

14 ENDURO

- 14.1 The object of an Enduro is to test the reliability of machines and the skills of riders to cover large distances of unknown terrain to a prescribed average speed.
- 14.1.1 Riders will comply with all MNZ regulations in accordance with speed events and in particular with chapters 3.10.
- 14.2 THE COURSE:
- 14.2.1 For championship events, the course should be at least four hours long per day.
- 14.2.2 Check points should be set to separate different types of terrain and should not be more than one (1) hour riding apart.
- 14.2.3 All Public road riding MUST be kept in separate sections from off-road terrain and a generous time given to riders to cover the road sections to discourage speeding and callous riding.
- 14.2.4 Events that use public roads must either obtain a road closure or machines must meet the requirements of local and territorial authorities.
- 14.2.5 Direct crossing of public roads is possible by the rider pushing his/her machine across. These crossings must be clearly marked and manned.
- 14.2.6 Gas stops MUST be provided at least every fifty kilometers and immediately before a known check stop.
- 14.2.7 Corners MUST be marked with arrows at least 240mm long and 100mm wide.
- 14.2.8 On course marker squares MUST be at least 70mm by 70mm.
- 14.2.9 Arrows and squares must be of uniform bright colour, normally Dayglo orange. Different colours may only be used to mark the same or adjacent tracks on a two (or more) day event or for terrain tests using the same or adjacent tracks. Tapes and barricades are only to be used to accompany arrows and squares, not to replace them. Different markers or colours may be used for different grades.
- 14.2.10 Danger points MUST be clearly marked with arrows pointing straight down.
- 14.2.11 Riders must follow the arrow of their grade. The arrows for other grades may be ignored. Grade Splits must be clearly marked with signs at least 600mm by 900mm.
- 14.2.12 Time check points will be set up at the start of the day's ride, and at intermediate points no more than 50 kilometers apart.

- 14.2.13 The distance between checks in kilometres together with average speeds expected of the riders and the time it should take the riders must be posted as early as possible before the first rider starts.
- 14.2.14 Check points must have at least two officials and must keep a record of rider's clock-in times. They must have spare riders time cards available to riders who have lost their card.
- 14.2.15 Speed averages in sections SHOULD be in multiples of six kilometres an hour.
- 14.2.16 The starters clock is official time and should be posted at least one hour before the first rider is due to start.
- 14.2.17 Checks should have a yellow flag or marker placed five metres before and after the check which, the riders are forbidden to pass before their scheduled clock-in time at that check. The rider's time is taken once the rider has entered the check zone with a dead engine.
- 14.2.18 Riders must stop at the first yellow flag and push in and out of the check with a dead engine.
- 14.2.19 Checks must have their check time clearly available to riders either by flip cards or voice calling time.
- 14.2.20 Observation or route checks must be manned by an official who will mark the rider's card. This official is to take note of any rider visible but not on the track.
- 14.2.21 Riders can be no more than sixty minutes later than their due time at any check.
- 14.2.22 There must be at least two special tests per day. Special tests must be at least two minutes long and no more than fifteen minutes long without covering the same ground twice, except that one test can be of a multi circuit type. More than two special tests per day are permitted. Particular attention must be given to marking any possible danger points.
- 14.2.23 Special tests will have the rider's time accurately timed to the second.
- 14.3 MACHINES
- 14.3.1 In addition to Chapter 10, enduro machines must adhere to the following:
- 14.3.2 Fuel caps must not allow leakage and fuel lines must be secure.
- 14.3.3 For Enduros with public road sections, machines must have full road registration and a current WOF.
- 14.3.4 Electrical circuits must be insulated.
- 14.3.5 Machines must have an effective silencer (and in addition a spark arrestor where required). 96db is the accepted maximum for enduro machines.

- 14.3.6 Tyre patterns are optional.
- 14.3.7 Headlights and tail lights are not required to operate but complete units should be fitted, note rule 14.6.6. Where forest regulations and supplementary regulations require operational lights, machines without lights may be excluded.
- 14.4 OPERATION AND CONTROL
- 14.4.1 No machines are to be started on the morning of the event before their start time.
- 14.4.2 At the beginning of each event, the starting signal will be given at the exact time a rider is due to start. Within one minute of the starting signal having been given, the rider must have started his/her engine by normal starting method at the starting line and crossed another line 20 metres from the starting line under engine power.
- 14.4.3 At the end of the first day's ride in a multiple day event, the rider must push his/her machine into an impound area immediately after the final check.
- 14.4.4 Riders must leave immediately and no person except officials will be allowed to enter the impound area until the official work period the next morning, except for refuelling with the organisers permission and official present.
- 14.4.5 No work is to be allowed on the machine after the official check.
- 14.4.6 Riders are allowed back to service their machines fifteen minutes before their start time on multi day events. They may not start their engines during this period.
- 14.4.7 Riders are able to replace any part of their machine, excluding the following: Front/rear wheel, front number plate, frame, engine cases. Other parts may only be obtained at check points and refueling areas.
- 14.4.8 The rider can receive no assistance during the entire time of the event to aid his/her working on a machine. Other time card carrying competitors are not deemed as outside assistance and can assist fellow competitors to overcome obstacles on the track. The rider is permitted outside assistance for refueling and tyre pressurisation of the machine at given fuel stops.
- 14.4.9 Support riding by another whether competitor or not, who rides to assist a competitor is not permitted.
- 14.4.10 Riders who are excluded on any day of a multi day event can not compete for points or trophies but may ride at the organisers discretion in order to have a further day's outing or may enter any other one day event held on subsequent days.
- 14.4.11 To deter speeding on transport sections open to the public only, an organiser may set a secret check with the check time calculated to the maximum speed limits applicable to the road. This check will not be listed on the speed

schedule. Once in sight of the check, the rider must ride directly into the check. Should a rider, once sighted, not ride into the check, his/her time of sighting will be deemed his/her entry time to the check. Once checked in, riders may ride out directly.

14.4.12 At secret checks 50 points will be lost for each minute early over a two minute early arrival allowance. There is no penalty for late arrival.

14.4.13 Speeding on public roads is not allowed, note rule 14-7-10.

14.5 SCORING

14.5.1 The event will be scored by the use of penalty points which will be as per penalty points list 14.6.

14.5.2 The rider with the least number of points totaled against him at the end of the event will be the winner.

14.6 PENALTY POINTS:

Points

14.6.1	Starting engine before start time each morning	50
14.6.2	Being late at a time check-for each complete minute	50
14.6.3	Checking in early at a time check for each complete minute	50
14.6.4	Failure to start (14.4.2)	20
14.6.5	Elapsed time on special tests for every one second	1
14.6.6	Failure to have complete headlight or tail light fitted	20 per item
14.6.7	Riding inside a check time	500
14.6.8	Missing a route check	4000
14.6.9	Missing a time check	4000
14.6.10	Replacing excluded parts	4000
14.6.11	For every decibel (db) above 96db	100

14.7 REASONS FOR EXCLUSION

14.7.1 Machine exceeding 96db as per rule 4.13.

14.7.2 Refueling with engine running or outside the refueling zone.

14.7.3 Outside assistance from non-competitor or retired competitor.

14.7.4 Riding in the reverse direction of the track.

14.7.5 Tampering with time card.

14.7.6 Altering course markers or not replacing markers accidentally disturbed.

14.7.7 Being over one hour late at any time check.

14.7.8 Machine found outside capacity.

14.7.9 Riding in the area within three weeks before the event, excluding organisers of meetings unless riding at a Motorcycling New Zealand event.

- 14.7.10 The Jury may exclude a rider at the completion of the day's riding for inconsiderate or dangerous riding on roads open to the public, or for actions likely to bring the event into disrepute.
- 14.7.11 Not following the complete course as intended.
- 14.7.12 Working on machine while impounded.
- 14.7.13 Machines exceeding 105db as per FIM Technical regulations.
- 14.8 THE JURY
- 14.8.1 The Jury will be set up and held in accordance with the 'Manual' 7.1.4 through 7.1.6 with the added provision that the Enduro Coordinator may sit on any Enduro Jury but only as a non-voting member.
- 14.8.2 Riders may protest in accordance with the 'Manual' Chapter 7.1 and appeal in accordance with Chapter 7.4.
- 14.9 CHAMPIONSHIP:
- 14.9.1 The MNZ Enduro Championship format, classes and grading shall be organised by the Enduro commission for the next Championship.