

CHAPTER TEN – Motorcycles Technical (Off Road)

- 10.1 A competitor entering a motorcycle for an event must sign a machine compliance disclaimer form even if the machine examination has taken place. Random checking of all other machines may take place before, during or after an event by a competent motorcycle examiner. Clubs who desire to check all machines at any event may do so with a machine examiner. Competitors may be penalised or disqualified for entering a machine that does not comply with minimum MNZ requirements. The steward of the meeting may also exclude any machine or equipment considered unsafe for the event.
- 10.1a At all times the onus is on the competitor to ensure that their equipment is being operated within the specifications and limits (if any) imposed by the equipment manufacturer or supplier.
- 10.1b Failure to present machine for technical inspection when requested by the meeting steward will result in automatic exclusion from the meeting results.
- 10.2 **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 competition that they have earned numbered 1-10, from the previous years event**). Riders must provide and have securely fitted to their machines number plates as follows;
- 10.2a **Enduro:**
Front: Circular or square of a size that is clearly visible to officials and scorers.
- 10.2b **Motocross, Motocross 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 Supercross championship 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.
- 10.2c **Short Flat Track Stock Bike:**
Front Rectangular shape 23cm x 28cm minimum
Side same as above unless the side plates are part of the original construction of the machine
- 10.2d All numbers are to be on non gloss backgrounds and must not be less than 25mm wide for Motocross, etc, and 15mm wide for Enduro and Trial. Numbers are to be as high as practicable.

10.2e Racing numbers will be in the colours specified for the engine capacity of the machine or the class of the rider and must be carried in all types of competition. Background colours shall approximate the following:
Green, Yellow, Red, Blue: NZS 7702:1983

10.3 **Enduro:** Optional, but the figures must be clearly visible.

10.3a **Cross Country:** Blue Disc, Yellow number

10.3b **Motocross:**
125cc Blue disc, White number
MX 2 Black disc, White number
MX 1 White disc, Black number
Veterans (all classes) White disc, Blue number

A red background and white number may only be used at the New Zealand Championship by the current points leader.

A Junior licenced 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.**

10.3c **ATV Motocross:**
All ATV Classes White background, Black number
Super Quads Black background, White number
Mini ATV (all classes) Black background, White number

10.3d **Trial:**
Colours for Grade background; see rule 23.8

10.3e **Short Flat Track Stock Bike:**
All classes White background, Black number
(Figures to measure 15cm x 25cm)

10.3f **Junior Motocross:**
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 licenced 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.**

- 10.3g **Mini Motocross:**
All classes Black background, White number
- 10.3h Number plates must not have any stickers or markings liable to cause confusion with the number.
- 10.4 All machines competing on tracks or courses other than approved Speedways or like tracks must be fitted with securely mounted footrests which when in the riding position do not touch the ground with the machine at an angle less than 45 degrees from the vertical.
- 10.5 Exhaust systems must be fitted and securely mounted. The exhaust pipe outlet must not direct exhaust gases directly to the ground or in any other direction, which will lead to the creation of dust. This will be cause for exclusion.
- 10.5a Exhaust mufflers are mandatory in all forms of competition. The Steward of the Meeting has the power to reject any machine considered to be unduly noisy.
- 10.6 **Noise:** Some venues may have specific noise level limits. These if included in the supplementary regulations may overrule rule 10.6.a
- 10.6a **Noise Emission:**
No motorcycle at any event shall exceed the stipulated noise emission level of 96dBA. Failure to comply with noise level requirements will be grounds for disqualification.
- 10.7 All vehicles must be fitted with an efficient brake on both front and rear wheels except in the case of competitions held on circular, semi-circular or speedway tracks, when brakes, if fitted to the machine must be disconnected. Any vehicle using a hydraulic type brake master cylinder must have a brake pedal return stop fitted so that the brake pedal linkage does not depend on the cylinder circlip to act as a stop.
- 10.8 All motorcycles must have the top run of the primary chain completely covered by a guard of sufficient dimensions to keep riders clothing from coming in contact with the transmission, and the rear chain guard when considered necessary.
- 10.9 All machines must have rounded inner surfaces on clutch and brake levers, the outer end of such levers to be securely fitted with a rounded knob or ball of not less than the following diameters:
Mini Class machines 13mm
All other machines 16mm
- 10.9a Handlebars must not be of greater width than 92cm and must have the ends securely plugged.
- 10.9b Metal handlebar protection may not be used in any Supercross event or in any Motocross class race at a New Zealand or Island title event.

- 10.10 Side stands must be removed from motorcycles used in motocross and stadium Supercross events being ridden by all riders.
- 10.11 Steering dampers may be fitted but the attachment method must be of good commercial standard. Metal steering stops must be added to the frame if the existing stops are inadequate. The damper must not in any way act as a steering lock limiting device. Minimum steering lock must be 150 either side of the centre line of the motorcycle.
- 10.12 Every motorcycle which takes part in a competition on an open public road shall comply with all legal requirements. Warrants of fitness are not required for speed events on an officially closed road.
- 10.13 Fuel caps must not allow leakage and fuel lines must be secure.
- 10.14 Where necessary, machines will be sealed for measurement purposes. Machines must not be taken from the pits after a race without the consent of the Clerk of the Course. Failure to observe this rule may entail exclusion, suspension, or disqualification.
- 10.14a The Steward(s) of a meeting may order any motorcycle which they have reason to believe may not be in accordance with the Rules and Supplementary Regulations to be impounded at the end of the meeting and the motorcycle shall be retained as may be directed by the Steward(s) for such period as may be reasonably necessary for its examination by them.
- 10.14b If the measure be to determine a protest, the party against whom the decision is made shall bear the cost and the motorcycle may if the engine is found oversized be retained until such costs are paid.
- 10.15 **The Formulae to Calculate Cubic Capacity:**
Reciprocating piston motors: Diameter of cylinder bore in centimetres, squared, multiplied by 0.7854, multiplied by stroke in centimetres, multiplied by number of cylinders.
- 10.16 Fuel testing at any event may be ordered by the relevant MNZ Commissioner, in consultation with the Officials Commissioner and the meeting Steward; or, by the meeting Steward; or, by the protest committee to determine the outcome of a protest.
- 10.16a Such testing is to be carried out by MNZ officials using appropriate sampling methods.
- 10.16b Testing will be carried out using 2 methods; Initial screening will be carried out using an MNZ approved Digatron DT-47FT to give an indication of whether any irregularity exists. Should irregularities be indicated/suspected then further fuel samples will be taken for forwarding to a recognised laboratory (ESR or similar) for detailed analysis. If no irregularity is detected, then no further testing will be required.

- 10.16c **Sampling Procedure:** Containers for holding samples must be clean and constructed of robust, fuel non-reactive, impermeable material. They must be sealable and have provision for identification.
Equipment used for extraction of fuel from machines must be clean and constructed of fuel non-reactive material.
Each sample must be divided in two and placed in separate containers (2 samples of a maximum 1 litre each). The containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on an MNZ "Fuel Sample Certificate" which must certify the date, place and time of taking the sample, the identity of the machine from which it was taken and the identity of its rider.
Both samples must remain in the control of the testing officials and the rider must sign the MNZ "Fuel Sample Certificate" acknowledging that a sample was taken and must be given a copy of the certificate.
Refusal to submit to the taking of samples or signing of the certificate will be treated as an admission of guilt.
At the conclusion of the event the samples are to be delivered either in person or by a recognised Courier to the nominated laboratory, as soon as is practicable.
Fuel sampling may be carried out at any time during a meeting.
- 10.16d The results from the analysis must be attached to the laboratory's copy of the MNZ "Fuel Sample Certificate" and returned to MNZ as soon as practicable after the results have been obtained.
- 10.16e The results of the analysis must as soon as practicable be notified to the club at whose meeting the testing was carried out, the rider and the MNZ Judiciary for appropriate penalty(s) to be imposed should irregularities be confirmed.
- 10.17 **Fuel: All petrol (gasoline) shall be from a public petrol (pump) station, avgas, a mixture of petrol and avgas, or a mixture of petrol/avgas and lubricant in the case of 2-stroke engines.**
The petrol or avgas or a mixture of both fuels will be used for Motocross, Stadium/Supercross, Motocross TT, Trial, Enduro, Cross Country, ATV, Stockbike, Solo, all Mini and Junior classes.

For the avoidance of doubt this means the petrol (gasoline) must be available for sale on demand from a New Zealand public retail outlet

Allowable fuels are to be publically available pump petrol not exceeding an advertised RON of 100 or MON of 92, or AVGAS not exceeding a MON of 108 (Aviation Lean Rating, equivalent).
- 10.17a **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.**
- 10.17b **Note: 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.

10.17c Fuel Specifications see Appendix B.