



GETTING STARTED IN MOTORCYCLE SPORT



A guide to obtaining
your first competition licence

Enjoy the ride.

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Visit Motorcycling New Zealand's Website for all of the latest news and information
www.mnz.co.nz

The information in this booklet is intended as a guide only, and does not over ride the official rules. References have been made to the manual of motorcycle Sport - these references are subject to change in future editions of the manual of Motorcycle Sport Motorcycling New Zealand.

Introduction

Welcome to the world of Motorcycling sport in which New Zealand has a long and proud history of racing on the world stage.

Whether you take up the sport as a hobby or as a competitor, we hope that you enjoy every minute of it.

Motorcycle sport is exciting and fun to take part in. You can ride professionally or compete at club or national level. You can decide how far you wish to take your participation.

Glossary

You will come across many new terms and abbreviations when talking about motorcycle sport. To help you here are a few of the more common terms you will hear in your introduction to the sport.

FIM

Federation international de Motocyclisme - the international governing body of motorcycle sport.

MNZ

Motorcycling New Zealand

General competition rules (GCR's)

The Rules which govern motorcycle sport competition in New Zealand.

Manual of Motorcycle Sport (MoMS)

An annual MNZ publication which explains the GCR's you can view this on the MNZ website or purchase a copy.

Discipline

Refers to one of the categories of motorcycle sport in which you may participate. Motorcycling has nine disciplines: Motocross, Road Racing, Moto Trials, Cross Country, Enduro, Trail Rides, ATV, Beach Racing & Supercross.

Licence/s

This is a competition licence which you must have to compete in Motorcycle Sport. There are different licences, Championship, Club and one event licenses so you should discuss which would suit you with a club official or at the office of MNZ.

Have a go day

Some clubs have a go day to encourage prospective riders to come along and under special controlled conditions can have a ride at club day. Conditions are there be no gated or same time starts. There must be staggered starts and there are no laps times recorded. This facility is not available for any other racing/riding.

Solo

A motorcycle which has two wheels and only one rider on the machine in competition.

Sidocar

A motorcycle with a permanently attached sidocar and three wheels, making two tracks on the ground. Two people compete on a sidocar.

Supplementary Regulations

Often abbreviated to Supp Regs. These are the additional rules of a particular race meeting, which lay down the detail of the competition and essentially direct the race meeting. Supp Regs commonly

contain information including race dates, venues, promoters, entry fees, entry forms and prize money. Depending on the event these are available from clubs, MNZ office or MNZ website www.mnz.co.nz.

Promoters

The person(s) or organisations that conduct race meetings.

Permits

This document is issued by MNZ and gives the club or promoter permission to conduct a race. Without a permit neither riders nor promoters have insurance cover. For this reason, plus safety issues, you should not participate in an event that is not “permitted”

Indemnity Form

A document which you must sign before participating in an event. It protects the organisers from liability in the event that you are involved in an accident. You should read the Indemnity form carefully before signing it.

Exclusion

Occurs when a rider or his / her motorcycle is disallowed from taking part in or continuing to take part in a competition.

Interclub Competition

A competition conducted between clubs. The number of Clubs will depend upon any special conditions laid down by MNZ prior to granting the permit.

National Competition

A competition which is open to holders of a current full competition licence. A full competition licence is required.

International Competition

The Federation International de Motocyclisme (FIM) is the international governing body of motorcycle sport. A competition sanctioned by the FIM is open to riders who are holders of a current FIM international licence. FIM licences may be “annual” or “one event” and you require them when you travel overseas to compete. These licences are issued by MNZ.

How do I get started?

The first thing to do in order to begin is to join a MNZ Affiliated Club. MNZ has a list of affiliated clubs on their website.

Most clubs accommodate a number of activities, although some specialise in one discipline. It certainly pays to visit the club that interests you and find out about them before you join.

See the MNZ website www.mnz.co.nz for more information.

Choosing your motorcycle discipline

The range of motorcycle disciplines is diverse enough to satisfy any taste. You can choose from Beach Racing, Cross Country, Miniature TT, Pit Bikes, Mini Motocross, Motocross, Supercross, Enduro, Historic, Post Classic, Road Racing, Motards, Quad and Moto Trials.

Local clubs can assist you in deciding which motorcycling discipline to participate in. Most motorcycle disciplines cater for solo and sidecar competition.

Many riders through out the country have proven that you can never be too young or old to start. Many past and current champions began their racing career in junior motorcycling. Junior riding caters for ages from eight through to 17 and is very family orientated. Mini Motocross starts from four years of age. Junior riding is available in most of the disciplines. This is the age that young riders learn the skills and experience rather than speed.

Club vs Competition Licence

A club licence allows you to compete in all MNZ permitted club events. You can also enter a championship event in a support class with a club licence. A support class is any class that is not for a championship title. You can upgrade from a club to championship licence at any time however, you will be required to pay a fee.

A championship licence is required if you are wanting to compete in MNZ permitted New Zealand, North Island, South Island & Street Road Race events.

What type of gear do I need?

Like all sports, there is a start-up cost. To begin competition you will need a suitable motorcycle and the appropriate protective clothing including: helmet, gloves, boots, goggles, visor, back protector and /or racing outfit as required for that type of event. MNZ strongly recommends that riders obtain the best clothing and safety equipment available.

Have a look at the *Manual of Motorcycle Sport (MoMS)* this is available on the MNZ website or can be purchased when applying for your licence. Check the section Chapter 8 on protective clothing.

It is important that the helmet you use fits you correctly and is in good condition. If your helmet has been in an accident get a machine examiner or steward to look it over before you begin racing. You will not be allowed to compete if your helmet is not safe.

It must also carry the approved MNZ standards.

When you have selected your motorcycle and safety equipment we suggest you contact the club captain/coach or contact MNZ for a coaching list. A coach can advise you on the basic techniques and skills required for you to begin practicing. Don't forget that physical fitness, diet and mental preparation also play a big part in how successful you are in your chosen sport.

Once you have your motorcycle, protective equipment, have followed the advice of your coach, trained and practiced you may feel you are ready to start racing. It is important however that you have a basic understanding of the rules of racing prior to competing and to obtaining your competition licence.

The basic rules

It is essential that you are aware of the following rules before you commence competition. There are many rules in the MoMS which are applicable to all competitors and competitions and are binding on all participants. It is your responsibility to know the rules.

Rules are a necessary part of any organisation with the main aim being for all the participants to comply with a common standard and, of course, to ensure that events are conducted in a safe environment.

Supplementary regulations are issued by a competition organiser to provide particular details about an event. They may expand on any rule, but may not go outside them.

The Following list outlines some rules, definitions and advice.

Withdrawal from course

Any competitor whose exclusion from a race has been signalled shall immediately leave the course. A competitor whose machine has stopped on the course should not jeopardise the chances or safety of others by staying on course to make adjustments repairs or restart their machine. They must withdraw as far away from the circuit as is safely possible.

Stopping a race

If, in the opinion of the Steward or the Clerk of the Course it would be dangerous for a race to continue, the race may be stopped.

Leaving the course

The Steward or Clerk of Course of a meeting can exclude any competitor who has gained an advantage by leaving the track, unless such action was for the safety of other competitors or was due to the action of another competitor.

Foul or Dangerous Riding

The Steward or Clerk of Course of the meeting will exclude any competitor who in their opinion is guilty of any foul, unfair or dangerous conduct.

The Steward may also declare the race void if, in their opinion, an offending rider jeopardised the fair chances of one or more of the other riders.

Punctuality in Starting

All meetings must commence at the published time (however, there may be changes in extreme circumstances). Any competitor not ready to start on time may be considered a non starter.

Practice for a competition

Only competitors entering an event and/or nominated reserve shall participate in any practice for the particular competition for which they have entered.

Start and finish Line

The crossing of the starting and finishing line in speed events is when **any** part of the machine passes over the line. The actual time of the start and finish of the race shall be taken when the order to start is given or when the starting line is crossed, according to the method of start, and when the finishing line is crossed. A sidecar shall be considered to have finished a race provided both the rider and the passenger are in the machine at the finish of the event.

Drugs and Alcohol

Drugs, alcohol and sport do not mix. MNZ has adopted the Drug Free Sport's Anti-Doping policy, and adheres to the WADA definition of doping and listing of banned substances. These can be found on the MNZ website & the website of Drug Free Sport www.drugfreesport.org.nz. Random drug testing will be carried out at MNZ endorsed event competitions, severe penalties apply for breaches of the Anti-Doping Policy.

Impounding a Motorcycle

The Stewards of a meeting may order any motorcycle, which they have reason to believe may not be in accordance with the GCRs or Supp Regs, to be impounded at the end of the meeting. The motorcycle may be retained until it is examined.

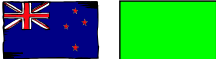











Rider Numbers

There are specific requirements concerning racing numbers, number plates, types of numbers etc. Before you select a number or make a number plate for your bike, check with MNZ as to the allocation of numbers and number plate requirements. Rules relating to number plates are contained in the GCRs.

Track Signals

Track signals are given to competitors by means of lights or flags and are used in practice as well as during a race. The meaning of the various flag colours are explained on the following page.

Flag Signals

Flag	Manner Used	Example
Green or National	Start of the race	
Yellow Flag (held stationary)	Danger, slow down; overtaking is forbidden	
Yellow Flag Danger (waved)	Slow down. Overtaking is forbidden. Prepare to STOP <i>Generally a waved yellow flag will be preceded by a stationary yellow flag</i>	
Red Flag	Stop racing and proceed slowly to the marshalling point. Proceed only on instructions from the Clerk of the Course	
Yellow Flag with Red Stripes	Warning of slippery surface (e.g. oil or debris on the track)	
Black Flag Displayed with a number (usually on a blackboard)	Competitor bearing that number should stop with the utmost care and attention	
Blue Flag	Rider about to be passed. In Supercross - Waved; rider about to be lapped	
Purple Flag (MX & SX events only)	Rider wishes to protest, used in Motocross & Supercross only	
Black Flag with Orange Dot (Road Race events only)	Displayed with a number (usually on a blackboard) Competitor bearing that number should stop with the utmost care and attention, as there is something wrong with his machine	
White Flag/Red Cross	Ambulance on the course or First Aid assistance required	
White Flag	Last lap	
Chequered Flag	Racing is finished	

Supplement to getting Started in Motorcycling Sport

Motorcycling New Zealand is committed to the improvement of motorcycle racing throughout New Zealand.

Part of this commitment includes a stringent licence testing procedure aimed to ensure the safety of all those involved with motorcycle events. This is in addition to the test alternatives contained in the General Competition Rules (GCRs). This supplement contains a theoretical test.

Licence Testing

Theory Test

The licence testing involves a theory test of 19 questions on the rules of MNZ. The pass mark is 17. The test is designed to test the applicant on a variety of safety, track craft and rider responsibility areas. This is an open-book test and can be done at your leisure. The Theory test is located at the back of this booklet and must be submitted with your licence application form.

On passing this licence test and upon application for a competition licence, the applicant can either purchase or download from the MNZ website a copy of the MNZ Rules which contain the GCRs. The applicant is required to read all general chapters contained in the book, together with the chapters relevant to his / her sport.

How do I get a licence to compete?

You don't need a competition licence to be a member of a club, but you will need one if you wish to participate as a rider or sidecar passenger in any competition. Once you have joined a club, the Club Secretary can supply you with a licence application form and explain what you need to do to get a licence. Alternatively, you can obtain this information from the MNZ website.

It is also recommended that you check all of your personal insurance policies to ensure that you are covered for *racing* your motorcycle rather than just *riding* it in the paddock or on the road.

You must be issued with a licence before you enter an event.

You must take your licence & logbook with you to an event in which you will be riding a motorcycle, be it a practice session or competition race meeting, as an official will ask you to produce it. You will also be required to produce evidence that your club membership is up to date in order to participate in any event. If you forget these three *important* items you may not be able to ride!

How do I enter a competition?

All competitions are conducted according to the MoMS. This publication is issued annually. The Manual contains the GCRs and other relevant information on motorcycle sport. These rules are designed to ensure fair and safe competition for all involved.

Supplementary Regulations and entry forms

Supp Regs are produced by the club or promoter of an event to explain any additional rules that are relevant to the particular event. It contains an entry form for the event, the amount of entry fee and the date and time of closing of entries.

Supp Regs are usually available 4-6 weeks prior to an event. Entries must be returned by the stipulated time. Entries which are received late may not be accepted or a penalty may apply.

A club calendar is available from your club and national dates are on the MNZ web site along with all permitted events: www.mnz.co.nz

You should also attend club meetings to find out more about forthcoming events.

The Race Meeting

It is a good idea to plan and prepare for your race meeting in the weeks leading up to it and have everything ready to go the night before and loaded in your vehicle. It is always advisable to travel with friends and family in case anything goes wrong. The moral support provided by your team can be a great help. They can also look after your equipment to ensure it get home safely. After a big day of riding, the drive home is also best left to someone else as you'll no doubt you will be exhausted.

When you arrive at the meeting, park your vehicle in the designated area unload your motorcycle and obey instructions from the officials or Supp Regs as to the equipment you may have in the pit or paddock area.

Notices to the public will also be displayed covering such topics as prohibition on consuming alcohol in the pits. These notices must be obeyed.

Arrange your site and find out what is required in relation to signing on (letting the organiser know you are there). Sign the indemnity form if you have not already done so with your entry form and enquire about machine examination. These functions will vary from meeting to meeting. It won't take long to find out what is required.

At all race meetings your machine may be randomly examined, safety equipment and rider's licence will be checked and examined for general safety and to ensure your equipment complies with the rules. The status of your club membership may also be verified at this stage, please ensure you have evidence of your membership every time you attend an event as a riding participant. Machine examination will be carried out by an appointed machine examiner.

Machine Examinations at a meeting will be checking the following areas:

- Handlebars
- Throttle return
- Wheels and frame bearing free play
- Chain links clips and rivets
- Correct numbers and plate size
- Valve caps
- Sharp edges and any damage

- Brake and clutch free play
- Fluid leaks
- Spokes

The examiner may also check other items on your machine.

Each discipline of the sport has variations as to what happens at Machine examination. Ensure your bike conforms to the GCRs and Supp Regs before you leave home and you should not have any problems. Motorcycles which do not meet safety standards will not be allowed to be used in competition.

When you sign on or attend machine examination you should receive some form of programme of the events, or they will be written on a board near the pit gate. It is your responsibility to be ready to race so keep an eye on the programme or listen for the Pit Marshal's instructions.

The Clerk of the Course will call a riders briefing prior to practice. Attendance at this briefing is compulsory for all competitors. The officials will pass on any last minute changes concerning the conduct of the meeting and remind you of starting procedure and signal flags. They will also reinforce any rules and other general information which needs to be brought to your attention. It is also an opportunity for you to ask questions about the meeting.

MNZ has an Anti-Doping Policy which is extensively covered in the rules and identifies prohibited substances. Alcohol, Illicit drugs and anabolic steroids are examples of substances covered by the policy, See Rule 6-21-5.

MNZ has a code of conduct which is to be observed and is explained in the MoMS. Officials conducting the meeting are volunteers who are giving their time so you can compete. Do not abuse officials. Ask for their help and advice; they will gladly give it. Abuse them and there will be no one around to run your next meeting. Penalties such as suspension and fines may be imposed on competitors or parents who do not adhere to the **Code of Conduct**.

You will learn many things at your first race meeting and what you learn will make future meetings easier and safer. Remember, coaches club personnel and your family can assist you.

The Officials at the Meeting

At any race meeting there are numerous officials present to assist you and to ensure the safe and fair running of the meeting. The three primary officials at the race meeting are the Steward, Clerk of the Course and Race Secretary.

Steward

The person with supreme control of the meeting. The Steward is MNZ's representative. The steward has power to enforce penalties and adjudicate over the rules. The steward will adjudicate over all protests lodged. It is rare for competitors to have dealings with the Steward as the actual running of the meeting is done by the Clerk of the Course.

Clerk of the Course

The Clerk of the Course is responsible to the Steward for the running of the meeting. The Clerk of the Course will ensure that circuit is safe, that officials are at their posts and refer to the Steward those difficulties that cannot be resolved at a lower level.

Riders Representative

The Riders Representative, known as Riders Rep, is selected at the Riders Briefing; it does not necessarily have to be a competitor. If you have any questions during the event you should direct them to the Riders Rep who in turn will liaise with the Clerk of the Course and/or Steward.

Race Secretary

The person in charge of all administration aspects of a meeting. Matters of entries and fees, grid positions, materials and equipment should be directed here.

Machine Examiner

Responsible for determining the safety and eligibility of machines and riding gear.

Starter

The starter is responsible for the actual starting of the race as well as assessing the fairness of the start. He will decide if any rider(s) 'jump' the start and inform the Clerk of the Course who will recommend any penalties. He may also declare a false start if some one is disadvantaged.

Flag marshals

Responsible for the signalling race conditions and instructions to riders and providing initial safety assistance.

Announcer

Commentates the races and broadcasts details about the races and contestants to the public. Announcers are not to show bias to any riders and offer advice and instructions to any riders. The announcer shall also broadcast any instructions from the Steward.

Grid marshal

In charge of the safe and proper running of the pit area, including the grid. The grid marshals ensure the correct riders are on their appropriate row at the due time. The grid marshal will refer problems to the Clerk of the Course.

Observer

The observer or marker is an important official in the discipline of Moto Trials. The observer's role is to observe riders as they pass through sections of the course and record penalty points on a punch card or tally sheet.

Motorcycling Protocols

Code of Conduct

The code of conduct has been developed to provide competitors, officials and parents with a guide to appropriate behaviour at all motorcycle race meetings. Please note the following points:

Competitors

Competitors must always comply with these rules:

- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as mechanics or managers.
- Most officials have volunteered their services for the smooth, efficient and fair conduct of a meeting. Avoid arguing with an official. If you disagree with a ruling quietly check with the official on how the decision was reached.
- Control your temper. Verbal and physical abuse of officials or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated. Do not interfere with, bully, or take advantage of another participant.
- Avoid the use of course or derogatory language.
- Compete within your skill levels. Only try to extend these skills when there is no likelihood of danger to others, and personal risk is controlled.

Parents

- Encourage children to participate, if they are interested. Do not force any child who is not willing to participate to do so.
- Focus upon the child's efforts and performance rather than the overall outcome of the event.
- Assist the child to set realistic goals based on his/her ability.
- Teach children that an honest effort is as important as victory, so that the result of each race is accepted without undue disappointment.

- Encourage children to follow the rules and any official's decision.
- Never ridicule or scold a child for making a mistake during competition. Positive comments are motivational.
- Remember children are involved in motorcycling for their enjoyment, not yours.
- Children learn best by example. Applaud good performance by all competitors.
- Respect any official's decision. If you disagree with an official, raise the issue through the appropriate channels. Do not question the official's judgement/honesty in public.
- Support all efforts to remove verbal and physical abuse from sporting activities.
- Recognise the importance and value of volunteers. They give their time provide recreational activities for your children and deserve your support.
- Demonstrate appropriate social behaviour by not using foul or derogatory language.

Licencing Theory Test

Please complete and submit the following test along with your licence application. Remember to be able to obtain your licence you must get 17 correct questions of the 19 asked.

A riders representative is a person:

- A. Elected by the riders
- B. Elected by the officials
- C. Self appointed

Is it compulsory for all riders to attend riders briefing:

- A. No
- B. Yes

The licence form is available from:

- A. Post Office
- B. Local police station
- C. MNZ Office or MNZ Affiliated Club

When a rider suffers from concussion how many days is the stand down period before they can ride again:

- A. 18 days
- B. 21 days
- C. 24 days

What action is required by a rider who has had hospital treatment:

- A. A medical clearance stating they are fit to compete in motorcycle competition to be forwarded to the MNZ Office
- B. Compete if you feel alright
- C. Get a clearance from an official

Name one circumstance that is forbidden in the pits:

- A. Riding your motorbike in the pits
- B. Smoking
- C. Refuelling your motorcycle

What is the Green flag for:

- A. Stopping the race
- B. Caution there is an accident
- C. Last Lap
- D. Start the race

What is the Red flag for:

- A. Proceed with extreme caution
- B. Start the race
- C. Oil on the course
- D. All riders stop racing

What is the Yellow Flag held stationary for:

- A. Slow down now proceed with caution
- B. Finish for all riders
- C. Last Lap
- D. Slow down now proceed with extreme caution, no overtaking

What is the Yellow Flag waved for:

- A. Slow down now proceed with caution
- B. Finish for all riders
- C. Slow down now proceed with extreme caution, no overtaking
- D. Last Lap

What is the White Flag for:

- A. The race is finished
- B. Last Lap
- C. Start the race
- D. Motocross Protest Flag

What is the Black Flag for:

- A. Stop & retire from the course
- B. Ambulance on course proceed with caution
- C. Warning, you are about to be lapped
- D. Oil on the course

What is the Black & White chequered flag for:

- A. Motocross Protest Flag
- B. Last Lap
- C. The race is finished
- D. Stop & retire from the course

What is the White Flag with the Red Cross for:

- A. You are soon to be overtaken
- B. Motocross Protest Flag
- C. Ambulance on course, proceed with caution
- D. Oil on Course

If your ride or push your motorcycle in the opposite direction to the race, you may:

- A. Be awarded extra points
- B. Be instantly excluded
- C. Be advised to move to the side of the track
- D. Be given the opportunity to restart the race

What Chapter of the MNZ Manual of Motorcycle Sport can the Safety Gear be found:

- A. Chapter 6
- B. Chapter 7
- C. Chapter 10
- D. Chapter 8

Motorcycling New Zealand recommends that you do not use a helmet for more than:

- A. 2 years
- B. 5 years
- C. 3 years
- D. 1 year

Can you be excluded from an event if the Steward of the Meeting deems your motorcycle or equipment to be unsafe:

- A. Yes
- B. No

Who is responsible for the behaviour of the competitors assistants (pit crew) at an event:

- A. The Steward of the Meeting
- B. The Clerk of the Course
- C. The competitor
- D. The Senior Steward

Advancing the Sport of Motorcycling



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