

| SUBMITTED BY | RULE # | CURRENT WORDING | PROPOSED NEW RULE | REASON FOR CHANGE |
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| Officials and MX Commissioner | 4.10f | 4.10f At closing date for entries, if a minimum of 6 valid paid entries have not been received then the championship class will not run for that year provided that if the event is part of a series then this will apply only to that round. Host Clubs may apply to MNZ for dispensation of the above rule under special circumstances. To compete at a Vets and Women's Motocross Championship competitors can compete on a Club Licence | If minimum of 6 valid paid entries have not been received at the published closing date for normal entries (for clarity this excludes late entries and similar), then the Championship, GP, National or Island event class will not run for that year, provided that if the event is part of a series then this will apply only to that round; and 6 entrants must start said event (in official practice, qualifying or race). Host Clubs may apply to MNZ for dispensation of the above rule under special circumstances | . Clear up confusion over which date is meant by "closing date for entries". Move the last sentence of "To compete at a Vets and Women's Motocross Championship competitors can compete on a Club Licence" to Chapter 5 as this does not belong here. |
| MX Commissioner | 5.5g | New Zealand, North & South Island Motocross and TT Championships (including GP's): No limit shall be put on the number of entries accepted before the closing date, provided all entries are correctly completed including the entry fee. If more than the maximum entries are received, qualifying shall take place. | New Zealand, North & South Island Motocross and TT Championships (including GP's): No limit shall be put on the number of entries accepted before the closing date, provided all entries are correctly completed including the entry fee. If more than the maximum entries are received, qualifying shall take place. | For Non-Championship events, the host club may limit the number of entries (ie. A National or Island event), however there shall be no limit placed on a MNZ Championship or GP class entry number. |
| SX Co-ordinator and Officials Commissioner | 5.5h | NEW RULE | To compete at a Championship event, competitors must have a MNZ Championship Licence (via upgrading their Club Licence prior to the event, or upgrading with a special event upgrade license if offered). To compete at a Vet's and Women's Motocross Nationals, Mini Nationals, NZ Motocross TT or Motocross Island Events competitors can compete on a Club or Championship Licence. | Not a new rule but moved and expanded from the previous rule 4.10f, it did not make sense being listed under that rule |
| MX Commissioner | 6.6m | Organisers will use a 10 and 5 second starting board or clock for starting Motocross, Miniature TT, Junior & Mini Motocross starts. | Organisers will use a 10 and 5 second starting board or clock for starting Motocross, Motocross TT, Junior & Mini Motocross starts. | Changing the wording from 'Miniature' to 'Motocross' for TT's |
| MX Commissioner | 6.10a | Riders who miss a peg must return to the track as soon as it is safely possible without gaining an advantage, race position or damaging track markings. Should an advantage or gain in a race position happen from the incident, or damage be done to the circuit markings while returning, the rider may be penalised. | Riders who miss a peg or leave the designated track , must slow down and return to the track as soon as it is safely possible without gaining an advantage, race position or damaging track markings. Should an advantage or gain in a race position happen from the incident, or damage be done to the circuit markings while returning, the rider may be penalised. | Clarifying the rule, as not all tracks are marked with a peg. This ensures that riders must stay on the designated track. Also if they leave the track they must slow down, to ensure the safe return to the track. |
| MX Commissioner from Scott Wilkins | 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 (or earlier) under the direction of the Steward or Clerk of Course. Once instructed, all flag points with a red flag available 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. | 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 (or earlier) under the direction of the Steward or Clerk of Course. Once instructed, all flag points with a red flag available are to display waved Red flags. Should a re-run or restart 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 restart or rerun. If more than 75% of the laps to be run are completed, the race is to be declared and full points rewarded to the position of the riders on their last recorded lap If less than 75% of the race has been completed, but the leader has started their 3rd lap (by crossing the finish/control line 2 times) the race is to be restarted in single file, off the start straight or other suitable area, the competitors are to be lined up by their last recorded position, 2 traffic cones, or suitable barriers are to be placed to form control line, the riders are to be shown a green flag, with no passing being able to be done before riders pass through the cones, if a rider is fallen or stopped before the cones, the following riders may pass, this restart may not start within 5 minutes of the red flagged being displayed, and must not be more than 30 minutes past the restart, if the race is not being able to restarted within 30 minutes then it must be fully rerun, If the leader has not started their 3rd lap, then the race is to be fully restarted. | This has become the norm for restarting racing overseas, it allows for an easier way to stop races with out losing a lot of time for needing a rerun, and also does not disadvantage competitors position in the race, |

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| MX Commissioner | 6.17b | <p>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.</p> <p>Green: Start. Starting lights can replace the flag.</p> <p>Red: All riders stop racing.</p> <p>Yellow: Held Stationary – SLOW DOWN – Proceed with caution, No overtaking until danger area is passed.</p> <p>Yellow: Waved – SLOW DOWN NOW – Proceed with extreme caution, No overtaking until the danger is passed, be prepared to stop. Whether the yellow flag be stationary or waved this means no jumping at all. A jump is defined when any wheels are not continuously in contact with the ground.</p> <p>White: Last lap.</p> <p>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 & White Check: Finish for all riders.</p> <p>White Flag with Red Cross: Ambulance on course proceed with caution</p> <p>Black & White Stripe: Oval track only, competitor under protest. The riders number must be shown on a board at the same point as the flag is displayed.</p> <p>Blue Waved: Supercross only. Warning you are about to be lapped</p> <p>Purple Flag: Motocross Protest Flag</p> <p>Flags must be a minimum size of 24" x 24" (600mm x 600mm).</p> | <p>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.</p> <p>Green: Start. Starting lights can replace the flag.</p> <p>Red: All riders stop racing.</p> <p>Yellow: Held Stationary – SLOW DOWN – Proceed with caution, No overtaking until danger area is passed.</p> <p>Yellow: Held Stationary or Waved – SLOW DOWN NOW – Proceed with extreme caution, No overtaking until the danger is passed, be prepared to stop. Whether the yellow flag be stationary or waved this means no jumping at all. A jump is defined when any wheels are not continuously in contact with the ground. Riders are not to use the yellow flag to gain an advantage on a fellow rider. Any competitor that is seen to gain an advantage may be penalised.</p> <p>White: Last lap.</p> <p>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.</p> <p>Black & White Check: Finish for all riders.</p> <p>White Flag with Red Cross (Medical Flag) : Means the same as a Yellow flag, (SLOW DOWN NOW – Proceed with extreme caution, No overtaking until the danger is passed, be prepared to stop. Whether the yellow flag be stationary or waved this means no jumping at all. A jump is defined when any wheels are not continuously in contact with the ground. Ambulance or Medical personal on course proceed with extreme caution</p> <p>Black & White Stripe: Oval track only, competitor under protest. The riders number must be shown on a board at the same point as the flag is displayed.</p> <p>Blue Waved: Supercross only. Warning you are about to be lapped</p> <p>Purple Flag: Motocross Protest Flag</p> <p>Flags must be a minimum size of 24" x 24" (600mm x 600mm).</p> | <p>This is a tidy up of the yellow flag rule and defining what the Red Cross flag means. With some clubs using a yellow light system, a 'ONE Definition' interpretation of this rule will make it easier for riders to understand the Yellow Flag rule. Also easier for club to administer and train flaggies for the yellow flag. The White flag and Red Cross needs defining and should be equal to a yellow flag, but also advising medical personal are on track.</p> |
| MX Commissioner | 10.2 | <p>Race numbers: will start from one, no prefix numbers are permitted. All competitors must use the number as allocated to them on their MNZ Competition Licence. All overseas based competitors must use a letter, that letter will be allocated by MNZ upon receipt of their start permission and notified to the rider the host Club and the Commissioners. Riders must provide and have securely fitted to their machines number plates as follows;</p> | <p>Race numbers: will start from one, no prefix numbers are permitted. All competitors must use the number as allocated to them on their MNZ Competition Licence, unless they have been requested to change/ amend their number by the race secretary or official. Preference to the MNZ allocated number will be given in order – Senior, junior, mini . All overseas based competitors must use a letter or number allocated by MNZ upon receipt of their start permission and notified to the rider the host Club and the Commissioners (Overseas competitors will only be allocated a number to a competition that they have earned numbered 1-10, from the previous year's event). Riders must provide and have securely fitted to their machines number plates as follows;</p> | <p>With the proposed change to riders riding up a class, officials need this rule to reflect, that a rider may be requested to change his/her number without breaching MNZ rules. Also a n overseas rider that returns to NZ should have the ability to use their earned number if returning , from 1-10, as those numbers are reserved for those that earned them.</p> |
| MX Commissioner | 10.2b | <p>Motocross, Miniature TT, Grasstrack, Cross Country etc: Front and side number plates must be used, numbers to be a minimal height of 150mm and must be able to be read at speed.</p> | <p>Motocross, Miniature TT, Grasstrack, Cross Country etc: Front and side number plates must be used, numbers to be a minimal height of 150mm and must be able to be read at speed. At Motocross and Suprcross Championships events, including NZGP championship classes competitors will have a legible number on either the back of their jersey or body armour, matching their bike number.</p> | <p>The requirement for back numbers is not defend in the MOM's, so for Motocross and Supercross this will be included in the rules. This is to allow ease of identification of riders by officials.</p> |

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| Mx Commissioner | 10.3b | <p>10.3b Motocross:</p> <p>125cc Blue disc, White number MX 2 Black disc, White number MX 1 White disc, Black number Expert 0-200cc White disc, Red number Expert 201-Open White disc, Black number Intermediate up to 200cc Yellow disc, Red number Intermediate 201cc to Open Yellow disc, Black number Novice 2 & 4 stroke Black disc, Yellow number Veterans (all classes) White disc, Blue number</p> <p>A red background and white number may only be used at the New Zealand Championship by the current points leader.</p> <p>A Junior licensed rider competing in a Senior Motocross event can compete with their Junior class colours and numbers as per rule 10.3f.</p> | <p>10.3b Motocross:</p> <p>MX125 Blue disc, White number MX 2 Black disc, White number MX 1 White disc, Black number Expert 0-200cc White disc, Red number Expert 201-Open White disc, Black number Intermediate up to 200cc Yellow disc, Red number Intermediate 201cc to Open Yellow disc, Black number Novice 2 & 4 stroke Black disc, Yellow number Veterans (all classes) White disc, Blue number</p> <p>A red background and white number may only be used at the New Zealand Championship by the current point's leader. A Junior licensed rider competing in a Senior Motocross event can compete with their Junior class colours and numbers as per rule 10.3f, unless a Senior Rider is competing with the same number. The junior rider will then be required to alter their number to avoid a duplicate (either adding or removing a number as required), to the race secretaries approval.</p> | <p>Removal of classes that no longer run.</p> <p>Addition of the clause to prevent duplicate to racing numbers in a class. This still allows Junior riders to ride at senior level with no need to change number boards, but the onus is on the Junior rider to amend their number if a duplicate exists.</p> |
| Canterbury ATV | 10.3c | ATV Motocross - All ATV Classes run black background with white numbers | White background, Black numbers for all ATV classes | As per rule change 11.2g |
| Mx Commissioner | 10.3f | <p>8-11 yrs 65cc Black background, White number 8-11 yrs 85cc White background, Black number 12-13 yrs 85cc Yellow background, Black number 14-16 yrs 85cc Red background, White number 12-14 yrs 125cc Blue background, White number 15-16 yrs 125cc White background, Red number 14-16 yrs 250cc Green background, White number A Mini licensed rider competing in a Junior Motocross event can compete with their Mini class colours and numbers as per rule 10.3g.</p> | <p>8-11 yrs 65cc Black background, White number 8-11 yrs 85cc White background, Black number 12-13 yrs 85cc Yellow background, Black number 14-16 yrs 85cc Red background, White number 12-14 yrs 125cc Blue background, White number 15-16 yrs 125cc White background, Red number 14-16 yrs 250cc Green background, White number A Mini licensed rider competing in a Junior Motocross event can compete with their Mini class colours and numbers as per rule 10.3g. , unless a Junior Rider is competing with the same number. The Mini rider will then be required to alter their number to avoid a duplicate (either adding or removing a number as required), to the race secretaries approval</p> | <p>8-11 12-13 yrs 14-16 yrs 85cc 12-14 yrs 125cc Blue 15-16 yrs 125cc White 14-16 yrs 250cc Green A Mini licensed rider</p> <p>Addition of the clause to prevent duplicate to racing numbers in a class. This still allows Mini riders to ride at Junior level with no need to change number boards, but the onus is on the Mini rider to amend their number if a duplicate exists, if requested.</p> |

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| MX Commissioner | 10.17 OPTION 1 | 10.17 Fuel: The following classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas or Unleaded FIM" as defined in Appendix B. Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes. | <p>10.17 All petrol (gasoline) shall be from a from public petrol (pump) station or avgas or a mixture of petrol and avgas or a mixture of petrol/avgas and lubricant in the case of 2-stroke engines.</p> <p>The petrol or avgas or a mixture of both fuels will be used for Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.</p> <p>For the avoidance of doubt this means the petrol (gasoline) must be available for sale on demand from a roadside bowser outlet</p> <p>Petrol from a public petrol pump will be no more than 102 RON, avgas will be no more than 112 RON, as Appendix B.</p> <p>10.17 (a) Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance.</p> <p>10.17 (b) Refuelling, each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted.</p> | To provide one of three options for fuel, this being option 1 (Pump Petrol/avgas option). Looking to get feed back on them all, then work through the best option. Once we have a direction on this we can then put Appendix B together |
| MX Commissioner | 10.17 OPTION 2 | 10.17 Fuel: The following classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas or Unleaded FIM" as defined in Appendix B. Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes. | <p>Option 2 10.17 All petrol (gasoline) shall be from a from public petrol (pump) station or avgas or a brand of race fuel approved by MNZ that is on the MNZ Approved Fuel List or a mixture of petrol or avgas or approved race fuel and lubricant in the case of 2-stroke engines . The petrol, avgas, MNZ Approved fuels or the mixture of fuels will be used for Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.</p> <p>For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet, or Avgas or an approved MNZ race fuel.</p> <p>Petrol from a public petrol pump will be no more than 102 RON, avgas will be no more than 112 RON, race fuel approved by MNZ as Appendix B.</p> <p>10.17 (a) Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance.</p> <p>10.17 (b) Refuelling, each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted</p> | To provide one of three options for fuel, this being option 2 (FIM standards). Looking to get feed back on them all, then work through the best option. Once we have a direction on this we can then put Appendix B together |

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| MX Commissioner | 10.17 OPTION 3 | 10.17 Fuel: The following classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas or Unleaded FIM" as defined in Appendix B. Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes. | Option 3 10.17 All petrol (gasoline) shall be from a from public petrol (pump) station or avgas or Race fuel (gasoline) not exceeding the FIM specifications, as Appendix B or a mixture that does not exceed the FIM specifications, as Appendix B or a mixture of petrol(gasoline) and lubricant in the case of 2-stroke engines. The petrol, avgas, race fuel or a mixture of fuels will be used for Motocross, Stadium/Supercross, Miniature TT, Moto Trials, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes. 'Race Fuels' (other than those obtained at public petrol (pump) stations or Avgas) must be checked by the competitor against all the FIM specifications set out in Appendix B, in the MNZ MOM's. The Race Fuel company shall be able to provide a copy of such certificate to their client rider/teams before they take part in a race and the competitor should retain a copy and have available when requested by a Technical Steward. Petrol from a public petrol pump will be no more than 102 RON, avgas will be no more than 112 RON, race fuel will not exceed FIM specifications, Appendix B. 10.17 (a) Mixtures of petrol (gasoline) and lubricant (oil) for 2 - stroke machines. The lubricant must not change the composition of the petrol fraction when added to the petrol; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance. 10.17 (b) Refuelling, each machine must be stationary with the engine stopped. Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed. Smoking is strictly prohibited in areas where refuelling is permitted. | To provide one of three options for fuel, this being option 3 (Pump Petrol/avgas race gas to FIM option). Looking to get feed back on them all, then work through the best option. Once we have a direction on this we can then put Appendix B together |
| Canterbury ATV | 11.1a | 11.1a These rules apply to four wheeled competition. | 11.1a These rules apply to three and four wheeled competition. | As per ATV Conference discussions |
| Canterbury ATV | 11.2f | 11.2f Regulation size number plates shall be fitted for lap scoring. In addition to the normal front vertically mounted plate, a second plate mounted vertically and central to the rear wheels facing to the rear shall be fitted. All number plates should have a black background with white numbers. The recommended number plate size must be no less than 180mm square. | Delete this rule, covered by amendment to 11.2g | As per ATV Conference discussions |
| Canterbury ATV | 11.2g | 11.2g At Championship Events, all competitors should have their number clearly visible on their back. These numbers should be a minimum height of 150mm. | 11.2g Race numbers must be 150mm minimum. Black numbers with white background, centrally mounted on the front and rear of the bike. Accent colour or shadowing in immediate vicinity of all numbers is not allowed with all numbers having a clear zone of 15mm. Riders must also have clear 150mm numbers on their back. | As per ATV Conference discussions |
| Canterbury ATV | 11.4 | Additional Rules that apply to Championships only: The following titles are available for annual competition in each senior capacity: NZ ATV Motocross Championship NZ ATV Speedway Championship NI ATV Motocross Championship SI ATV Motocross Championship These championship events are to be competed for in a calendar year. | Add: NZ ATV TT Championship | Currently this is not listed in the ATV section, therefore many ATV orientated members don't even realise it exists. Plus under this listing it will align with our current classes for other disciplines. |
| Canterbury ATV | 11.4a | Championship capacity classes: see Appendix A One Bike/Rider combination Competitors must nominate the class for bike and rider. The top 10 riders of the Premier class can use their numbers from results of the previous season. | 11.4a Championship capacity classes: see Appendix A One Bike/Rider combination Competitors must nominate the class for bike and rider. The top 5 riders of the Premier class can use their numbers from results of the previous seasons Motocross Championship. | As per ATV Conference discussions |
| Canterbury ATV | 11.4g | NEW RULE | Under 21 Cup Any senior rider under 21 years of age is eligible from any championship class. Highest points tally over the ATV MX National Championship weekend. Once having won this Cup once, a rider is ineligible in the future. | As per ATV Conference discussions |

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| Canterbury ATV | 11.6 | 250cc Production Class open to riders from 10 years having competed in a prior championship event with approval of Club, ATV Commissioner and Safety Commissioner. | Delete rule - double up | |
| Canterbury ATV | 11.6a | Production class modifications (125cc, 250cc and 450cc): These are production classes. The changes are for safety and cosmetic purposes only. The engine, chassis and suspension must be standard if its not on the below list it is not allowed. (followed by table) | Production class modifications (0-90cc, 125cc, 250cc and 450cc): These are production classes. The changes are for safety and cosmetic purposes only. The engine chassis and suspension must be standard; if it is not on the below list then it is not allowed. 450 Production: Ride height adjustment is allowed with brackets, linkages, struts or straps. | As per ATV Conference discussions |
| Canterbury ATV | 11.6a (table) | Production class modifications (125cc, 250cc and 450cc) CDI/ECU/Cherry Bomb Free to amend | Production class modifications (125cc, 250cc and 450cc) CDI/ECU/Cherry Bomb Free to amend on 450cc & 0-90cc only | |
| Canterbury ATV | 11.6b | NEW RULE | Production 250, 450, 125 and 0-90 The use of aftermarket parts that are of OEM specifications is allowed along with OEM parts from one year model to another. | As it currently stands you could be deemed cheating to be running aftermarket axle bearings that are cheaper or say a standard specification piston made by an aftermarket company that would save you money too. The whole introduction of a production class was to make it cheaper. The idea of being able to make changes of parts from one year model to another is the fact that there was some upgrades between years that made them better not only in performance but mainly in reliability which once again makes it cheaper in the long run. |
| Canterbury ATV | 11.6c | NEW RULE | Production 450 A maximum width of 1250mm is allowed. The caster and camber must be of original OEM specifications and must be fixed (non-adjustable). | This way it opens the class up for all brands to be equal and on even playing fields rather than some models being a distinct advantage over others. |
| MX Commissioner | 15.2 | Licensing: To encourage new riders into the sport, a new rider from the age of 4 years old can compete at two events at Club level only, using a free one event licence supplied by the Club. These licences can be filled out & signed by the legal guardian of the child. For more information regarding Licensing, refer to Chapter 5. | Licensing: To encourage new riders into the sport, a new rider from the age of 4 years old can compete at two events at Club level only, using a free one event licence supplied by the Club. These licences can be filled out & signed by the legal guardian of the child. Competitors will still be required to pay the appropriate club fee. For more information regarding Licensing, refer to Chapter 5. | This amendment just clears up any confusion for clubs for any new mini rider that may participate. |
| MX Commissioner | 15.3 | After the two free rides mini competitors are required to have an MNZ Mini licence. Applications are made via the office of MNZ, or by way of online application. A birth certificate is required with a first time application. The application form must be endorsed by a parent or legal guardian. Note that parents or legal guardians can restrict licences simply by drawing lines through the classes they do not approve of on the application form. Mini Competition Licences can be only issued for the following types of competition: Motocross, Miniature TT, ATV, Gymkhana, Flat Track, Grass Track. Before competing in a 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 (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV). The original copies of the licences must be supplied – no reproduction copies. | After the two free rides mini competitors are required to have an MNZ Mini licence. Applications are made via the office of MNZ, or by way of online application. A birth certificate is required with a first time application. The application form must be endorsed by a parent or legal guardian. Note that parents or legal guardians can restrict licences simply by drawing lines through the classes they do not approve of on the application form. Mini Competition Licences can be only issued for the following types of competition: Motocross, Miniature TT, ATV, Gymkhana, Flat Track, Grass Track. Before competing in a New Zealand National, or New Zealand Grand Prix event, a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV). The original copies of the licences must be supplied – no reproduction copies. | Removal of the island event wording, to bring this rule in line with other sections |

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| MX Commissioner | 15.6 | From age 8 a mini rider may, without affecting their mini status, compete in a non-championship junior competition on either a mini 65 class or junior 85 class machine. If a Steward considers that a mini rider is not competent enough to ride in junior competition, they may direct that rider to return to mini competition. Prior to competing as a Junior at a New Zealand or Island Championship or the NZMXGP, a Mini rider must first upgrade to a Junior licence and is no longer eligible for Mini competition. | From age 8 a mini rider may, without affecting their mini status, compete in a non-championship junior competition on either a mini 65 class or junior 85 class machine. If a Steward considers that a mini rider is not competent enough to ride in junior competition, they may direct that rider to return to mini competition. Prior to competing as a Junior at a New Zealand or Island Championship or the NZMXGP, a Mini rider must first upgrade to a Junior licence and is no longer eligible for Mini competition | Removal of the requirement to upgrade to a Junior Licence if a Mini rider participates at a Junior Island event, as at Junior level the Championship status has been removed. |
| MX Commissioner | 15.12 | Race Specifications: Race duration not to exceed 10 minutes with a maximum of 6 races per competitor, per day. | Race Specifications: (a)Race duration will be as near as practically possible 10 minutes for the race winner. The start of the race will be deemed to be once the competitors leave the start line, or fall of the gates. (b)A competitor is limited to a maximum of 6 races, per day. A Mini competitor cannot compete in both Mini and Junior competition on the same day on different tracks, unless they are direct to do so by a Steward who considers that a mini rider is not competent enough to ride in junior competition and they are directed to return to mini competition. For avoidance of doubt, practice does not constitute a race. | Putting in place are more practical measurement for a Mini race length, as all races and competitors cannot be expected to finish at the same time. Also clarification the maximum 6 races in a day, now clearly stating that a rider cant ride two different tracks on the same day at the same event. This is to ensure riders are not swapping between tracks through the day. |
| MX Commissioner | 15.17 | New Zealand Nationals, North Island or South Island and New Zealand Motocross Grand Prix. Classes see Appendix A. | New Zealand Nationals, North Island or South Island and New Zealand Motocross Grand Prix. Classes see Appendix A. | Removal of the Island reference to make the rule consistent across the MOM's. |
| MX Commissioner | 15.17a | At a National, North Island or South Island or New Zealand Grand Prix Event, where riders exceed the 30 gate start, qualifying will take place to determine the top 30 competitors. The remaining riders will then ride in a support class. | At a National, North Island or South Island or New Zealand Grand Prix Event, where riders exceed the 30 gate start, qualifying will take place to determine the top 30 competitors. The remaining riders will then ride in a support class. | Removal of the Island reference to make the rule consistent across the MOM's. |
| MX Commissioner | 15.17b | At a New Zealand National, North or South Island or New Zealand Grand Prix event, riders must compete on a MNZ Mini Licence. | At a New Zealand National, North or South Island or New Zealand Grand Prix event, riders must compete on a MNZ Mini Licence. | Removal of the Island reference to make the rule consistent across the MOM's. |
| MX Commissioner | 15.17c | The New Zealand Nationals, North or South Island & New Zealand Grand Prix events shall consist of a minimum of three and a 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. | The New Zealand Nationals, North or South Island & New Zealand Grand Prix events shall consist of a minimum of three and a 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. | Removal of the Island reference to make the rule consistent across the MOM's. |
| MX Commissioner | 15.17d | The New Zealand Nationals or Island Motocross track must not be used for riding at least ten days prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the event. | The New Zealand Nationals or Island or GP Motocross track must not be used for riding at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used. Any competitor who breaches this rule shall be disqualified from taking part in the event. | This is to allow host clubs some flexibility on hosting events leading up to major event. MNZ and commission will still need to sign any event off and that any event that is approved is available to all riders and will not diminish the quality of the main event. For example a club may look to have an open practice day or Island event as lead up. |

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| MX Commissioner | 15.19 | <p>15.19 Licencing: All junior competitors are required to have a MNZ Club or Championship licence. Applications are made via the office of MNZ, or by way of 'online application'. A birth certificate is required with a first time application.</p> <p>Before competing in a New Zealand or Island Championship event (Championship classes only) a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV). The original copies of the licences must be supplied – no reproduction copies.</p> <p>15.19a Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.</p> <p>15.19b When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may return their junior licence for a senior licence.</p> <p>15.19c a) Subject to rule 15.19c(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.</p> <p>b) If a junior competitors birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However, nothing in this rule shall entitle a junior competitor to ride in the 125 classes under age 12.</p> <p>15.19d Where a Juniors birthday falls during a consecutive multi day event the competitor may complete that event, in that class.</p> | <p>15.19 Licencing: All junior competitors are required to have a MNZ Club or Championship licence. Applications are made via the office of MNZ, or by way of 'online application'. A birth certificate is required with a first time application. Before competing in a New Zealand Championship event or NZGP (Championship classes only) a rider must have competed in at least SIX MNZ permitted club events (three for ATV). Proof of this shall be from entries in the riders log book and can include up to a maximum of three one event licences (one for ATV). The original copies of the licences must be supplied – no reproduction copies.</p> <p>15.19a Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday.</p> <p>15.19b When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may return their junior licence for a senior licence.</p> <p>15.19c a) Subject to rule 15.19c(b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.</p> <p>b) If a junior competitors birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However, nothing in this rule shall entitle a junior competitor to ride in the 125 classes under age 12.</p> <p>(c) Juniors and seniors shall not compete or practice together for Motocross, Supercross or Motocross TT. Except in the following circumstances when juniors and seniors may compete or practice together are:</p> <ul style="list-style-type: none"> • Juniors from aged 15 and limited to a maximum 150cc 2-Stroke or 250cc 4-Stroke machine. Competing or practicing with seniors in such circumstances shall not affect the rider's junior status. <p>If a Steward considers that a junior rider is not competent enough to ride in senior competition, (s)he may direct that rider to return to junior competition</p> | <p>The addition of NZGP, to the requirement of a competitor completed 6 events before participating at a Championship Event or Class. Also clarifying the conditions of a Junior rider who from 15 years of age may wish to participate at senior level.</p> |
| MX Commissioner | 15.23, 15.23B | <p>NZ AND ISLAND JUNIOR MOTOCROSS CHAMPIONSHIPS and NZ MOTOCROSS GRAND PRIX</p> <p>15.23 New Zealand and Island Junior Motocross Championships and New Zealand Motocross Grand Prix: Classes see Appendix A</p> <p>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.</p> | <p>NZ AND ISLAND JUNIOR MOTOCROSS CHAMPIONSHIPS and NZ MOTOCROSS GRAND PRIX</p> <p>15.23 New Zealand and Island Junior Motocross Championships and New Zealand Motocross Grand Prix: Classes see Appendix A</p> <p>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, unless the event or track has been approved and permitted by MNZ to be used prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.</p> | <p>Removal of the Island Event name of Championship track or competitor requirements. Also, this is to allow host clubs some flexibility on hosting events leading up to major event. MNZ and commission will still need to sign any event off and that any event that is approved is available to all riders and will not diminish the quality of the main event. For example a club may look to have an open practice day or Island event as lead up.</p> |
| MX Commissioner | 15.24c | <p>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.</p> | <p>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.</p> | <p>As Island events no longer hold Championship Status, they are excluded from the Championship track requirements. However clubs will need to comply with the track guidelines, set by MNZ.</p> |
| MX Commissioner | 16.2 | <p>All New Zealand and Island Championship motocross races are to be started by use of independent backward falling starting gates. An alternative system may be used if the start gate becomes non functional.</p> | <p>All New Zealand and Island Championship motocross races are to be started by use of independent backward falling starting gates. An alternative system may be used if the start gate becomes non functional.</p> | <p>Removal of Island, to keep the rule consistent, throughout the MOM's</p> |
| MX Commissioner | 16.3 | <p>New Zealand and Island Miniature TT races may be started with an elastic (barrier cord) starting gate or an approved alternative starting system.</p> | <p>New Zealand TT, Island and National event races may be started with an elastic (barrier cord), starting gate or an approved alternative starting system.</p> | <p>Keeping the rule consistent with the wording of TT's and the addition of National event, as that includes Mini, Vets, Women's and TT racing.</p> |

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| MX Commissioner | 16.4 | All Championship starting areas must provide for single row starts, with a minimum of one metre between machines, measured from wheel to wheel. | All Championship starting areas must provide for single row starts, with a minimum of one metre between machines, measured from wheel to wheel. | Ensuring all Motocross events are a single row start, for safety. |
| MX Commissioner | 16.6 | For New Zealand and Island Championship events and prize money events, (over \$2000) there must be a minimum of three lap scorers, unless transponders are used | For all New Zealand events where prize money is over \$2000 there must be a minimum of three lap scorers, unless transponders are used. | Making a consistent rule as a number of events are now offering prize money. |
| MX Commissioner | 16.7 | Championship and Support Classes for Senior New Zealand and Island Motocross Championships and Senior New Zealand Motocross Grand Prix: see Appendix A. | Championship and National Classes for Senior New Zealand Motocross and New Zealand Motocross Grand Prix: see Appendix A. | Making the wording consistent and relevant to the Appendix and class layout within the appendix |
| MX Commissioner | 16.8 | A New Zealand or Island Championship track must not be used by the Championship classes at least ten days prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event. | A New Zealand or Island GP Championship track must not be used by the Championship classes at least ten days prior to the event, unless the event or track has been approved and permitted by MNZ to be used . Any competitor who breaches this rule shall be disqualified from taking part in the Championship event. | This is to allow host clubs some flexibility on hosting events leading up to major event. MNZ and commission will still need to sign any event off and that any event that is approved is available to all riders and will not diminish the quality of the main event. For example a club may look to have an open practice day or Island event as lead up. |
| MX Commissioner | 16.10 | Miniature TT Championships Classes: see Appendix A. | New Zealand Motocross TT National Classes: see Appendix A. | Making the wording consistent and relevant to the Appendix, and the events name. |
| MX Commissioner | 16.11 | New Zealand and Island Veteran Motocross Championships: | New Zealand and Island Veteran Motocross Nationals: | Making the wording consistent and relevant to Appendix A and class layout. Both Vet's and Women's are classified as National events as they don't require a Championship Licence to participate at. |
| MX Commissioner | 16.11, 16.11d | 16.11 New Zealand and Island Veteran Motocross Championships: 16.11d This championship is to be run on a one event basis | 16.11 New Zealand and Island Veteran Motocross Nationals : 16.11d This National is to be run on a one event basis. | Making the wording consistent and relevant to Appendix A and class layout. Both Vet's and Women's are classified as National events as they don't require a Championship Licence to participate at. Making the wording consistent to the event name, as it is a National event and not a Championship |
| MX Commissioner | 16.12, 16.12b | 16.12 New Zealand and Island Women's Motocross Championships : 16.12b These championships are to be run on a one event basis. | 16.12 New Zealand and Island Women's Nationals : 16.12b These Nationals are to be run on a one event basis. | Making the wording consistent and relevant to Appendix A and class layout. Both Vet's and Women's are classified as National events as they don't require a Championship Licence to participate at. Making the wording consistent to the event name, as it is a National event and not a Championship. |
| MX Commissioner | 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. | The track width for New Zealand Senior Motocross championship or NZGP events shall be a minimum of five (5) meters plus one (1) meter either side of the track for rider run-off safety. | Removal of Island, to keep the rule consistent, throughout the MOM's for Championships and adding NZGP. |
| MX Commissioner from Scott Wilkins | 20.34 | 20.34 Loose surfaced oval tracks under 343 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer loose surfaced oval tracks come under Club Speedway Rules. | 20.34 Oval tracks under 500 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer oval tracks come under Club Speedway and Long track Rules. | To align to international rules, and allow for larger fields. To allow for Flat track racing on all speedway tracks in NZ, the current 343 metre rule excludes some tracks, |
| MX Commissioner from Scott Wilkins | 20.39 | 20.39 Number of Riders Per Race: No more than 10 riders per scratch race, or 12 riders per handicap race. Scratch starts to be in two lines of five bikes 10m apart. | 20.39 Number of riders per race, no more than 12 riders per race, and no more riders than 5 riders per line, Scratch starts are to be a m Loose surfaced oval tracks under 343 metres in length (measured one metre from the pole line) are termed short circuit flat tracks and operate under MNZ permits. Longer loose surfaced oval tracks come under Club Speedway Rules. Maximum of 3 lines, each line is to be 10 metres apart. | To align to international rules, and allow for larger fields. To allow for Flat track racing on all speedway tracks in NZ, the current 343 metre rule excludes some tracks, |

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| MX Commissioner and SX Co-Ordinator | 22.15a | The course shall not be approved if it crosses a section of mud bogs or water holes. | DELETE | The rule is not clear and creates confusion for Officials. Supercross is able to be raced on a wet track |
| Moto Trial Commissioner | Chapter 23 | Moto Trials | Trial | Change the name from Moto Trials to Trial. This will bring our sport in line with other countries and also the FIM whose Championships are known as Trial. Moto Trials came from Australia years ago but they have since switched back to Trial and in fact renamed their classes Trial 1, 2, 3, 4 |
| Moto Trial Commissioner | 23.10c | Air-Cooled: Engine must be Air-Cooled (Liquid cooling is not permitted). Factory fitted Oil Coolers are allowed. | Air-Cooled Mono: Engine must be Air-Cooled (Liquid cooling is not permitted) and the chassis must use a single rear shock absorber. Factory fitted oil coolers are allowed. | To clarify class as it has been open to air-cooled and twin shock bikes and this arose at the last NZ champs, whereby wing the scs scoring a rider was entitled to compete in both classes which isn't why this class was first started. |
| Patetonga MCC | Appendix A | 8-11 Years 65cc 60-65cc 2 Stroke Stock As homologated mini performance objectives in Appendix C, with the exception of exhaust, hubs and spokes shall be free. | 8-11 Years 65cc 60-65cc 2 Stroke Stock As homologated mini performance objectives in Appendix C, with the exception of exhaust, adjustable power valve, hubs and spokes shall be free. | The inclusion of the adjustable power valve into this rule will allow the motorbike which has had an exhaust put on the bike to be turned to the exhaust manufacturer specifications. This will stop not only spark plug fouling but ensure that power delivery is consistent with the exhaust design. the use of an adjustable power valve will not increase the cubic capacity of the motorcycle. |
| MX Commissioner | Appendix A - Junior MX | MOTOCROSS: Junior Championship classes including NZ Motocross Grand Prix: 8-11 years 65cc 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 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes) 12-13 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke 14-16 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke 12-14 years 125cc 90cc to 125cc 2 stroke only 15-16 years 125cc 90cc to 125cc 2 stroke only 14-16 years 250cc 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke North and South Island Championship Classes: The Motocross Commission will set the format, classes and grading for the North and South Island Championships. These classes will be announced at the time of the Championship being allocated to the host Club. NOTE: For non championship events these classes may be combined and/or broken into different age groups to accommodate such things as the time available for the event, the number of likely entries per class, rider age and ability, and the performance of the various machines. The 85cc classes may also include 100 to 150cc 4 stroke trail bikes (minimum wheel size 14 inch front and 12 inch rear) | Junior Championship classes including NZ Motocross Grand Prix: 8-11 years 65cc 60-65cc 2 stroke 'stock' (as homologated mini performance objectives in Appendix C, with the exception of Exhaust, hubs and spokes and hole shot device which shall be free) 8-11 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke (including modified 60-65cc bikes) 12-13 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke 14-16 years 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke 12-14 years 125cc 90cc to 125cc 2 stroke only 15-16 years 125cc 90cc to 125cc 2 stroke only 14-16 years 250cc 151cc to 250cc 4 stroke & 126cc to 150cc 2 stroke At all Motocross Championships and NZGP support classes may be run. | In the junior 65cc class, holeshot (start) devices are now free and added to list the list of what can be changed on a 65cc class machine competing in the Junior class. Also the addition of 'Support classes' may be run with a championship. This will allow support classes to added to the Junior or Senior Championship program at the discretion of the commission. Support classes will be for competitors on either a OEL, Club or Championship Licence, but a competitor cannot compete in both a support class and championship class that the same event, unless they are directed to do so by race officials. |

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| MX Commissioner + SX Coordinator | Appendix A - SX | <p>STADIUM SUPERCROSS:</p> <p>Senior Supercross: 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</p> <p>Junior Supercross: Junior Lite 11-16 years 60cc-85cc 2 stroke & 100cc-150cc 4 stroke Junior 250 12-16 years 90cc-125cc 2 stroke & 151cc to 250cc 4 stroke A support 65cc class can be included – 8-11 years 60-65cc 2 stroke only (as a mini or junior competitor on a homologated machine).</p> | <p>STADIUM SUPERCROSS:</p> <p>Senior Supercross: 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</p> <p>Junior Supercross: Junior Lite 11-16 years 60cc-85cc 2 stroke & 100cc-150cc 4 stroke Junior 125 12-16 years 90cc to 125cc 2 stroke only Junior 250 14-16 years 151cc to 250cc 4 stroke</p> <p>At all Supercross Championships support and demonstration classes may be run.</p> <p>NOTE: For non championship (club) events these classes may be combined and/or broken into different age groups to accommodate such things as the time available for the event, the number of likely entries per class, rider age and ability, and the performance of the various machines. These classes then can be used as a guide.</p> | <p>Also noted below is support classes may be run. These can be at the discretion of the commission. This is to give some flexibility on the support class they may be appropriate. As one host club may run more support classes, than another. This is to help grow pathways for juniors in SX</p> |
| Canterbury ATV | Appendix A (Off-Road) | <p>ATV: Junior All engines must be ATV based. Championship Classes: 125cc Production 9-14 years; (see restrictions in Chapter 11) 250cc Production 10-16 years; (see restrictions in Chapter 11) 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified)</p> | <p>ATV: Junior All engines must be ATV based. Championship Classes: 125cc Production 9-14 years; (see restrictions in Chapter 11) 250cc Production 12-16 years; (see restrictions in Chapter 11) Or if rider has spent 2 years in 125 Production with Commissioner or Club Stewards approval 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified)</p> | As per ATV Conference discussions |
| Canterbury ATV | Appendix A (Off-Road) | <p>ATV: Junior All engines must be ATV based. Championship Classes: 125cc Production 9-14 years; (see restrictions in Chapter 11) 250cc Production 10-16 years; (see restrictions in Chapter 11) 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified)</p> | <p>ATV: Junior All engines must be ATV based. Championship Classes: 125cc Production 10-14 years; (see restrictions in Chapter 11) 250cc Production 12-16 years; (see restrictions in Chapter 11) Or if rider has spent 2 years in 125 Production with Commissioner or Club Stewards approval 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified)</p> | As per ATV Conference discussions |
| Canterbury ATV | Appendix A (Off-Road) | <p>ATV: Junior All engines must be ATV based. Championship Classes: 125cc Production 9-14 years; (see restrictions in Chapter 11) 250cc Production 10-16 years; (see restrictions in Chapter 11) 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified)</p> | <p>Delete these classes 9-12years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) 12-14years; Max Cap 100cc 2 stroke/165cc 4 stroke (can be modified) And add this one: 5-11 years; 0-90cc No expansion chambers (see restrictions in Chapter 11)</p> | As per ATV Conference discussions |
| Canterbury ATV | Appendix A (Off-Road) | <p>ATV: Mini Championship Class: 7-11 years; Max Cap 100cc, air cooled, auto clutch (homologated)</p> | Delete this class | As per ATV Conference discussions |

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| Canterbury ATV | Appendix A (Off-Road) | ATV Support Classes: At any National or Island Championship, the host club may in addition to the Championship classes run the following support classes: Mini: 4-8 years 50cc (homologated) Senior: Clubman 0-750cc Open | Delete Mini Mini: 4-8 years 50cc (homologated) And change Senior Senior: Clubman 0-750cc ATV or Motorcycle based engine | As per ATV Conference discussions |
| Canterbury ATV | Appendix A (Off-Road) | ATV: Senior All engines must be ATV based (except Super quad) Championship classes: Premier 0-450cc; Restricted to OEM chassis, crankcase bore = stroke Veteran (40 years plus) 0-750cc Open Woman (15years plus) 0-750cc Open 450cc Production; (see restrictions in Chapter 11) Open Trike Super Quad; Open Motorcycle Engine (Super Quads must be machine examined) | ATV: Senior All engines must be ATV based (except Super quad) Championship classes: Premier 0-750cc; Race length 12mins plus 1 lap (MX and TT) Veteran (40 years plus male, 35 years plus female) 0-750cc Open Woman (15years plus) 0-750cc Open 450cc Production; (see restrictions in Chapter 11) Open Trike Super Quad; Open Motorcycle Engine (Super Quads must be machine examined) | As per ATV Conference discussions |
| South Canterbury MCC | Appendix A (Off-Road) | Veteran MX Classes: 60-69 Years all in 70-79 Years all in 80+ Years all in | 55-59 Years all in 60+ Years all in | Remove the two older classes as there are far too many. They are not supported and it is the wrong age bracket to try and grow the support. We have historical data of rider numbers over the last 4 years of Champs and the trend is very few for over 55 years. As you can see even from the 55 year age group the number of riders competing is very low. This is consistent with our own club membership, which one of our strongest classes at club days is the Veteran class. This is not an area we need to be creating classes to try and get riders to compete. If they are still riding they are doing it for fun & comradery and because they are physically able. If we are looking at areas to minimize injuries, trying to encourage 80 year + riders is not the area to do it. It just adds another burden for clubs having to purchase trophies (in 3 separate classes last year) where the entry fee didn't even cover these, let alone any of the other costs associated with running the event. We hope you support our application for leaving the younger classes status quo and amending the older ages groups back to 55-59 years (all in) & 60 years & over (all in). |

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| MX Commissioner | Appendix A - Women MX | <p>MOTOCROSS: Women For the New Zealand and North and South Island Women and Veteran Championship events, competitors can compete on a MNZ Club licence. Classes are as follows:</p> <p>Senior Women (refer to rule 16.13)</p> <p>Junior Womens</p> <p>8-12 years: 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke</p> <p>13-16 years: 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke</p> <p>12-16 years: 90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke (Minimum age 14 to ride 250cc 4 stroke)</p> <p>Veteran Women</p> <p>30-39 years All in</p> <p>40 years plus All in</p> <p>Championship Classes for New Zealand Motocross Grand Prix: Senior Women (refer to rule 16.13) Veteran 40+ years open capacity</p> | <p>WOMEN'S: New Zealand Women National events, Junior Womens</p> <p>8-11 years: 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke</p> <p>12-16 years: 85cc 60cc to 85cc 2 stroke & 100cc to 150cc 4 stroke</p> <p>12-16 years: 90cc to 125cc 2 stroke & 151cc to 250cc 4 stroke (Minimum age 14 to ride 250cc 4 stroke)</p> <p>Senior Women (refer to rule 16.13)</p> <p>Veteran Women</p> <p>30-39 years All in</p> <p>40 years plus All in</p> <p>Classes for New Zealand Motocross Grand Prix: Senior Women (refer to rule 16.13)</p> | Amending the lower age group to keep consistent across the events. |
| MX Commissioner | Appendix A - Miniature TT | <p>MINIATURE TT: Senior Championship classes:</p> <p>Class 1: MX1 151cc to open 2 stroke & 251cc to open 4 stroke</p> <p>Class 2: MX2 126cc to 150cc 2 stroke & 250cc 4 stroke</p> <p>Class 3: 90cc – 125cc 2 stroke</p> <p>Class 8: ATV Premier 0-450cc; Restricted to OEM chassis, crankcase bore = stroke</p> <p>Class 9: ATV Vets (40+) 0-750cc</p> <p>Class 10: ATV 450cc Production –see restrictions in Chapter 11</p> <p>MINIATURE TT: Junior Championship Classes:</p> <p>Class 4: 8-12 years Max cap 85cc 2 stroke & 150cc 4 stroke</p> <p>Class 5: 13-16 years Max cap 85cc 2 stroke & Max cap 200cc 4 stroke</p> <p>Class 6: 12-16 years 90cc-125cc 2 stroke</p> <p>Class 7: 14-16 years 126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke</p> <p>Class 11: 10-16 years ATV 250cc Production (see restrictions Chapter 11)</p> <p>Note: For non championship events the machine capacities may be extended from 125 to 200cc 2 stroke and from 250 to 300cc 4 stroke.</p> | <p>MOTOCROSS TT: NZ National's (Revised Name)</p> <p>Senior classes:</p> <p>Class 1: MX1 151cc to open 2 stroke & 251cc to open 4 stroke</p> <p>Class 2: MX2 126cc to 150cc 2 stroke & 250cc 4 stroke</p> <p>Class 3: 90cc – 125cc 2 stroke</p> <p>Class 8: ATV Premier 0-450cc; Restricted to OEM chassis, crankcase bore = stroke (move this to ATV section)</p> <p>Class 9: ATV Vets (40+) 0-750cc Class 10: ATV 450cc Production –see restrictions in Chapter 11 (move this to ATV section)</p> <p>Junior Classes:</p> <p>Class 4: 8-11 years Max cap 85cc 2 stroke & 150cc 4 stroke</p> <p>Class 5: 12-16 years Max cap 85cc 2 stroke & Max cap 200cc 4 stroke</p> <p>Class 6: 12-16 years 90cc-125cc 2 stroke</p> <p>Class 7: 14-16 years 126cc to 150cc 2 stroke & 151cc to 250cc 4 stroke</p> <p>Class 11: 10-16 years ATV 250cc Production (see restrictions Chapter 11) (move this to ATV section)</p> | Amending the lower age group to keep consistent across the events, and changing the name to what this event is. |

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| MX Commissioner | Appendix A - Senior MX | <p>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 90cc to 125cc 2 stroke only An Under 19 Championship Class may be included within the MX2 class. Age will be determined by the age of the competitor on the day of the event, if the class is run as a series, the competitor must be under 19 on the first day that the competition starts. Support classes: may also be run, these may include: Expert up to 200cc 2 stroke up to 300cc 4 stroke 201cc-open 2 stroke 301cc – open 4 stroke Intermediate up to 200cc 2 stroke up to 300cc 4 stroke 201cc – open 2 stroke 301cc – open 4 stroke Novice 2 & 4 stroke</p> | <p>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 90cc to 125cc 2 stroke only An Under 19 Championship Class may be included within the MX2 class. Age will be determined by the age of the competitor on the day of the event, if the class is run as a series, the competitor must be under 19 on the first day that the competition starts. Support classes: may also be run. these may include: Expert up to 200cc 2 stroke up to 300cc 4 stroke 201cc open 2 stroke 301cc open 4 stroke Intermediate up to 200cc 2 stroke up to 300cc 4 stroke 201cc open 2 stroke 301cc open 4 stroke Novice 2 & 4 stroke</p> | Removal of classes that are not run, rest unaltered. Also noted below is support classes may be run. These can be at the discretion of the commission |
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| MX Commissioner | Appendix A - Mini MX | <p>MINI MOTOCROSS Classes for New Zealand Nationals, Island and NZ MX Grand Prix events: Intro Trail 4-7 years, 50cc air or liquid cooled, auto clutch Intro MX 4-7 years, 50cc air or liquid cooled, auto clutch MX 50cc 6-8 years, air or liquid cooled, auto clutch, max capacity 53cc MX 65cc 7-8 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch MX 65cc 9-11 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch Trail 7-9 years, 4 stroke air cooled 53cc to 110cc Trail 8-11 years, 2 stroke air cooled 53cc to 82cc; 4 stroke air cooled 53cc to 149cc (maximum wheel size 14" FRONT AND 12" REAR) Trail 8-11 years, 2 stroke air cooled 53cc to 82cc; 4 stroke air cooled 53cc to 149cc (maximum wheel size 19" FRONT 16" REAR) All motorcycles taking part in Mini Motocross must be homologated. For more information about homologation refer to Appendix C. A list of homologated motorcycles can be found on the MNZ website. NOTE: At all other MNZ permitted events, these classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider ability, or performance of the bikes. However, mini riders are not permitted under any circumstances to ride a mini machine in any competition unless they have attained the required age for that class/type of machine. Mini ATV classes will not be held in conjunction with 2 Wheel (Motocross) Championship events. Clubs may choose to run these as support classes</p> | <p>MINI MOTOCROSS: New Zealand Nationals and NZ MX Grand Prix classes: Intro Trail 4-7 years, 50cc air or liquid cooled, auto clutch Intro MX 4-7 years, 50cc air or liquid cooled, auto clutch MX 50cc 6-8 years, air or liquid cooled, auto clutch, max capacity 53cc MX 65cc 7-8 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch MX 65cc 9-11 years, 53cc to 65cc Liquid cooled, 2 stroke, Gear box & manual clutch Trail 7-9 years, 4 stroke air cooled 53cc to 110cc Trail 8-11 years, 2 stroke air cooled 53cc to 82cc; 4 stroke air cooled 53cc to 149cc All motorcycles taking part in Mini Motocross must be homologated. For more information about homologation refer to Appendix C. A list of homologated motorcycles can be found on the MNZ website. NOTE: At all other MNZ permitted events, these classes may be used as a recommended guide but Clubs may vary, alter, or combine them to suit circumstances such as the number of entries per class, track size, rider ability, or performance of the bikes. However, mini riders are not permitted under any circumstances to ride a mini machine in any competition unless they have attained the required age for that class/type of machine. Mini ATV classes will not be held in conjunction with 2 Wheel (Motocross) Championship events. Clubs may choose to run these as support classes</p> | 8-11 year Trail class has been combined into one class, as number have reduced, rest is unchanged. |

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| MX Commissioner | Title | SECTION 16 - Motocross & Miniature TT | SECTION 16 - Motocross & Miniature TT | Removal of the word miniature, as it is only referred to a TT's and the word miniature is sometimes thought to mean Mini, as in Mini MX Class or Pit bikes |
| MX Commissioner | Appendix A - Adding national title | | <p>MOTOCROSS NATIONAL AND ISLAND CLASSES All competitors must hold a MNZ licence and meet the minimum standards to compete in a National Class</p> <p>North and South Island Events: The Motocross Commission will set the format, classes and grading for the North and South Island Event in conjunction with the host club.. These classes will be announced at the time of the event being allocated to the host Club.</p> | This is to head the National section of Appendix for MX |
| MX Commissioner | Appendix A - layout | | http://www.mnz.co.nz/docs/default-source/rules/2019---layout-change-to-appendix-a-off-road.pdf?sfvrsn=2 | Change the layout to keep each discipline together, so easier to follow |