

- 22 **Stadium/Supercross Track Certification:**
- 22.1 Permanent Circuit: An initial inspection at least 14 days prior and a final inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.
- 22.2 Temporary Circuit: An inspection 12 hours prior to the official start of the meeting by an appointee of MNZ, accompanied by the Clerk of the Course. The track and its safety aspects must be checked. The MNZ appointee must ensure that all his/her decisions which affect the track, or vary from the published programme, must be communicated to the main organiser of the event for action.
- 22.3 All Stadium/Supercross events will be run using the referee system.
- Duties and Responsibilities for all Stadium/Supercross Race Events:**
- 22.4 Policing and Security (unless otherwise stated): The club shall provide a sufficient number of policing personnel and/or security marshals to keep the track, pit and fences clear of spectators to ensure safety.
- 22.5 **Track Maintenance:** The club shall provide the necessary equipment and personnel for track preparation and maintenance.
- 22.6 **Ambulance and First Aid Personnel:** Clubs shall provide at least one ambulance or equivalent Mobile First Aid Unit, and an attending doctor or certificated personnel present at the track before practice starts. A doctor or certificated first aid person must be at the track at all times when a motorcycle is on the track. Races will not be allowed to continue unless a doctor or certificated first aid person is at the track at all times.
- 22.7 **Fire Control Equipment:** The club shall provide a sufficient number of fire extinguishers, and personnel instructed in the use of these extinguishers, in the pit area and on the course. Extinguishers must be fully charged.
- 22.8 **Rider Pit area:** The club shall provide a pit area with the following provisions:
- a. This area shall be separate and protected from the spectator area by adequate fencing.
 - b. Have access to actual race track.
 - c. Have sufficient sanitary facilities (portable toilets accepted).
 - d. Have sufficient area to accommodate all riders their vans and trailer; otherwise, rider vehicles parking should adjoin the pit area. Separate parking areas shall have adequate guards to ensure the safety of vehicles and equipment.

- 22.9 **Spectator Sanitary Facilities:** The club shall provide in accordance with health regulations sufficient sanitary facilities for spectators.
- 22.10 **Track Marshal/Flag Marshals:** The club/promoter shall provide a sufficient number of flag marshals, which must be briefed prior to the first practice.
- 22.11 **Prize Money Requirements:** Seven (7) days prior to the event the club shall deposit into the MNZ Trust Account, the advertised prize money. This shall be returned on the first banking day after the event to the club.
- 22.12 **Rider Gate Passes:** Clubs shall provide at no charge two gate passes to each rider contesting the Stadium/Supercross event he/she has entered.
- 22.13 **Lap Scorers Facilities:** The club shall provide a suitable scoring facility, which shall include good visibility, security, tables and chairs, protection from weather and provide sanitary facilities. The lap scoring facility must be in line with the finishing line.
- 22.14 **Starting Gates:** At any Stadium/Supercross event, an independent backward falling starting gate must be used. The starting gate, its operations, maintenance and installation will be the responsibility of the club.
- 22.15 **Course Specifications:** A course shall not be less than 175 metres and not less than 5 metres wide. If circumstances do not permit this width, and as long as there are ten (10) or less starters the track width could reduce to a minimum of 4 metres excluding the start area. The free vertical space between the track and any obstacle above ground must be 3 metres minimum.
- 22.16 **Obstacles:** All obstacles must be made of dirt. However, the base of the structure may consist of hard material as long as the earth layer covering it meets the required standards and provided that the earth is laid in such a way that the structure does not become exposed during competition by dirt being dug up by the machines.
- 22.17 **Rider Safety:** A Stadium/Supercross race course must be constructed with the safety of the riders foremost in mind. Hay Bales or other effective shock absorbent material to protect the riders from danger must be used. Special consideration must be given to the angle of jump faces. The race course shall have a minimum of 3 metres distance between racing sections of the track. If this cannot be adhered to due to track confinements, hay bales or other absorbent material must be used to separate the course. The race course shall be identified with continuous lengths of flags, banners, tape or hay bales. If marker stakes are used they shall be of flexible material, and be no less than 800mm above the surface of the track.
- 22.18 **Watering of Track:** The track must be properly watered, if necessary in ample time before and between races to ensure proper racing conditions, complete safety, and to protect the public and riders from dust.

22.19 **Official Signals:** In addition to the other flags as listed in the MNZ Manual of Motorcycle Sport the blue flag waved may be used. Blue Waved - Warning, you are about to be lapped.

22.20 **Starting Line:** The number of motorcycles admitted to start depends upon the width of the starting gate. There must be at least 1 metre for each machine. Starts from two lines are not permitted. The starting line must be placed so that it allows a regular start with equal chances for all participants.

Starting Straight: The maximum length of the starting straight after the start must not exceed 125 metres.

Qualifying Format: The grouping of riders for the first four heats is made by the organiser. The order of entrance to the gate is determined as follows:

Qualifying Heats - By ballot.

Second Chance - According to results in qualifying heats..

Semi-finals - Riders from qualifying heats according to results, thereafter riders from second chance.

Last Chance Heat - According to results of semi-finals.

Final - Riders from semi-finals according to results, thereafter riders from last chance heat.

Start Procedure: The following order of events shall take place leading up to the start of all races:

a Starting gates for New Zealand, North and South Island Championship titles shall provide for a minimum of fifteen (15) starts. All riders participating in the race will be asked to enter the starting gate as allocated.

b After all riders are in their starting gate positions they will be asked to start their engines.

Note A: No rider shall start his/her engine prior to being asked.

Note B: After the riders have been asked to start their engines there shall be a maximum time allowed of 29 seconds before moving into the countdown procedure.

c After the starter is happy all engines are running and riders are ready, the countdown procedure will start.

d The countdown procedure will be as follows;

a. A '10' second board or clock will be displayed to all riders.

b. Approximately '5' seconds later a '5' second board or clock will be displayed to riders.

c. Approximately '5' seconds after that the board or clock will be dropped.

ie:

- a.

10

- b.

5

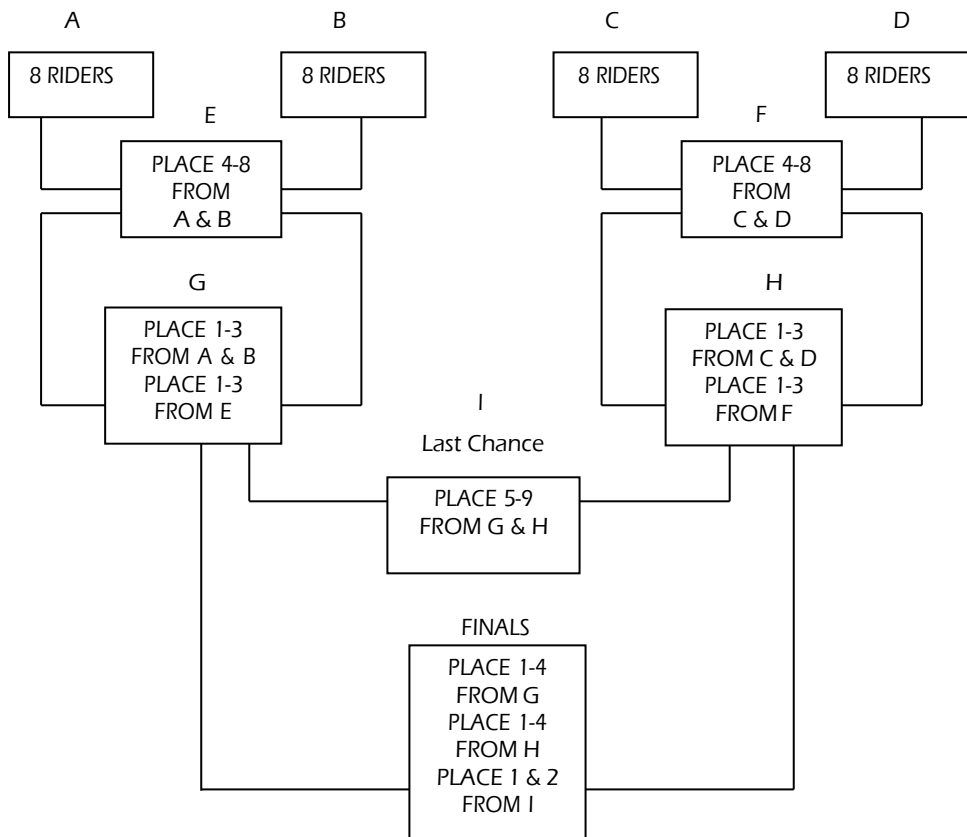
- c. Dropped

- 22.21 **Starting Gate Area Restraint:** Only the riders and the organising officials are allowed at the starting gate from the moment the first rider is placed behind the starting gate. A rear barrier must be installed to prevent riders from moving machines backwards.
- 22.22 **False Starts:** The starter shall indicate all false starts by waving a red flag and the heat shall be stopped.
- 22.23 **Stadium/Supercross Championship Racing Classes:** see Appendix A.
- 22.23a New Zealand and Island Supercross Championships are to be run over a minimum of three final races per class.
- 22.23b Where multiple finals are held at one event total accumulated points are carried forward.
- 22.24 **Stadium/Supercross Racing Disc Colours:** All riders competing in Stadium/Supercross competition, will ride under their allocated racing disc colours, that relates to the class they compete in, in motocross.
- 22.25 **Stadium/Supercross Racing Numbers:** The top 10 riders of each Class will use their numbers from results of the previous Stadium/Supercross championship.
- 22.26 **Outside Assistance:** Any outside assistance on the Course is forbidden unless it is carried out by a marshal appointed by the organiser carrying out his/her duties in the interests of safety.
Signallers, however, may operate from a designated area.
- 22.27 **Practice:** A minimum of two 5 lap practice sessions must be made available to all riders on the day of the meeting. The supplementary regulations must stipulate the conditions and time available for practice.
- 22.29 **Protest and Grievance Time Limit:**
- a. Any protests relating to an error; irregularity or fraudulent action must be lodged within 10 minutes of a rider leaving the finishing zone.
 - b. Grievances are the means to handle all problems relating to on-track incidents and must be acknowledged to the referee before leaving the finishing zone.
- 22.30 **Definitions (not covered in Chapter 2 by MNZ Manual of Motorcycle Sport):**
Finishing Zone: Shall mean that zone that all riders will wait in immediately after the finish of a race. Riders will not leave this zone until told.
- 22.31a **Stadium/Supercross:** Stadium/Supercross motocross is defined as a motorcycle race, conducted in a stadium type facility, open to fully enclosed, using motocross type motorcycles and staged on a temporary motocross track made up of natural material only (sand, dirt, etc.).

- 22.31b **Waiting Zone:** Shall mean the zone immediately behind the start gates (i.e. dummy grid).
- 22.32 **REFEREE - Duties and Authority**
The Referee is responsible for overseeing the conduct of competition to ensure that it is safe, fair and just.
- 22.33a The Referee is responsible to MNZ and is not authorised to alter MNZ rules but is entitled to make decisions concerning the safety of competitors, officials and the public.
- 22.33b The Referee is the sole judge of fact on any incident arising during racing. Any penalties must be in accordance with MNZ rules.
- 22.33c The Referee is in control from the time that the riders enter the waiting zone until they return to the pits.
- 22.33d Accompanied by the Steward of the Meeting and the Clerk of Course the Referee must inspect the track for safety and compliance before practice, and during the meeting ensure that the track condition is maintained.
- 22.33e The Referee must ensure that decisions which effect or vary from the published programme, such as exclusions or postponements are communicated immediately to the Steward for implementation.
- 22.33f The Referee may after making such enquiries as considered necessary, postpone, stop or cause to be, a meeting or part thereof, only after consultation with the Clerk of Course and the Steward.
- 22.33g If an accident has occurred the Referee may stop a race. The Referee will then decide if a re-run, a restart, or a result will be declared. Only the Referee may stop a race before the published distance or laps.
- 22.33h The Referee may use or cause to be used the red or black flags during a race.
- 22.33i The Referee shall be entitled to restrict access to himself and nobody may approach without permission during a race. Any rider (or parent in the case of juniors or underage seniors) with any matter that they require to be brought to the Referee's attention, must first bring the matter to the attention of the Steward, who will approach the Referee on the riders behalf. The Referee has the duty to respect the rights of riders who consider themselves unjustly penalised and at the appropriate time must give a reasonable and courteous explanation regarding the decisions made.
- 22.33j The Referee must acknowledge any rider who waits in the finishing zone after a race and hear any grievance.
- 22.33k Any dispute not related to racing is controlled by the Steward of the Meeting under MNZ Manual of Motorcycle Sport.

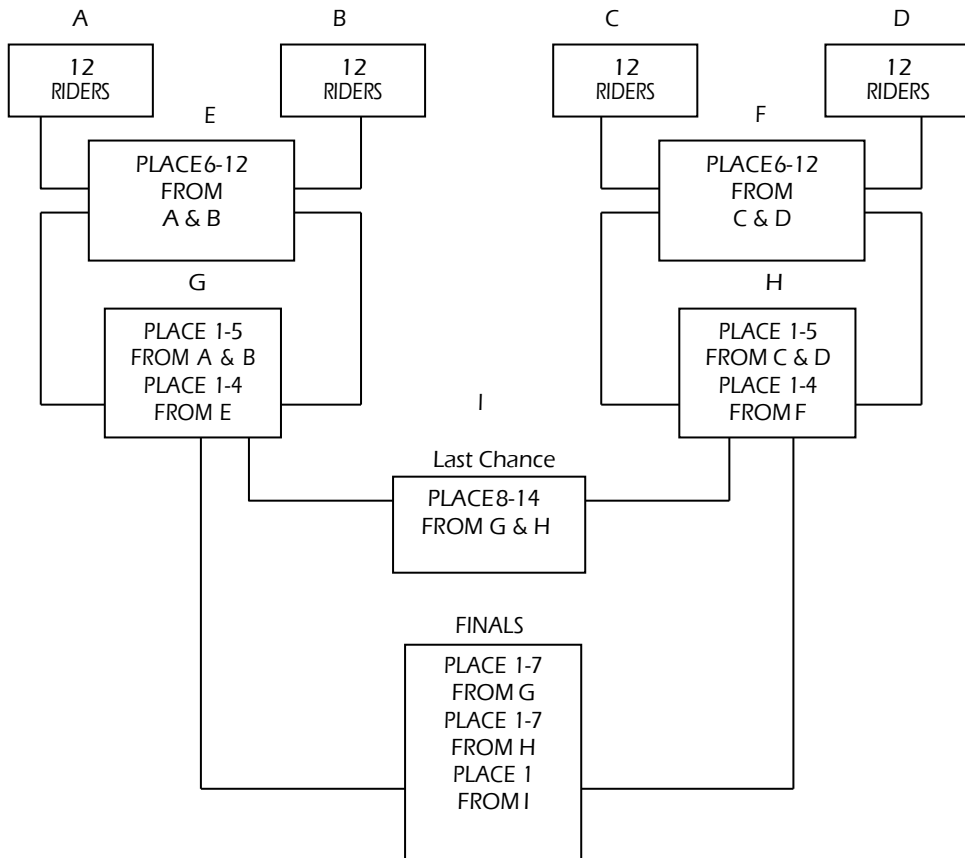
22.34

10 GATE START
MAXIMUM ENTRIES 32 PER CLASS

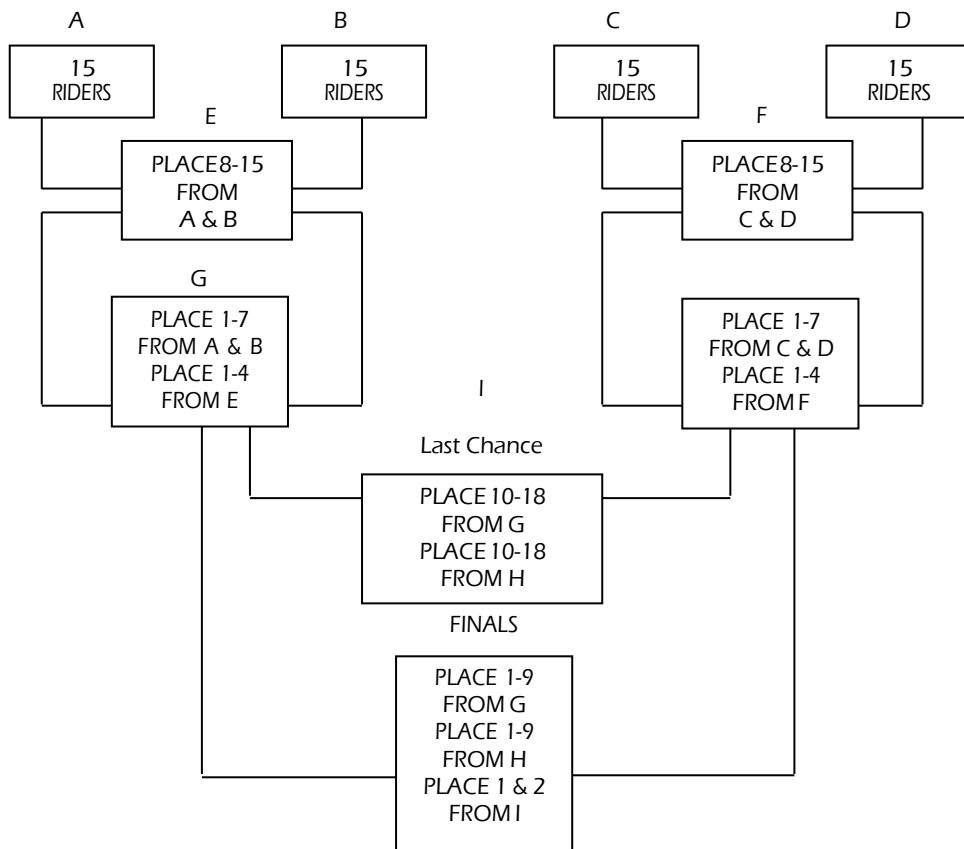


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15 GATE START
MAXIMUM ENTRIES 48 PER CLASS



22.36 20 GATE START
 MAXIMUM ENTRIES 60 PER CLASS



22.37 Should insufficient entries be received to meet one of the formats of 29-33, 34, 35 then a class may be run over a number of heats.

22.38 **Alternative Format:**
 This format gives all riders at least 4 races each and some 5 races. None eliminated at the first round.

NOTE: The groups of riders are mixed up between each other in heats 2 and 3, so the riders are not racing the same riders through the heats. Also this system can be modified for fewer start gates e.g. 12 or 15.

GROUP 1

Group 1
up to 20 riders

Up to 20 riders

Heat 1

Heat 2

Heat 3

GROUP 2

Group 1
Up to 20 riders

Up to 20 riders

Up to 20 riders

Up to 20 riders

10th to 20th overall points scorers in heats to last chance

Top 9 points scorers overall from 3 heats direct to final

Top 9 points scorers overall from 3 heats direct to final

Last chance to qualify for final

Top 2 from last chance to Finals

FINALS

