

- 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 it's 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.