

## CHAPTER TEN – Motorcycles Technical (Off Road)

- 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:** will start from one, no prefix numbers are permitted. All competitors must use the number as allocated to them on their MNZ Competition Licence. All overseas based competitors must use a letter, that letter will be allocated by MNZ upon receipt of their start permission and notified to the rider the host Club and the Commissioners. Riders must provide and have securely fitted to their machines number plates as follows;
- 10.2a **Enduro:**  
Front: Circular or square of a size that is clearly visible to officials and scorers.
- 10.2b **Motocross, Miniature TT, Grasstrack, Cross Country etc:**  
Front and side number plates must be used, numbers to be a minimal height of 150mm and must be able to be read at speed.
- 10.2c **Short Flat Track Stock Bike:**  
Front Rectangular shape 23cm x 28cm minimum  
Side same as above unless the side plates are part of the original construction of the machine
- 10.2d All numbers are to be on non gloss backgrounds and must not be less than 25mm wide for Motocross, etc, and 15mm wide for Enduro and Moto Trials. Numbers are to be as high as practicable.
- 10.2e Racing numbers will be in the colours specified for the engine capacity of the machine or the class of the rider and must be carried in all types of competition. Background colours shall approximate the following:  
Green, Yellow, Red, Blue: NZS 7702:1983
- 10.3 **Enduro:** Optional, but the figures must be clearly visible.
- 10.3a **Cross Country:** Blue Disc, Yellow number

10.3b	<b>Motocross:</b> 125cc MX 2 MX 1 Expert 0-200cc Expert 201-Open Intermediate up to 200cc Intermediate 201cc to Open Novice 2 & 4 stroke Veterans (all classes)	Blue disc, White number Black disc, White number White disc, Black number White disc, Red number White disc, Black number Yellow disc, Red number Yellow disc, Black number Black disc, Yellow number White disc, Blue number
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A red background and white number may only be used at the New Zealand Championship by the current points leader.

A Junior licenced rider competing in a Senior Motocross event can compete with their Junior class colours and numbers as per rule 10.3f.

10.3c	<b>ATV Motocross:</b> All ATV Classes Super Quads Mini ATV (all classes)	Black background, White number Black background, White number Black background, White number
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10.3d **Moto Trials:**  
Colours for Grade background; see rule 23.8

10.3e	<b>Short Flat Track Stock Bike:</b> All classes	White background, Black number (Figures to measure 15cm x 25cm)
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10.3f	<b>Junior Motocross:</b> 8-11 yrs 65cc 8-11 yrs 85cc 12-13 yrs 85cc 14-16 yrs 85cc 12-14 yrs 125cc 15-16 yrs 125cc 14-16 yrs 250cc	Black background, White number White background, Black number Yellow background, Black number Red background, White number Blue background, White number White background, Red number Green background, White number
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A Mini licenced rider competing in a Junior Motocross event can compete with their Mini class colours and numbers as per rule 10.3g.

10.3g	<b>Mini Motocross:</b> All classes	Black background, White number
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10.3h 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 Emmission:**  
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 15o 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 oversized 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:** The following classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas or Unleaded FIM" as defined in Appendix B. Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.
- 10.17a The following classes shall have the choice of either petrol having maximum characteristics not exceeding "Avgas, Unleaded FIM" or methanol, both as defined in Appendix B. Hill Climb–Road and Grass, Beach, Grass Track and Speedway Sidecars and those classes of Oval Racing defined in Chapter 19 and 20 except 20.27, 20.31 and 20.32. Any machines using methanol must display "Dangerous Goods" or other appropriate stickers that clearly indicate its use, on the machine in a prominent place e.g. number boards.
- 10.17b **Note:** Nitro methane and similar agents are prohibited in all classes of racing.
- 10.17c Fuel Specifications see Appendix B.