

- Any megaphone exhaust system used must have a reverse cone with an outlet diameter not greater than 150% than that of the parallel part of the exhaust pipe.
- Any straight exhaust pipe must have a slot 3mm and 150mm long cut parallel with the pipe and ending 25mm from the end of the exhaust pipe.
- Any expansion chamber exhaust system fitted to 2-stroke machines must have a canister type silencer fitted to the tail pipe of the exhaust system;
- The minimum dimensions shall be 150mm length and 50mm outside diameter. Pre-war 2-stroke machines may use other types of silencer provided that the same are effective in reducing noise.

3. Junior Road Racing – Classics (Prior to 31 December 1962)

- Up to 350cc 4 stroke
- Up to 250cc 2 stroke

All Junior competitors in Road Race events are to wear a high visibility vest over their leathers for the first 10 events at which they compete. Proof of these events will be from entries in their log book.

0. The Miniature Road Racing class or 'Bucket Racing' as it is also known, shall be deemed to include solo motorcycles and sidecars. Championship Classes see Appendix A.

1.a Engines must be derived from non-competition motorcycles. Motocross, Road Racing, Enduro and Kart motors and transmission parts are not permitted. There shall be no restriction on the make, type or design of carburettor, ignition, exhaust, piston, cam, valve springs or cooling system except for class eligibility.

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

1.c Engine capacities shall be as stated in Appendix A under 'MINIATURE ROAD RACING. New Zealand Miniature Road Race Grand Prix' for all miniature road racing events.

2. **Construction of Solo Motorcycles:**

Miniature Road Racers are to be constructed in accordance with, and comply with, Technical Appendix.

3. **Construction of Sidecars:**

Miniature Road Race sidecars are to be constructed in accordance with the following rules 2.b - 2.i:

3.a **Wheel Track:**

This shall be minimum of 650mm, maximum 1120mm. The front and rear wheels must not be more than 70mm out of alignment of a straight line at right angles to the rear axle. All measurements are taken at wheel centrelines.

3.b **Wheel Base:**

Rear axle centre to front axle centre - min. 1300mm, max. 2000mm. The sidecar wheel axle shall be between the rear wheel axle and the middle point of the wheelbase.

3.c **Basic Dimensions:**

No part of the construction shall protrude more than 100mm outward from the outside face of the sidecar tyre. No part of the construction shall protrude more than 550mm outward from the centre of the rear tyre. Only streamlining and its support brackets shall protrude in front of the front tyre. There must be a minimum of 75mm ground clearance when the sidecar is loaded with driver and passenger in normal racing positions and all sumps and petrol, oil and water tanks, radiators and associated piping must be adequately protected underneath by at least 14g steel or 10g aluminium guards if they come within 90mm of the ground.

3.d **Streamlining:**

No part of the streamlining shall protrude more than 650mm forward from the front of the front tyre. Care must be taken that the steering is not affected by the fairings. The sidecar wheel, except for the outside face, shall be adequately covered above deck level.

3.e The Steward of the meeting in conjunction with the Machine Examiner, may disqualify any sidecar from the competition where the construction of the machine is such that it could prove an unnecessary hazard to other competitors or other persons. This disqualification may take place despite the fact that the specifications are in every other respect, within the rules.

4. **Races General:**

Miniature Road Races although conducted on smaller circuits are to comply with the same rules of conduct that cover Road Racing. Where Miniature Road Races are held other than on a Closed Road circuit MNZ shall advise what level of Steward may officiate.

5. **Licencing:**

Juniors 13 years and over shall be allowed to compete in Miniature Road Racing, with all licence and entry applications endorsed by a parent or legal guardian until reaching the age of 16 years. The requirement for a Senior licence (rule 14.9n) does not apply to dedicated Miniature Road Race events on closed roads. Dispensations may be approved by the Road Race Commissioner for individuals to ride in this class, from aged 12. Based on a recommendation from a suitable Senior Rider or Coach, who shall commit to act as a mentor until the competitor is eligible for a Senior Licence. All new riders must wear a high visibility vest for the first 5 events at which they compete, proof of which must be in their log book.

6. **Miniature Road Race Grand Prix:**

Motorcycles eligible for the New Zealand Miniature Road Race Grand Prix shall be; as referred to in Appendix A.

7. **Tyre Warmers**

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

- 1 A competitor entering a motorcycle for an event must sign a machine compliance disclaimer form even if the machine examination has taken place. For all Road Race sidecars, machine examination is compulsory, all Road Race sidecar competitors hold specialised logbooks for machine examination purposes. Random checking of all other machines may take place before, during or after an event by a competent motorcycle examiner. Clubs who desire to check all machines at any event may do so with a machine examiner. Competitors may be penalised or disqualified for entering a machine that does not comply with minimum MNZ requirements. The Steward of the meeting may also exclude any machine or equipment considered unsafe for the event.
 - 1.a The machine examiner, may ask for the removal of the main fairing on road racing sidecars, for inspection purposes.
 - 1.b At all times the onus is on the competitor to ensure that their equipment is being operated within the specifications and limits (if any) imposed by the equipment manufacturer or supplier.
 - 1.c Failure to present machine for technical inspection when requested by the meeting steward will result in automatic exclusion from the meeting results.

2 **Race Numbers:**

Race Numbers will start from one, no prefix numbers are permitted. Letters are not permitted for NZ competitors. FIM Licence holders (International Competitor) may use a letter, that letter will be allocated by MNZ upon receipt of their start permission and notify to the rider the host Clubs & Commissioners.

Riders may apply to the MNZ office to hold an allocated number for their class and once allocated this number must be used.

For championship classes, numbers 1-10 will be reserved for competitors finishing in that position in that class in the previous year's championship. These allocations will be made by MNZ's office each year.

For all events where multiple non MNZ allocated race numbers are received, the race secretary may request race number changes based on order of receipt of prepaid entries.

Presentation of numbers:

Numbers must be presented on the correctly coloured background that is sized to allow fitment of the regulation sized racing number.

Number placement:

FRONT – may be placed to the left or right of the longitudinal centreline of the motorcycle.

SIDE – on each side of the machine.

All numbers must be clearly visible when the rider (and passenger for sidecars) is/are seated in their usual riding position.

Numbers and backgrounds and/or boards must be in a non-gloss finish and will be in the colours specified for the engine capacity of the machine or the class of the rider as below:

Numbers and colours not meeting specification at machine examination are required to rectify.

Number digits or letters must:

- Be solid bold font. There must be a visible distinction between 1 and 7.
- Be legible from 20 metre ride by. Numbers such as 4, 6, 8, 9 & 0 are to have no infill.

Numbers or Letters:

Front:

- Be of a minimum height of 140mm.
- Digits must not be over lapping.
- Be whole and not have any encroaching stickers or markings.

Side:

- Be of a minimum height of 120mm.
- Digits must not be over lapping.
- Be whole and not have any encroaching stickers or markings.

Kayo and Mini Supersport:

- Front and Side be a minimum height of 100mm.
- Digits must not be over lapping.
- Be whole and not have any encroaching stickers or markings.

Colours:

125cc & 150 S/S - White background, Black figures
250 Production - Orange background, Black figures
Supersport 300 – Blue background, White figures
Superlite - Black background, White figures
SuperSport 600 - Yellow background, Black figures
Superbike - White background, Black figures
Sidecars – Formula One - White background, Black figures
Sidecars – Formula Two - Yellow background, Black figures
Pro Twin - Orange background, Black figures
Sportbike - Black background, White figures
Kayo & Mini Supersport - White background, Black figures
Supermoto – White background, Black figures

Miniature Road Racing: Buckets

F4 – Black background, White figures
F5 – White background, Black figures
Sidecars- Black background, White figures

Classic and Post Classic:**Classic**

Up to 250cc - Dark green background, White figures
Up to 350cc - Blue background, White figures
Up to 500cc - Yellow background, Black figures
Open- Red background, White figures

BEARS Racing:

As BEARS machines cross enter classes, colours listed are for the primary class:

BEARS Formula 1 - White background, Black figures
BEARS Formula 2 -Yellow background, Black figures
BEARS Formula 3 - Blue background, White figures
BEARS Superstock -Red background, Yellow figures
Lightweight Ltd - White background, Black figures
Lightweight - Green background, White figures
Moto-Euro - Blue background, Yellow figures
Best of British - Green background, White figures
BEARS Novice - Use class colours with riders wearing orange vest for 10 events

BEARS Classic:

0 - 500cc - Yellow background, Black figures
501cc – Open - Red background, White figures
Milwaukee Iron - Blue background, White figures

Post Classic – Period 72 (P72)

Ultra lightweight - White background, Black figures
Lightweight - Dark green background, White figures
Junior (up to 350cc)- Blue background, White figures
Junior (up to 600cc)- Yellow background, Black figures
Senior - Red background, White figures

Post Classic –Period 82 (P82)

Ultra Lightweight - White background, Black figures
Lightweight - Dark green background, White figures
Junior (up to 350cc) - Blue background, White figures
Junior (up to 600cc)- Yellow background, Black figures
Senior - Red background, White figures

Post Classic—Period 89 (P89)

Formula One - White background, Black figures

Formula Two - Yellow background, Black figures

Formula Three - Black background, White figures

Post Classic – Period 95 (P95)

Formula One - Yellow background, Black figures

Superbike - Blue background, White figures

Formula Two - Dark Green background, White figures

Formula Three -Orange background, Black figures

Legibility of numbers will be decided by the MNZ Steward of the meeting, if they are not satisfied that numbers will be legible from a 20m ride by, the rider will be directed to re-do the number in a legible, legal form, and will not compete until his/her numbers comply.

3 The following items must be removed from All motorcycles for closed circuit and street circuit racing

- a) Passenger footrests/grab rails
- b) Side stand
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- e) Headlight, indicators and mirrors must be removed.
- f) Horn
- g) License plate bracket and license plate.
- h) Where the side stand switch is external & exposed to the track surface it MUST be removed.

3.a The following may be removed for closed circuit and street circuit racing (production- based and all motorcycle race bike appendices)

- a) Instruments, instrument brackets and their associated cables
- b) Toolbox.
- c) Radiator fan and wiring.
- d) Rear guard/hugger.
- e) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.
- f) The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
- g) Upper chain guard may be removed.
- h) All unused electrical switches may be removed.
- i) Tail lights
- j) Evap cannisters and their hoses, blanking plugs and electrical emulators may be fitted.
- k) ABS systems (anti-lock braking systems) including lines, pumps wheel sensors and sensor rings can be disabled or removed. Electrical emulators may be fitted.
- l) Brackets and non-structural/critical fasteners that serve no purpose on the machine as a race bike such as:
 - Brake light switch bracket
 - Cable routing brackets
 - Sprocket/chain rings (rings on the rear sprocket to avoid chain jams in the event of the chain falling off)
 - Indicator brackets
 - Light brackets
 - Horn bracket
 - Fasteners from original body work not required for the fitting of race bodywork
 - Brake line holder/support brackets
 - Plastic covers or shrouds not considered as bodywork

m) Front Sprocket Covers maybe modified OR swapped for an Non OEM replacement

3.b **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 production based and all motorcycle race bike appendices**

- a) Oils and fluids
- b) Oil and fuel filters
- c) Batteries
- d) Oil filler plugs, drain plugs and washers
- e) Brake pads, linings and brake hoses.
- f) Brake calliper bolts, these can be titanium or a similar technically capable material.
- g) Fuel filler caps, these must not allow any fuel leakage
- h) Radiator expansion tanks
- i) Radiator caps
- j) Spark plugs and spark plug leads and caps
- k) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points
- l) Handlebars or clip-ons
- m) Brake and clutch levers, this also includes the complete clutch perch and lever assembly
- n) Countershaft sprocket cover. Original covers can also be modified to allow for changing of shift direction.
- o) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.
- p) Main ignition switch-key ignition unit can be replaced with a non-handle bar mounted main switch
- q) Wheel bearings and seals (must be the exact same type of bearing and seal. (Same bearing numbers and codes and seal dimensions)
- r) General fasteners maybe changed but must be of the same material as originally fitted.
- s) Rear axle mounted OEM chain adjuster blocks or complete chain adjusters.

3.c **The following may be fitted to all machines for closed circuit and street circuit racing**

- a) Steering dampers
- b) Mass Dampers
- c) Frame mounting protective siders
- d) Lap timing devices
- e) Data logging equipment and devices.

Note MNZ may request at anytime for these devices to be fitted and may also swap ECU's, Ignitions and piggy back controllers (Woolich) as it deems fit for transparency and class management process. There will be no recourse on MNZ if issues occur through this process.

- f) Rear huggers, these are not to be chemically bonded to the swing arm.

4 **Technical Motorcycle Requirements**

All machines must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap, and hold the machines engine oil and coolant up to a maximum of 3.5 litres when fitted to the bike. The belly pan must have 1x25mm drain hole which will be fitted with a rubber bung/stopper or similar plug that may be removed in wet conditions. If the oil and water capacity of the machine is less than 3.5 litres, the belly pan or catch tank fitted only needs to be capable of holding the combined capacity of the fluids of that machine. The onus of proof of the capacity is the competitors responsibility.

- 4.a Exhaust system must be fitted and securely mounted. The exhaust pipe outlet must not direct exhaust gases directly to the ground or in any other direction, which will lead to the creation of dust. This will be cause for exclusion.
- 4.b For sealed surface competition, all machines which have the exhaust silencer baffles secured by a screw or bolt to the body of the silencer must also have the baffles securely wired.
- 4.c Ethylene Glycol (Anti Freeze) is banned from use in road race radiators. Corrosion inhibitor is allowed.
- 4.d All vehicles must be fitted with an efficient brake on both front and rear wheels. Any vehicle using a **rear wheel foot operated** hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop. Thumb or hand lever operated rear braking systems are allowed to be fitted. **If the rear brake system operated by the foot is retained with the fitting of a thumb or**

hand operated rear brake, the rear master cylinder maybe changed to allow the safe and correct fitting of the junction valve.

- 4.e All motorcycles must have the top run of the primary chain completely covered by a guard of sufficient dimensions to keep riders clothing from coming in contact with the transmission.
- 4.f All machines must have smooth inner surfaces on clutch and brake levers, the outer end of such levers to be securely fitted with a rounded knob or ball larger in diameter than the lever cross sectional area of the lever.
- 4.g Handlebars must not be of greater width than 92cm and must have the ends securely capped or plugged.
- 4.h For sealed surface competition, all crank cases, gear box, oil drain and breather tubes must vent only into a catch tank, i.e. a suitable heat-resistant container to catch oil and oil mists. Air cleaner drain lines will enter a catch bottle and be sealed. Drain plugs, filler caps and oil filter retaining bolts must be lock wired. Spin-on cartridge type oil filters must be secured by a hose clip or lock wire.
- 4.k Front brake calliper mounting bolts must be wired or pinned in the tightened position
- 4.l ***A front brake and clutch lever protectors may be fitted, bark buster models are not allowed.***

Below is type compliant



Below is type that is Non Compliant



- 4.m A rigid chain guard or shark fin must be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. Machines where the swing arm shape or design eliminates the need for one is exempted. Post Classic and Classic race machines are also exempted from this rule.
- 4.n All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative to avoid the case cover contacting the track in the event of a crash. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage. Classic and Post Classic machines are exempt from this rule
- 4.o ***All machines must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold the machines engine oil and coolant combined capacity when fitted to the bike. The belly pan must have 1x25mm which will be fitted with a rubber bung/stopper or similar plug that may be removed in wet conditions. 3.5 litres will be the maximum required to be contained by the belly pan catch tank. If the oil capacity of the machine is less than 3.5 litres the catch tank must be capable of holding the Oil capacity of the machine.***

Eg 1.5 litres oil capacity, then the catch tank must hold 1.5 litres.

Motorcycles exempt from this rule are Classic, Post classic, Post Classic Two Strokes, Two Strokes, Miniature Road Race bikes (F4/5), training class bikes, Mini SuperSport-Mini GP, Super Motard, Hyosung 250cc and HAGD entrants on road machines.

Note Post Classics from Jan 2027 must comply with 4.0 recognising exemptions will still apply to stated machine types.

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

5. Kart Circuits

When racing or practicing at Kart Circuits, motorcycles and sidecars of all classes must be fitted with nylon or similar non-metallic track protection armour sufficient to protect the track from any metallic part that could touch the ground in the event of a crash.

The following items must be adequately protected:

- Wheel axle ends, both front and rear;
- Handlebar ends;
- Footpegs and footpeg brackets that become exposed when the footpeg folds up;
- Gearchange and footbrake levers;
- Any protruding part that is likely to touch the ground in a crash;
- The top of front fork stanchions if these protrude above the top triple clamp.
- Nylon or similar protection must not be retained by cable ties. Mounting must be rigid.
- If the protection of a motorcycle or sidecar is deemed inadequate at any time, or if any of the parts listed above are not covered, the offending vehicle may not enter the track, or must be removed from the track as soon as possible until the lack of protection is remedied.
- Kick-start levers, if fitted, must be retained in the folded position by a loop, which may be a cable tie.
- The final judge on adequacy of protection is the Steward of the event and their decision will be final.

6. Street Circuits – All Classes

All machines to be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that it can be overridden and must be securely attached to the rider. This switch is to be additional to the regular handlebar mounted kill switch. Modern machines 2020 onwards fitted with a tilt switch capability can apply for an exemption from the Road Race Commissioner due to complexity of electronic control.

A number of machines, mainly historic and classic classes, are technically difficult to modify to accept any type of kill-switch, tether or otherwise. These machines will be exempt from this rule on both the following conditions being met:

- a. The machine must have a self-contained magneto ignition, and
- b. The engine must stop when the throttle is closed. It must not idle.

Noise Emission Road Racing:

7 **Noise:** Some venues may have specific noise level limits. These if included in supplementary regulations may overrule rule 10.8a

7a At all Road Racing Events on Permitted Circuits (Teretonga, Levels, Ruapuna, Taupo and Hampton Downs as of this point) the noise limit is 95dBA.

Note:- Manfeild has its own circuit specific Regulations that need to be complied with.

All machines are to be effectively silenced so as not to exceed 95dBA "ride by" measured by the official meter mounted 30 meters from the track centre line, at the position on the circuit nominated by the circuit owners/managers. Machines registering readings consistently in excess of this limit will be brought to the attention of the officials for action to be taken as follows:

Exceeding 95dBA but not exceeding 98dBA: On the first offence during the meeting, the rider will be warned that this has occurred and instructed to rectify the situation. For the second and subsequent infringements, the machine/rider will be Black Flagged from the practice or race without further warning. If circumstances do not allow the machine to be Black Flagged, the competitor will be excluded from the results of that practice or race.

Exceeding 98dBA: the machine will be black flagged from the race or practice without warning.

If circumstances don't allow the machine to be black flagged, the competitor may be excluded from the results of that practice or race.

At all Street Circuits machines must operate as per the conditions (if any) listed in the local council's resource consent for the event. Should these conditions require special procedures and/or testing at the event, then these must be listed in the Supplementary Regulations.

At all events held at Kart Circuits machines must not exceed the noise limit specified by the relevant Kart body when measured according to their rules.

Failure to perform within the specified noise limit will eliminate the machine from competing at the event.

Organisers of events held at Kart Circuits must clearly summarise the noise limit requirements in all event promotion and advertising, and give reference to further details where possible.

Streamlining/aerodynamics:

8 Complete liberty is allowed as regards streamlining in the case of motorcycles used in an attempt on a record.

8.a For other types of competition, streamlining can be permitted. The width of which at front does not exceed the width of the handlebar by more than 10cm. The front most point of the streamlining must not project in plan more than 10cm past the centre of the front axle. The front wheel, with the exception of the tyre and the part covered by the mudguard, must be clearly visible from each side. For reasons of historical accuracy, machines covered by chapter 15 are exempted from frontal rules provided this is mentioned in the supplementary regulations for the meeting. The same requirements apply equally to the rear of the streamlining, the rearmost point of which must not project in plan more than 30cm beyond the rearmost point of the tyre.

8.b Streamlining should be so designed and fixed as to allow complete liberty of movement to the driver, both when driving and when mounting and dismounting from the machine which should be easily controlled without displacing the streamlining or any part of it.

The Windscreen edge must be rounded to a radius of not less than 3mm or employ rounded beading material of plastic or rubber.

The edges of all other exposed parts of the streamlining must be rounded.

Inspections:

9 Where necessary, machines will be sealed for measurement purposes. Machines must not be taken from the pits after a race without the consent of the Steward. Failure to observe this rule may entail exclusion, suspension, or disqualification.

9.a The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.

9.b If the measure be to determine a protest, the party against whom the decision is made shall bear the cost and the motorcycle may if the engine is found oversize be retained until such costs are paid.

9.c ***MNZ if required shall organise Engine testing through the use of a Dynamometer to check engine BHP to ensure parity and fairness if required. MNZ shall have no recourse should engine failure occur during this process. Noting the Dynamometer operator shall be a reputable supplier.***

10 The Formulae to Calculate Cubic Capacity:

Reciprocating piston motors: Diameter of cylinder bore in centimetres, squared, multiplied by 0.7854, multiplied by stroke in centimetres, multiplied by number of cylinders.

Rotary combustion (Wankel Patent): Capacity of one working chamber in cubic centimetres, multiplied by number of rotors, multiplied by two.

11 **Fuel Testing:** at any event may only be ordered by the relevant MNZ commissioner, in consultation with the Officials Commissioner. No other party may request such action to be taken.

11.a Such testing is to be carried out by suitably trained/ competent MNZ officials using appropriate sampling methods.

11.b Should fuel irregularities be indicated/suspected, initial screening may be carried out using a Digatron DT-47FT (***or later model***) analyser when available, or, fuel samples may be taken for forwarding to a recognised laboratory (***Assure Quality Laboratory or similar***) for detailed analysis.

11.c Sampling Procedure:

Containers for holding samples must be clean and constructed of robust, fuel non-reactive, impermeable material. They must be sealable and have provision for identification.

Equipment used for extraction of fuel from machines must be clean and constructed of fuel non-reactive material.

Each sample must be divided in two and placed in separate containers (2 samples of a minimum 20ml each. ie 40ml total. The containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on an MNZ "Fuel Sample Certificate" which must certify the date, place and time of taking the sample, the identity of the machine from which it was taken and the identity of its rider.

Both samples must remain in the control of the testing officials and the rider must sign the MNZ "Fuel Sample Certificate" acknowledging that a sample was taken and must be given a copy of the certificate.

Refusal to submit to the taking of samples or signing of the certificate will be treated as an admission of guilt.

At the conclusion of the event the samples are to be delivered either in person or by a recognised Courier to the nominated laboratory, as soon as is practicable.

Fuel sampling may be carried out at any time during a meeting.

11.d The results from the analysis must be attached to the laboratory's copy of the MNZ "Fuel Sample Certificate" and returned to MNZ as soon as practicable after the results have been obtained.

11.e The results of the analysis must as soon as practicable be notified to the club at who's meeting the testing was carried out, the rider and the MNZ Judiciary for appropriate penalty(s) to be imposed should irregularities be confirmed.

12 **Fuel:**

The following classes listed below shall be restricted to petrol having maximum characteristics not exceeding "unleaded pump gas" as defined in Appendix D. No additives may be added to the fuel.

1. Supersport	Appendix F
2. Superbike	Appendix C
3. Pro Twin	Appendix E
4. 250 Production	Appendix H
5. Mini Supersport & Road Race Training Class	Appendix M
6. Supersport 300	Appendix I
7. GIXXER 150	Appendix K
8. Superlite	Appendix B
9. Supersport 150	Appendix J
10. Super Motard	Appendix L
11. Sportbike	Appendix N

Methanol as defined in Appendix D may only be used in the following classes: noting all motorcycles using methanol must display an indicator Dangerous Goods, or other appropriate sticker, on the front and both side number boards, indicating the use of methanol.

12.a **Methanol approved race classes**

Road Racing Classic as defined in appendices and

Classic Sidecars

Post classic motorcycles no later than Pre '95

All motorcycles using Methanol as defined in Appendix D are to have 3 stickers on the motorcycle front and both sides indicating methanol usage

All competitors using methanol need to inform the MNZ Steward of this when signing on and the steward is to keep a register at the meeting.

12.b Below defines the classes and the subsequent fuel which can be used

Class, App /Fuel	Unleaded Pump Gas	Avgas LL	Methanol
App B,C,D,E,F,H,I,J,N,M,L	Yes	No	No
App V -Classic	Yes	Yes	Yes
App P - Post Classic Max Pre 95	Yes	Yes	Yes
App S - Modern Sidecars	Yes	Yes	No

Noting Bears is covered by the above based on age. Anything newer than Pre 95 is Pump gas

All above to comply with Appendix D

Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance.

12.e Nitro- methane and similar agents are strictly prohibited in all classes of racing.

12.f Refuelling. Each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted.

Machines must be mounted on a minimum of a rear paddock stand before refueling

- 12.g Fuel Specifications refer to Appendix D.
- 12.h National Speed Records. Refer to rules Chapter 13.9 and 13.9a