



2018 PROPOSED RULE CHANGES

We suggest when looking at these rule changes you refer to the current rule as listed in the appropriate section of the Manual of Motorcycle Sport, as available on the MNZ website – [Manual of Motorcycle Sport – Road](#)
[Manual of Motorcycle Sport – Off Road](#)
[Code of Conduct](#)

Please send any feedback you may have with regards to these rule changes to admin@mnz.co.nz; ensure that you include the rule number that you are referring your feedback to.

Feedback must be submitted before the 31st of March

General Rules (Road & Off Road) – Chapter One to Nine

Chapter 1 – Jurisdiction (Road & Off Road)

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 and alteration to the basic principle of a rule.

Chapter 3 – Officials (Road & Off Road)

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.

3.1b (New Rule)

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.

3.2b

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.

3.2f

A Stewards report as supplied with the event permit must be completed by the Steward of the event for every permitted event to the office of MNZ within seven days of the event being held. The MNZ Office will forward a copy of the Stewards report and Medical report to the Club that run the event and the Regional Official of the Region.

3.13 Road / 3.14 Off Road

A Board or Life Member, Regional Official, Commissioners, and National Grade Officials, on production of his/her warrant is entitled to free admission for themselves and their family to any event run by a MNZ affiliated club.

3.13a Road / 3.14a Off Road

A Club Grade Official, on production of his/her warrant, is entitled to free admission to any event run by his/her club.

Chapter 4 – Sanction of Meetings (Road & Off Road)

4.10k

Entry Forms and Supplementary Regulations must also be forwarded to the Regional Official for all events.

Chapter 6 – Conduct of Competitions (Road & Off 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.

6.1a 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.

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 (Rule 6.19). 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 that was signed in by a Parent or Guardian must have that person present at any Briefing or Protest.

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 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.

****Note (Rule 6.19) becomes (Rule 6.28) for Road****

6.4a (New for Off Road)

A non competing riders representative may be selected by the Discipline Commissioner prior to any Major event, Championship or Series of three rounds or more.

Chapter 7 – Disciplinary Processes (Road & Off Road)

7.3.1

A pool of established persons made up of National Grade Stewards and Senior Stewards appointed in accordance with the Constitution.

7.3.1.1

The three members of the Judiciary Hearing Committee to be appointed as follow. 1 nominated by the Complainant, 1 x nominated by the Alleged Offender and 1 x nominated by the GM, from a supplied list. The parties have 3 working days to nominate an appointee, otherwise one will be appointed for them by the GM.

Chapter 8 – Safety Gear (Road & Off Road)

8.2e

The Steward or their deputy is empowered to impound helmets or any safety equipment considered of insufficient standard or, if of approved design, in a damaged or unsound condition for the duration of the meeting.

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.

8.2n

- 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. Nothing may be fitted to the helmet that wasn't included as part of the helmet when tested during the certification/testing process. The onus of proof lies with the rider. 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.

ROAD:

Chapter 2 – Definitions (Road)

2.50

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.

2.51

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

2.52 - Delete

2.6

Appeal Hearing Committee: A committee established by MNZ to hear Appeals. Such committee to comprise of three members nominated from the Judiciary Officials. The members shall determine the Chairperson of the committee.

Chapter 3 – Officials (Road)

3.2a

MNZ will appoint Series Officials to oversee Island and New Zealand Championships with multi round structures. Host clubs will appoint on the day Officials of appropriate grade to Officiate that round and club Officials for training and assessment. Single round Championship Officials may be appointed by MNZ.

3.2c

At major Road Races on private circuits (except Miniature Road Races) and at all Road Races on closed public roads there shall be two Stewards in attendance, one being a minimum of National Grade and the other a minimum of Club Grade. Such a meeting shall not be controlled by only one Steward.

3.2d

At minor Road Races on private circuits there shall be a minimum of one Club Grade Steward and one Club Grade 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.

3.2i

A Stewards report as supplied with the event permit must be completed by the Steward of the event for every permitted event to the office of MNZ within seven days of the event being held.

The MNZ Office will forward a copy of the Stewards report and Medical report to the Club that run the event and, the Regional Official of the Region.

3.2j

A Clerk of the Course report as supplied with the event permit must be completed by the Clerk of the Course of the event for every permitted event and forwarded to the Office of MNZ within seven days of the event being held. The MNZ Office will forward a copy of the Clerk of the Course report to the Club that run the event, and the Regional Official of the Region.

3.2k – New Rule

Stewards should be visible by wearing an MNZ marked ‘Steward’ vest (Hi-Vis Yellow). No other person may wear this colour. This vest may not have club, sponsor or event branding.

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

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

Road Race Referee: A National Grade Steward appointed as required by the Officials Commissioner. His/ her duties include attendance at Road Race meetings to liaise with the appointed Steward of the meeting, and to attend all protest hearings in an advisory capacity. He/she will have the capacity to make a final decision in any matters of contention after consultation with officiating Stewards.

3.3a

MNZ may appoint Officials of the correct grade for 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.

Chapter 5 – Licencing Entries (Road)

5.2c – Add

Rider application shall state club or championship licence, classes intended to race and preferred race number. Numbers 1 – 10 shall be reserved for those earned at the national championship. Numbers between 11 – 99 for championship licence or 100 – 999 for club licence. This number shall be allocated on the licence by MNZ’s office; if earned or historically assigned to the rider, or currently available and shall remain with the rider for the duration of their licence and shall be displayed on their motorcycle in accordance with 10.2a.

Clubs are responsible for ensuring matching numbers are on licence, entry form and motorcycle at time of sign on and machine examination. If no number is allocated to a rider in the event of a one event licence, the club is responsible for allocating such a number that is currently not available by MNZ.

Chapter 6 – Conduct of Competitions (Road)

6.11

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

6.21

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 under the direction of the Steward or Clerk of Course. Once instructed, all flag points are to display waved Red flags.

(Rest of rule remains unchanged)

Chapter 10 – Motorcycles Technical (Road)

10.2a

For Appendix's C, F, H and I the following additional rules apply:

Numbers containing more than two digits will NOT be acceptable for Road Race National Championship Events. Numbers 1 - 10 will be reserved for Competitors finishing in that position in that Class in the previous years Championship — these allocations will be made by MNZ's Office each year.

Remove above paragraph text and replace with:

All machines shall be prepared in compliance with the appropriate Appendix of the MoM Road. In accordance with the appropriate class the following number boards shall apply and the correct number in accordance with 5.2c and the rider's allocated licence.

10.2a

For Appendix's C, F, H and I the following additional rules apply:

Numbers containing more than two digits will NOT be acceptable for Road Race National Championship Events. Numbers 1 - 10 will be reserved for Competitors finishing in that position in that Class in the previous years Championship — these allocations will be made by MNZ's Office each year.

Remove above paragraph text and replace with:

Numbers containing more than two digits will NOT be acceptable for Road Race National Championship Events except for Classic and Post Classic classes. Numbers 1 – 10 will be reserved for Competitors finishing in that position in that Class in the previous years Championship – these allocations will be made by MNZ's Office each year.

10.13a – New Rule

Oil containment: Oil containment systems are required on all road racing machines.

Oil containment pans on wet-sump engines must be designed to hold the capacity of the engine sump with nominal reserve. Material used must be durable, fastened safely, and removable for inspection, if required. The pan must have a retaining dam at the rear. Two-stroke and dry-sump machines must use a pan with a minimum capacity of one litre, or approved oil-absorbing material covered with an impermeable layer of material and a screen backing, and fastened securely.

Oil absorbing material, securely retained in the bottom of the pan, is strongly recommended.

All oil containment systems are subject to approval by machine examination.

Chapter 13 – National Speed Records (Road)

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.

13.3e

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.

13.8

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 a National Grade Steward.

Chapter 16 – Miniature Road Racing (Road)

16.2

Engines must be derived from non-competition motorcycles. Motocross, Road Racing, Enduro and Go 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.

16.2a 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.

F4 2 stroke engines over 104cc are restricted to carburation equivalent to a single 24mm carburettor, F5 4 stroke engines over 53cc are restricted to carburation equivalent to a single 20mm carburettor.

16.2b Engine capacities shall be as stated in Appendix A under 'MINIATURE ROAD RACING New Zealand Miniature Road Race Grand Prix'.

16.3 – Delete

Chapter 20 – Super Motard (Road)

20.14 to 20.16 - Delete

Appendix F – Supersport Regulations (Road)

APPENDIX F **Ratified in 2017 for inclusion in the 2018/19 MoMS**

SUPERSPORT REGULATIONS

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.

Supersport motorcycles require an MNZ homologation.

The appearance from both front, rear and the 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 Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 Supersport classes

656 – 750cc 4 Stroke, 2 cylinders maximum

451 – 675cc 4 Stroke, 3 cylinders maximum

451 – 600cc 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 rule 10.2a MNZ Manual of Motorcycle Sport (MoMS)

Number Plate Placement

Refer to rule 10.2.3 MNZ Manual of Motorcycle Sport (MoMS)

Fuel:

Refer to rule 10.17.2 (MoMS)

2.0 Subject to the required and permitted alterations set out below, Supersport 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.

- a) Tyre warmers may be used.
- b) Only when a race or practice or qualifying has been declared “wet”, the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

2.2 Machine weight without rider, empty of fuel but with all other fluids at optimum levels, must weigh no less than:

- a) 162kg for all four cylinder machines
- b) 165kg for three cylinder 675cc machines, and
- c) 165kg for two cylinder 750cc machines

A 1% tolerance at post race control will be allowed.

- 2.3 The following must be removed:
- a) Head lamp
 - b) Tail lamp
 - c) Reflectors
 - d) Horn
 - e) Traffic indicators
 - f) Mirrors
 - g) Centre and side stands
 - h) Registration plate / bracket and label holder
- 2.4 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.
- 2.5 The following may be removed:
- a) Passenger handholds and footrest assemblies.
 - b) Chain guard
 - c) Rear fender
 - d) Instruments and associated cables including key start ignition barrel.
 - e) Air injection pollution control system.
 - f) Carburettor anti-icing device.
 - g) Air filter element.
 - h) Steering damper.
 - i) The Anti-Lock Brake System (ABS) can be disconnected, and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.
- 2.6 The following may be added:
- a) Steering damper
 - b) Frame protective sliders
 - c) Electronic gear shifters
 - d) Lap timers
 - e) Ride height adjuster
- 2.7 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 pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper 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, master cylinders and controls, including throttle assembly and cables.
- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- j) Brake and clutch levers but these must be of similar shape and materials to that of the OEM levers.
- k) Rear sub-frame, providing the replacement is of the same material (or aluminium), shape and appearance as the original.
- l) Cylinder Head Gasket.
- m) Fuel tank filler cap assembly providing there is no modification required to fuel tank
- n) Fasteners
- o) Air filters and air funnels (velocity stacks). Velocity stacks must be standard.
- p) Instruments
- q) Wiring loom, plug in fuel injection control units and the manufacturer nominated race kit ECU and OEM ECU may be reprogrammed.
- r) Spark plugs and high tension leads
- s) Clutch plates and springs
- t) External gearing, chain and chain pitch
- u) Radiator expansion tank
- v) Battery, but the replacement must be capable of starting the machine pre and post race.

2.8 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) Carburettor slides

3.0 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).

4.0 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.

- 5.0 For machines homologated with lower fairing, 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 engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.

Appendix H – 250 Production Regulations (Road)

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
- 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
- g) The use of tyre warmers is not permitted
- h) When a race or practice has been declared "wet", the use of a wet tyre is allowed.

7a

Front suspension, springs and internal components, (Propriety 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 maybe fitted. External appearance must remain unchanged, full cartridge kits may not be used. Oil type and amount is open.

Appendix I – Supersport 300 Regulations (Road)

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
- 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
- g) The use of tyre warmers is not permitted
- h) When a race or practice has been declared "wet", the use of a wet tyre is allowed.

Appendix K – Supersport 150 Regulations (Road)

This class of motorcycle requires a MNZ Homologation, with a minimum of 30 units sold of that mass produced motorcycle.

This homologated motorcycle must be a street type, road registerable, available and originally sold new in New Zealand.

This class is to be called “SUPERSPORT 150”

This class has restricted rider entry age between 14 and 21 years old as of January 1st for that competition year.

Riders must not have been placed in the top 5 finishing positions in any national championship road race (other than the SUPERSPORT 150 or GIXXER 150 classes) prior to the start of the current National Championship.

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.

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.

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 101cc to 155cc.
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 rule 10.2a
4. Fuel: This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.
5. Tyres:
 - a) Only treaded tyres marked as E or DOT are permitted
 - b) No specialist rain/wet tyre allowed, even if E or DOT marked. No modification of the tread or carcass is permitted
 - c) Front and rear tyre sizes fitted must conform to the tyre manufacturers specifications for the rim sizes fitted to that homologated model
 - d) Tyre warmers are allowed

e) 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).

6. Machine Specifications (General):

All machines must comply with the relevant general competition Rules such as Chapter 10.

7. Modifications Allowed:

- a) 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.
- b) Minimum weight of motorcycle and fully equipped rider combined 180kg. Ballast weight is to be bolted to the frame securely.
- c) Drive sprockets and chain length may be changed
- d) Wheel spacers, these can be a captive type
- 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 for Tacho/Speedo and temperature gauges
- g) Footrests, brackets and controls may be replaced. They must mount to the frame at the same point as the originals.
- h) Substitution of rubber topped foot pegs for other material is allowed.
- i) Small protective cones/knobs may be fitted to minimize accident damage.
- j) Brake disc pads can be replaced with alternative specification and/or non OEM items.
- k) Brake lines front and rear can be replaced with alternative specification and/or non OEM items.
- l) Spark plugs can be replaced with alternative specification and/or non OEM items.
- m) Carburetor jetting and slides. Fuel injected models may run model specific 'plug and play' engine controllers.
- n) Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Ignition maps are free to change.
- o) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- p) 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.
- q) Gearbox may be undercut.
- r) Frame and swing arm protectors may be fitted including the addition of a rear hugger, material is open unless these are a replacement OEM part in which case the material must be as supplied by the manufacturer, rear huggers may NOT be chemically bonded to the swing arm.
- s) Lap timers and data recording devices may be fitted
- t) Steering stop restrictors may be fitted

8. Fairing/Body Work:

- a) Must be the same shape and appearance as the original.
- b) Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.
- c) Screen may be replaced, profile is open.
- d) Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted
- e) The original combination instrument/fairing brackets may be changed.

9. The following items must be removed:

- a) Indicators
- b) Rear indicator/number plate bracket
- c) Mirrors and reflectors
- d) Standard tyres
- e) Kick start lever only, not internal parts
- g) Headlight
- h) Centre stand
- i) 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. The following may be removed:

- a) Instruments, brackets and associated cables
- b) Toolbox
- c) Speedometer
- d) Radiator fan and wiring
- e) Rear guard
- f) 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.
- g) The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
- h) Upper chain guard may be removed.
- i) All unused electrical switches may be removed.

12. 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 3mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where the swing arm shape or positioning prevents fitment are exempted (for example Yamaha R1).

13. 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. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

14. For machines homologated with lower fairing, 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 engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.

15. ABS Braking systems can be disconnected or disabled and all ABS components (wheel sensors, pumps, lines and wiring) may be removed from the Machine

OFF ROAD:

Chapter 2 – Definitions (Off Road)

2.5

Appeal Hearing Committee: A committee established by MNZ to hear Appeals. Such committee to comprise of three members nominated from the Judiciary Officials. The members shall determine the Chairperson of the committee.

2.56

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.

2.57

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

2.58 – Delete

Chapter 3 – Definitions (Off Road)

3.2a

Delete – For a Junior Cross Country Championship event 2 Stewards will be appointed by MNZ. Where possible one Steward or track marshal should be mobile to travel the track with all safety gear on.

3.2a

MNZ will appoint Series Officials to oversee Island and New Zealand Championships with multi round structures. Host clubs will appoint on the day Officials of appropriate grade to Officiate that round and club Officials for training and assessment. Single round Championship Officials may be appointed by MNZ. For a Junior Cross Country Championship event 2 Stewards will be appointed by MNZ. Where possible one Steward or track marshal should be mobile to travel the track with all safety gear on.

3.2g

A Clerk of the Course report as supplied with the event permit must be completed by the Clerk of the Course of the event for every permitted event and forwarded to the Office of MNZ within seven days of the event being held. The MNZ Office will forward a copy of the Clerk of the Course report to the Club that run the event, and the Regional Official of the Region.

3.2i

Stewards should be visible by wearing an MNZ marked 'Steward' vest (Hi-Vis Yellow). No other person may wear this colour. This vest may not have club, sponsor or event branding. The Clerk of Course should be visible by wearing a MNZ marked 'Clerk of Course' vest (Hi-Vis Orange). This vest may have other branding. 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.

Chapter 4 – Sanction of Meetings (Off Road)

4.10a

Commissioners/commissions through (rest of rule remains unchanged)

4.10b

Commissioners/commissions through (rest of rule remains unchanged)

4.10f – add to end

For Womens MX, the minimum number of valid paid entries shall be 3. For Vets there shall be no minimum number of entries.

Chapter 5 – Licencing Entries (Off Road)

5.2k

Licence Categories: Licences will be issued in the following categories, Senior, Junior, Mini & Associate Member on 1st July each year and expire on 30th June the following year, or as determined by the Board of MNZ.

Rule Number to be confirmed:

Remove the need for Veteran riders, or riders that enter a Veteran only Class to require a Championship Licence. To NZ Vet Champs or a Vet Class competitors will still require an MNZ licence, this includes Vet Women.

Women competing in the Senior open class or one of the Junior class's they will require the appropriate licence to compete at the event, i.e. NZ Championship, North or South Island or New Zealand Grand Prix, if it is run as a Championship class.

Chapter 6 – Conduct of Competitions (Off Road)

6.6l – Delete

6.8d

Assistance of a Mini/Junior Motocross Competitor in Mini/Junior competition is limited to lifting a fallen riders machine and pointing it 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.

6.11

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

(Rest of rule remains unchanged)

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 under the direction of the Steward or Clerk of Course. Once instructed, all flag points 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.

6.17b

The following flags will be recognised as the standard colours to be used as signals to riders during a race:

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 function 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.

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

For Motocross & Supercross: Whether the yellow flag be stationary or waved this means no jumping at all. A jump is defined as when any wheels are not continuously in contact with the ground.

Rest of rule remains unchanged

6.18

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

Chapter 7 – Disciplinary Processes (Off Road)

7.4 Penalties imposed by the Steward:

Add

f. Time penalty

7.4.2 Penalties imposed by the Judiciary Committee:

Add

k. Time penalty

Chapter 10 – Motorcycles Technical (Off Road)

10.3f

Junior Motocross

8-11 year 65cc Black background, White number

8-11 year 85cc White background, Black number

12-13.....

14-16 year 250cc Green background, White number

A Mini licenced rider competing in a Junior Motocross event can compete with their Mini class colours and numbers as rule 10.3g

10.3f

Junior 125cc 12-14 years numbers on bikes to read white background red numbers

Junior 125cc 15-16 years numbers on bikes to read blue background white numbers

10.16

Fuel testing at any event may be ordered by the Officials Commissioner, the meeting Steward or Clerk of Course or by a competitor under rule 7.1.4

10.17c

Fuel specifications and MNZ Homologated fuel list see Appendix B

Chapter 13 – Cross Country (Off Road)

13.9c – New Rule

Competitors in Club, Island and National series that have entered in 'Age group' classes may complete the series in the class they were entered at their first round.

13.17

Minimum age for New Zealand & Island Championship events is 12 years and maximum age is 16 years.

However competitors in Club, Island and National series that have entered in 'Age group' classes may complete the series in the class they were entered at their first round.

Chapter 14 – Enduro (Off Road)

14.3m

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 checkpoints (such as dippers or proximity sensors) may be unmanned.

14.7

14.7a	Starting engine before start time each morning	60
14.7b	Being late at a time check-for each complete minute	60
14.7c	Checking in early at a time check for each complete minute	60

Chapter 15 – Mini & Junior Motocross (Off Road)

15.3

After the two free rides mini competitors are required to have a MNZ Mini Licence.....

Before competing at New Zealand National, North or South Island or New Zealand Grand Prix Event a rider must have competed in at least SIX MNZ permitted club events.....

15.6 – Delete

15.6a

From age 8, a Mini Rider may, without affecting his or her Mini status, compete in Junior Competition on either a mini 65cc class or a Junior 85cc class machine. If a Steward considers that a mini rider is not competent enough to ride in Junior competition, (s)he may direct that rider to return to Mini competition.

15.6b

Once a Mini Licenced Rider competes at a Junior Championship or NZGP in Junior class, they will be required to upgrade their Mini Licence to a Junior Championship Licence, and pay the appropriate licence fee. Once this occurs that competitor can not compete in Mini sanctioned competition.

A Mini licenced rider can compete and participate in Junior Competition as 15.6(a)

15.6c

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.

15.10

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

Rest of rule remains unchanged

15.11b – Delete

15.14

Rider Assistance: This is limited to lifting a fallen riders machine and pointing it in the right direction and restarting the motor. No outside pushing is permitted to assist the rider.

15.17

National Events:

New Zealand Nationals, North or South Island and New Zealand Grand Prix classes see Appendix A.

15.17a

At a National, North Island or South Island or New Zealand Grand Prix Event, where riders exceed the 30 gate start, practice, takes place to determine the top 30 competitors. The remaining riders will then ride in a support class.

15.17b

At a New Zealand National, North or South Island or New Zealand Grand Prix riders must compete on a MNZ Mini Licence.

15.17c

The New Zealand National's North or South Island or New Zealand Grand Prix shall consist of a minimum of three and 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.

15.22

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

15.22a – New Rule

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 restart their machine without assistance. Failure to complete either of both of these tasks may result in exclusion at the discretion of the Steward.

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. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.

15.24c

The track width for New Zealand or North or South Island 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 the track in front of the gates by a rider or his entourage will be deemed altering the track in terms of these rules is not permitted, unless this has been approved in the supplementary regulations and announced at the riders briefing.

15.25 – New Rule

School Events: These shall be run under the General MNZ MoM'S regulations and in general accordance with section 15.8 Junior Motocross.

For National and Island Events class's will be as the MNZ School Guidelines, see Appendix D.

Chapter 16 – Motocross and Miniature TT (Off Road)

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 will be used.

Full explanation of a clock/electronic countdown procedure must be undertaken at riders briefing.

16.5

Start Procedure:

A check helmet strap 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 dropped. The gate will drop within 3 seconds after this board drops.

Or by electronic means

Check helmet strap' will slowly move across the digital timing screen at the end of the start straight.

A 10 second countdown will commence from 10 down to 0 (10,9,8,7,6,5,4,3,2,1,0). The gate will drop within 3 seconds after 0 shows on the electronic screen.

16.9

At Mini Nationals, Senior and Junior Championship events at least fourteen days prior to the official start of the meeting an appointee of MNZ accompanied by the Clerk of Course must inspect the track and safety aspects.

16.16c

The track width for New Zealand/Island Senior Motocross championship 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 the track in front of the gates by a rider or his entourage will be deemed altering the track in terms of these rules is not permitted, unless this has been approved in the supplementary regulations and announced at the riders briefing.

Chapter 23 – Moto Trials (Off Road)

23.8

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:

Class	Name board background colour	Colour of lettering	Grade/Course (Arrow Colour) Degree of difficulty
Expert	Orange/Red	Black/White	First/Second most difficult
Intermediate	Yellow	Black	Third most difficult
President	Green	White	Fourth most difficult
Clubman	Blue	White	Fifth most difficult
Junior	Same as nominated Grade		VCS
Women	Same as nominated Grade		VCS
Air-Cooled	Same as nominated Grade		VCS
Post Classic/Twin Shock	Same as nominated Grade		VCS
Classic/Pre '65	White	Black	Least difficult
Sidecar	White	Black	Least difficult

23.45b

Vertical Class System (Qualifying Classes):

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. Expert Class riders and the previous A-Grade Class riders will compete for Expert using the vertical class system choosing from the Red or Orange grades only. Riders following the Red grade may be awarded special awards.

Competitors will only be classified as finishers in each trial where they reach a threshold of less than 65% failures (5s) unless competing in the lowest available grade.

APPENDIX A – Championship Classes (Off Road)

MOTOCROSS: Veteran

Championship Classes: Add the following classes...

60-69 Year All in

70-79 Year All in

80 years plus

Womens

30-39 Years All in

40 Years plus

MOTOCROSS:

Senior Championship classes including NZ Motocross Grand Prix:

MX 1: 201cc – Open 2 stroke & 251cc – Open 4 stroke

MX2: 250cc 4 stroke

125cc: 125cc 2 stroke

Under 21: Under 21 Championship may be incorporated into the 125cc 2 stroke Class

MOTO TRIALS:

Championship Classes/Grades:

Class	Name board background colour	Colour of lettering	Grade (Arrow Colour)
Expert	Orange/Red	Black/White	VCS (Orange/Red)
President	Green	White	Green
Junior	Same as nominated Grade		VCS
Women	Same as nominated Grade		VCS
Air-Cooled	Same as nominated Grade		VCS
Post Classic/Twin Shock	Same as nominated Grade		VCS
Classic/Pre '65	White	Black	N/A
Sidecar	White	Black	N/A

Note: Air-Cooled, Post Classic/Twin Shock, Juniors and Woman may nominated and ride any of the lines provided. Expert may nominate and ride either Orange or Red Grades (arrows). 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.

Cross Country Classes

Under 21 (Youth) class (250cc 4 stroke and 250cc 2 stroke)

MOTOCROSS – Women

Championship Classes:

Senior Women	(refer to rule 16.13)
Junior Womens	8-13 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke 12-16 years up to 125cc 2 stroke & 151cc to 250cc 4 stroke
Veteran	30-40 years All in 40 years plus All in

MINI MOTOCROSS

Classes NZ Nationals, Island and New Zealand Grand Prix events,

Intro Trail	50cc 4-7 years air or liquid cooled, auto clutch
Intro MX	50cc 4-7 years air or liquid cooled, auto clutch
MX – 50cc	6-8 years air or liquid cooled, auto clutch, max capacity 53cc
Trail	7-9 years 4 stroke air cooled 53cc to 110cc
Trail	8-11 years 2 stroke air cooled 53cc to 82cc, 4 stroke 90cc to 145cc (wheel size 14" front and 12" rear)
Trail	8-11 years 2 stroke air cooled 53cc to 82cc, 4 stroke 90cc to 145cc (wheel size 19" front and 16" rear)
MX 65cc	7-8 years 53cc to 65cc liquid or air cooled, 2 stroke, gear box and manual clutch
MX 65cc	9-11 years 53cc to 65cc liquid or air cooled, 2 stroke, gear box and manual clutch

MOTOCROSS: JUNIOR

Championship classes including the New Zealand Grand Prix

8-11 year	60-65cc 2 stroke 'stock' (as homologated mini performance objectives in Appendix C, with the exception of Exhaust, hubs and spokes which shall be free)
8-11 year	85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes)
12-13 year	85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
14-16 year	85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke
12-14 year	125cc 90cc to 125cc 2 stroke only
15-16 year	125cc 90cc to 125cc 2 stroke only
14-16 year	250cc 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke

MOTOCROSS: Senior

Championship classes including NZ Motocross Grand Prix

MX1	151cc to open 2 stroke & 251cc to open 4 stroke
MX2	126cc to 150cc 2 stroke & 250cc 4 stroke
MX 125	105cc to 125cc 2 stroke only

Under 19 Championship Class maybe included within the MX2 class. Age will be determined by the age of the rider (must be under 19 on the first day the competition starts).

MINIATURE TT – Senior

Championship Classes:

Class 1: MX1 151cc to open 2 stroke & 251cc to open 4 stroke

Class 2: MX2 126cc to 150cc 2 stroke & 250cc 4 stroke

Rest of rule remains unchanged

MINIATURE TT – Junior

Championship Classes:

Class 6: 12-16 years 90cc to 125cc 2 stroke only

Class 7: 14-16 years 126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke

Rest of rule remains unchanged

SUPERCROSS – Senior

SX 1 151cc to open 2 stroke & 251cc to open 4 stroke

SX 2 126cc to 150cc 2 stroke & 250cc 4 stroke

SX Lite 90cc to 125cc 2 stroke only (under 21)

SUPERCROSS – Junior

Junior Lite 11-16 years 60cc-85cc 2 stroke & 100cc to 150cc 4 stroke

Junior 250 12-16 years 90cc to 125cc & 151cc to 250cc 4 stroke

A support 65cc class can be included – 9-11 years 60-65cc 2 stroke only (as a mini or junior competitor on a homologated machine)

APPENDIX B – Fuel Specifications (Off Road)

Add to the bottom of the fuel specification boxes:

OR ANY FUEL THAT HAS BEEN HOMOLOGATED TO USE BY MNZ, AS BELOW:

(Then we have a list of race fuels that comply with our fuel rules)

New - APPENDIX D – School Events (Off Road)

School Events:

Novice Classes: 85cc class
125/250 class

Championship Classes: 12 – 16 year 85cc class
12 – 14 year 125cc class (125cc 2 stroke and 250cc 4 stroke
minimum 14 years)
15 – 19 year 125cc class
15 – 19 year 250cc class (250cc 4 stroke and 126-150cc 2 stroke)
Womens

Minimum number of entries for class to run is six paid entries and three for womens