

## CHAPTER FOURTEEN – Road Racing (Road)

- 14.1a The Clerk of the Course or his/her nominee shall organise a briefing session and give written instruction to all Flag Marshall's before the meeting to inform of the conduct of their duties with particular reference to rules 3.12, 14.8a, any potential danger areas peculiar with the track and their position within the organisation with particular reference to access to the Clerk of the Course, communications, First Aid and other support groups.
- 14.1b If during practice or racing a competitors 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.
- 14.1c At all times the onus is on all competitors to ensure their machinery has enough fuel on board to complete any practice, qualifying or race they start in, including allowance for any restarts that may occur, penalty for running out of fuel during any race, first offence will be an instant fine of not less than \$400.
- 14.1d All machines that crash during practice, qualifying or racing cannot continue that session. At the end of that session crashed machines must be delivered to the machine examiners for re-examination and gear check before re-entering the circuit.  
Riders that continue after crashing must be reported to the Clerk of the Course.
- For endurance road races of more than 55 minutes duration, a crashed rider may re-enter that session as long as the machine is not leaking fluids and that brakes and throttle are in working order. That rider must return directly to the pit area and must pass machine examination and gear check before continuing the session.
- For the purposes of this rule "Crash" is defined as: "When a rider and machine become separated and or the machine has stopped moving and has any parts other than it's tyres in contact with the circuit, ground or crash barriers and these parts are supporting the machine"
- 14.1e If a rider goes off the defined track then re-enters the defined track, the rider is not to gain any advantage and is required to fall back to behind any riders that were overtaken as a result of the off track excursion.
- 14.2 Practice will be under the control of Club officials who will notify competitors of practice times.
- 14.2a Mass start practices are prohibited. Competitors must be dispatched in small numbers at intervals.

- 14.2b A "CHECK HELMET STRAP" sign shall be displayed to competitors on the dummy 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 minimum size 60cm x 40cm.
- 14.3 Where grid style start is used, a minimum distance of 4.0m must be left between each row of the starting field.  
The maximum number of machines on each row of the grid shall be solo 4; sidecar 3.
- 14.3a When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track.  
Any motorcycle that moves in a forward motion whilst under the starters control shall be deemed a jump start. Starters Control ends once the event commences as per rules 6.6a and 6.6b.
- 14.3b A time penalty of 20 seconds to apply to any rider jumping the start, this penalty to be added at the end of the race. The offending rider is to be notified of the penalty within 30 minutes of the race/part race using a Competitor Infringement Notice.**
- 14.4 Any repairs or replacements during the race other than in the pits must be done by the rider only and any outside assistance may result in immediate exclusion.
- 14.4a Signals may be given to a competitor from their pit assistant.
- 14.4b The onus of keeping the pits clear is with the rider's pit assistant and if any unauthorised persons enter a rider's pit and the pit assistant cannot remove the intruder, they must immediately notify the Steward of the meeting. Any breach of this rule may mean exclusion of the rider whose pit is in question. (No protest of this rule will be received).
- 14.5 **Fuel:** See rule 10.21
- 14.6 At the discretion of the organising Club, trials universal and trail tyres may be used for closed Club road racing events.
- 14.7 **Wet Weather Declaration:**  
Where weather conditions dictate, the Steward of the meeting may declare the Race/Day/or Meeting "wet" this brings into play the relevant "wet weather" tyre regulations for those Classes affected.  
  
Where the declaration is made immediately prior to a race, a suitable time period must be allowed to enable Competitors in that race to change their wheels/tyres/ setup.  
  
Once the declaration is made, the onus remains on the Rider to fit the tyres he considers most suitable. Once declared wet, racing will not be stopped due to changing track conditions – Unless the Steward and Clerk of the Course decide that the conditions make it too dangerous to continue.

Riders who wish to change tyres during a race declared wet must do so while racing continues

**14.7a** Once the meeting has been declared wet, a red LED light must be fitted and operational. The light must be fitted to the motorcycle. It must be mounted in a position that is clearly visible from at least 50m to any following rider, in daylight conditions, and steady (not flashing).

14.8 When it is necessary to put an ambulance or other emergency vehicle on the course during a Road Race meeting it must travel in the same direction as the race. The race must be stopped and restarted at a suitable interval as directed by the Steward of the meeting.

Prior to the start of any Road Race the Clerk of the Course must brief the attending Ambulance drivers. This briefing must inform the drivers as to when they are allowed on the track, who will give the instruction to go onto the track (eg Clerk of the Course) and what the instruction shall be.

Should there be a change of ambulance driver during the event, the briefing must be carried out with the new driver.

**14.8a** Long Distance Events (60 minutes or longer):

In the situation when an Ambulance is required to attend an incident during the Endurance Race the following procedure will apply:

**Procedure:**

An Emergency Vehicle will be deployed from Pit Lane with amber or red flashing lights operating. Riders MUST queue in single file in the order they arrive at the Emergency Vehicle.

An Ambulance Flag and a waved Yellow flag will be displayed at each Flag Marshall Point. An ambulance will be deployed from the nearest point to the incident. All competitors are to slow immediately and fall in behind the Emergency Vehicle in single file, in the positions they arrive. No passing is allowed during the period of the ambulance/waved yellow flag. Pit lane is open during ambulance/waved yellow flag period. Competitors who choose to enter pit lane during an emergency vehicle period must re-join at the back of the single file queue.

Pit lane speed limits must be observed.

The emergency vehicle will continue to lead the competitors until the incident is cleared and the ambulance has left the racing circuit.

When racing is to recommence, the emergency vehicle will turn the flashing roof lights off at a designated point on the circuit (refer to MNZ Circuit Operating Plan). The emergency vehicle will accelerate away from the field and pull into the pit lane entry on the completion of that lap, while the field will remain behind the leading rider and remain at the slower pace that the Safety Car had been travelling at. The race will not restart until the Green Lights or Green flag is shown to competitors at the Start/Finish line. There is to be no passing until the Start/Finish line has been crossed and the pace of the re-start is to be dictated by the Bike in front of the field.

**In the event of a race stoppage the procedure will be:**

Red Flags will be displayed at strategic points around the circuit.

All competitors still running will continue on the current lap, at a Safe

considerably reduced speed to the pits. Competitors must enter pit lane and proceed to their respective pit area, but the Motorcycle MUST remain in Pit Lane and not be taken into the garage area.

No tyres, fuel or repairs may be carried out.

Tyre warmers may be put on the bikes only.

The same rider must be on the same bike for the restart as was on the machine at the time of the race stoppage.

The restart will consist of 1 warm up lap, followed by a green flag standing start at the Start finish line.

#### 14.9 **Road Race Championships:**

Clubs may apply to cater for solo and/or sidecar classes. The Road Race Commission shall recommend which clubs shall run the Road Race, Grand Prix and Tourist Trophy championship events.

- 14.9a The Road Race Commission and event organisers shall determine the number of races each class shall race at each round of a Championship event. Each race must take place provided that ten entries are received by the closing date for normal entries.
- 14.9b The Road Race Commission and event organiser shall determine each race distance at each event.
- 14.9c Official practices for National Championship points races must be a minimum of two ten minute sessions for each National Championship class. Combining of classes shall be at the discretion of the Clerk of the Course, the riders representative and the Steward of the meeting.
- 14.9d For National Championship Road Races, Clubs shall provide scrub or sighting sessions for each class, prior to the commencement of the race programme on race day. Classes may be combined at the discretion of the Clerk of the Course.
- 14.9e Entry forms, acceptance forms, programmes must clearly indicate which races are the points races. This also applies for TT and GP titles. A copy of each of these forms must be sent to the MNZ Office, Road Race Coordinator, and Regional Coordinator.
- 14.9f An official list of Road Race numbers will be compiled separately for each class, only numbers 1-99 will be issued. Numbers 1-10 will be reserved for those riders finishing in the top ten places in the previous year's championship and must not be issued to any other riders. Immediately at the conclusion of the current years Championship numbers one to ten will become available to those who took part and were placed accordingly, competitors with existing one to ten numbers will be required to change their number by contacting the MNZ Office.

Official numbers will only be issued to holders of a Championship licence. A fee of \$ 10 per number per class will be payable to MNZ on application. Applications must be sent to the MNZ Office and will be approved by the Road Race Commissioner. The official list will be available on the MNZ

Website.

- 14.9g Entry forms are to be sent to all official road race number holders no later than a month prior to the closing date of entries.
- 14.9h Points are awarded for 1st to 15th placing as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 14.9i **Championship Points:** To gain points and or remuneration/reward or acknowledgement in a National Points Road Race the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.
- 14.9j Remuneration/reward/acknowledgment is to be awarded to place finishers in each national championship road race by the way of prize money, trophies or product.
- 14.9l Tourist Trophy and Grand Prix classes will be those as detailed Appendix A together with any additional classes which may from time to time be deemed appropriate by the Commissioner.
- 14.9m Grid Positions will be determined by one of the following two methods.
- Where a reliable lap scoring/timing system is available, lap times recorded in practice will determine grid positions for Championship races.
  - Where a lap scoring/timing system is not available, grid positions for Championship races will be determined, for the first race of every year, on the official results of the previous years Championship finishing top ten place getters, or at the discretion of the Road Race Commission Representative. The grids for the following Championship races will be allocated on the accumulated points as at the start of that race, or at the discretion of the Road Race Commission Representative.
- 14.9n For all Road Race Championships, live motor starts shall be employed.
- 14.9o Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least 3 lower level Road Race circuit events within the 12 months immediately prior, or be observed by a recognised senior competitor or suitably trained MNZ Official, clearance for which must be obtained from the Road Race Commissioner, proof of this will be from entries in the logbook or of observed, written clearance from the Road Race Commissioner, only senior Championship licence holders may compete on the Streets.
- 14.10 **Road Race Championship Classes:**  
Appendix B – Superlite, Appendix C – Superbike,  
Appendix E – 650 Pro Twins, Appendix F – Supersport, Appendix G – 125GP  
250 Mono and Appendix H – 250 Production, Appendix I – **Supersport 300**,  
Appendix J – Superstock 1000  
All technical and eligibility rules will be set by the Road Race Commission and published as an appendix to the Manual of Motorcycle Sport Competition Rules. The Road Race Commission shall have the power to vary these rules

where necessary by notifying all competitors of the change. The Road Race Commission shall rule on any rule interpretation during the season and notify all competitors.

- 14.10a **Sidecar Passenger Championships:** The points will be awarded in principle to the drivers. However, the passengers will also be classified and receive awards in the final classification together with the driver provided they have participated together in more than half of the meetings counting for the championship and gained whilst together more than 50% of the total points awarded to the driver. When trophies / medals / ribbons are awarded one must also be provided for the sidecar passenger.
- 14.10b **Endurance Championship:** To qualify as a national title race, the race distance shall be a minimum of two hours duration.
- 14.11 Turbocharging and supercharging shall not be allowed, except for rule 17.4g where turbo or supercharging be allowed, where fitted as original specification equipment to the base motorcycle in question. The capacity of rotary engines shall be determined by the formula approved by MNZ.
- 14.12 **Supersports:**  
All technical and Championship rules shall be set by the Road Race Commission. These shall be published as an appendix to the Manual of Motorcycle Sport. The Road Race Commission shall rule on any rule interpretations during each season and notify all competitors.
- 14.13 **Junior Road Race:**  
Riders from age 7 to 10 may take part in structured junior road race training run by approved coaches and junior training coordinators. All riders in this age group under going training must have a dedicated trainer (one on one) who is coaching/training this rider whilst on track.  
Junior riders that are eligible to race in Senior Road Race events may continue to race as a Junior in Motocross events up until the date of their 17th birthday.  
Junior's 13 years and over shall be allowed to compete in the following classes:
- 250 Production (Appendix H),
  - Miniature Road Racing (Chapter 16),
  - Classic (15.3),
  - Post Classic (17.6).
- Junior's 13 years and over shall also be allowed to compete on the following Production based machines:
- Up to 250cc Single Cylinder 2 Stroke,
  - Up to 250cc Single Cylinder 4 Stroke,
  - Up to 250cc Twin Cylinder 4 Stroke.
- 14.13a **Road Race Training Class:** is intended to be an introduction to the sport of Road Racing providing an outlet for youthful energies under controlled conditions.  
The goals are:  
To encourage and support our young riders

Give an introduction to motorcycle riding in the disciplines Undertake training, coaching and fun day events

Give an introduction to the spirit of racing

Clubs are expected to take full responsibility for the training of prospective Young Junior road race riders and for the safe control of riding. In larger clubs it would be desirable to appoint a Juniors road racing class-riding committee.

Parents are expected to guide support and assist their children to participate safely in and enjoy the sport.

It is an ideal stage for clubs to introduce and educate young riders and their parents in to the sport thus encouraging club participation and ensuring that the Young Junior Road race riders are at least conditioned and have some understanding of the sport.

- 14.13b The general competition rules of MNZ apply. Rules not covered in this chapter may be found in the Manual of Motorcycle Sport eg; conduct of competition, motorcycles technical and safety gear.
- 14.13c Trainee's are to be supervised by a licenced experienced rider.
- 14.13d For all 7 – 13 year olds F4 & F5 eligible bikes are allowed the bike should be matched to the riders size and experience, over 14 Development & 250 Production bikes can be used.
- 14.13e No racing in this class. Training under controlled conditions. All Trainees to be paired with a suitable experienced Trainer.
- 14.13f The Club running the event is to run a log/register for all trainees to log their progress
- 14.13g Riders under 13 years of age shall not be allowed to passenger or ride a sidecar.
- 14.13h There shall be no Island or New Zealand Championships at all; this age group is for club racing and learning skills only.