

- 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 71.6 through 71.8 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 Country, 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.