

CHAPTER SIX – Conduct of Competitions (Road)

- 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.

Competitors licence, log book and club card must be produced at sign in and will be held by the Steward until the end of the event or at the Stewards discretion. Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend.

Competitors who take out a competition licence for the first time at an event and those who have a OEL 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 (Rule 6.28). 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. Any rider that was signed in by a Parent or Guardian must have that person present at any Briefing or Protest.

- 6.1a All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in the pits and at strategic positions on the course. 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.

- 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 competitors licence/logbook by the Steward of the meeting direct to the MNZ Office. It is the riders 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 competitors logbook that they have viewed the certificate of clearance.

6.2a Where a concussion has occurred, an automatic stand down period of 21 days shall apply, at the end of the 21 days 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 21 days 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 No meeting shall be held unless a person trained in first aid is in attendance. It is recommended that a qualified medical Doctor be in attendance at road races.

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

6.4 A Riders Representative shall be elected by the competitors, at or prior to 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, to attend any protest meetings as required under Chapter 7 of these Rules and to be available for a period up to thirty minutes after the completion of the days racing. In any event where a Riders Representative is a party to a matter being protested a substitute will be appointed by the Protest Committee. Members of the protest committee will be announced at the riders briefing. In National Championship and Major events the Riders Representative will not be a member of the Organising Club.

6.4a A non competing riders representative may be selected by the Road Race Commissioner prior to any Championship series of three rounds or more, must be announced 90 days prior to the first round of such series on the MNZ website.

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 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, or at the discretion of the Clerk of the Course, may be given the option of starting at the Clerk of the Course instruction.
- 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 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 on the grid immediately prior to the start of every race or official practice. The sign will be properly sign written, black letters on yellow and be of a minimum size 60cm x 40cm.
- 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.
- 6.7 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 a series, the final positions will be decided on the basis of the number of best results in the 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 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 instant exclusion.
- 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 happen 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,
 - 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.
- 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:** The provision of a suitable fire extinguisher is required in each riders pit. A one, 1 kg (minimum weight) sealed and operational fire extinguisher must be visibly present in each riders pit area.
- 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
- 6.21 **Stopping and Re-starting a Race:**
Should it be necessary to stop a race due to an accident, climatic or other conditions that make it hazardous to continue, 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.
- a. Upon sighting the Red flag riders are to cease racing immediately and ride at touring pace and return to the pit lane, or the safest point on the track at the discretion of the Clerk of the Course (this point must be announced at riders briefing), where they will stop and await further instructions.
 - b. The decision to stop a race for whatever the reason can only come from the Steward or Clerk of the Course.
 - c. Any red flagged race may only be re-started or continued once.
 - d. Points can only be awarded to riders that were racing at the time of the red flag.
 - e. The number of full laps completed by the lead rider prior to the race stoppage shall define the determinations below:
- A. *If no more than two laps of the stopped race were completed:***
- a. The stopped race will be declared null and void and a new start will take place,
 - b. The re-start will take place as soon as possible and must occur no more than 30 minutes after the race has been stopped. If it cannot be re-run within this time it shall be null and void and no points will be awarded.

For clarity:

- The re-started race will be for the full original race distance,
- The original grid positions will be used,
- The place of any machine unable to take part in the re-started race will be left vacant,
- Machines can be repaired or replaced. However, they must meet the requirements of being on the track in terms of class eligibility and any machine checks etc.
- Only those riders that took place in the original start can take part in the re-start.

B. *If more than two laps, but less than 65% of the original race distance, have been completed:*

- a. The second part must occur no more than 30 minutes after the race has been stopped. 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.
- b. The second part race distance will be the remainder of the original race distance,
- c. The original grid positions will be used,
- d. The place of any machine unable to take part in the second part of the race will be left vacant,
- e. Only competitors who have completed at least 65% of the laps completed by the lead rider, and were racing at the time of the red flag will be allowed to participate in the continued race,
- f. Machines may be repaired, but not replaced, provided they have been approved by the Machine Examiner or the Technical Steward (whichever is applicable) before rejoining,
- g. The final race classification will be established according to the finishing order of the last part of the race only,
 - i. If 65% or more of the original scheduled race distance (in total) is completed full points will be awarded,
 - ii. If less than 65% of the original scheduled race distance (in total), but more than two laps, is completed half points will be awarded.

C. *If 65% or more of the race distance is completed:*

- a. This shall be declared a full race,
- b. The finishing order shall be at end of the last full lap completed by the lead rider before the stopping of the race,
- c. Full points will be awarded.

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 – 20th placing as follows:
25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

- 6.24 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:**
At permanent road race circuits, the flags may be supplemented by lights at all flag points. However, the flags are to remain as the primary signalling method. An explanation of the lights functions must be made to the riders at riders briefing.

Green: Start. Starting Lights can replace the flag

Red: All riders stop racing.

Yellow: Held Stationary – SLOW DOWN – Proceed with caution. No overtaking until danger area is passed. Sidecar riders-this could also mean your passenger is in difficulties.

Yellow: Waved – SLOW DOWN NOW – Proceed with extreme caution. No overtaking until the danger area is passed, be prepared to stop.

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 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

Flags must be a minimum size of 24" x 24" (600mm x 600mm).

- 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.
- 6.27b A white flag 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.
- 6.28 **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. 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.
- 6.29 **Alcohol and Drugs**
- 6.29.1 MNZ has a zero tolerance regarding the use of drugs and alcohol in sport.

- 6.29.2 The taking of, or suffering from the effects of drugs or alcohol by any competitor, official or crew at a race meeting is strictly forbidden under MNZ rules.
- 6.29.3 Where there is a suspicion of a Member and/or participant attending or taking part in a competition while under the influence of alcohol or drugs, Stewards in consultation with the Clerk of the Course, may prohibit the Member and/or participant from attending or taking part in the competition.
- 6.29.4 MNZ is affiliated to Drug Free Sport NZ, and has adopted their anti-doping rules, which may change from time to time.
Drug Free Sport New Zealand will carry out testing at MNZ events in accordance with the protocols established from time to time by Drug Free Sport NZ.
- (a) For 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 product name to 4365. Texts cost 20 cents per message. This service is provided by Drug Free Sport NZ.
- 6.29.5 MNZ approved testing may also be carried out on a random or as required basis.
- a) All tests will be made under the supervision of a MNZ Steward.
 - b) Any official, competitor, competitor's team or crew can be subject to an MNZ approved tests.
 - c) Anyone tested returning a not negative result will be immediately excluded from the event and unable to compete/officiate/be involved with any part or function at any MNZ event for 24hours following the result. Not negative results will be reported to the MNZ office within 48 hours of the test been conducted.
 - d) Anyone tested returning a not negative result will also be fined \$250.00 inc GST
 - e) Refusal to submit an alcohol or drug test at any time will be deemed to be a not negative result.
 - f) Any subsequent "not negative" test recorded in the same licence period i.e.;1st July to 30th June will result in that members licence or warrant being suspended for 3 months. Any further not negative results will result in their MNZ Competition Licence or MNZ officials Warrant been cancelled.
- 6.30 Confederates are strictly prohibited and if in the opinion of the Steward of the Meeting a confederacy is proved which prevents the parties from riding on their true merits, such parties shall be reported to MNZ and dealt with as MNZ may think fit.

