



## 2019 PROPOSED CHANGES TO THE MANUAL OF MOTORCYCLE SPORT (ROAD)

SUBMITTED BY	RULE #	CURRENT WORDING	PROPOSED NEW RULE	REASON FOR CHANGE
Auckland MCC	2.15	Completed lap: the number of completed race laps is counted as the lead bike (on track) crosses the defined control line(s) at the completion of a circuit of the course.	Completed lap: the last point where the leader and all other active riders, on the same lap as the leader, had completed a full lap without the red flag being displayed.	The current definition would have been acceptable when the red flag was only shown at the Start/Finish line, but as it is now shown all-round the circuit at all points, it means that some riders will be shown as a lap down, when this is not the case. The new wording is the current definition used by the FIM for all MotoGP classes and, as such, should suffice for our events.
Officials Commissioner	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.	If a 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 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. To be a valid Championship 6 entrants must start said event (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". To look after Clubs to have sustainable numbers and stop false entries to make up a championship class.
Road Race Commissioner	NEW RULE in Chapter 6?		There should be a standard starting procedure - 5 lights on; 5 lights off (not a build-up)	Consistent starting of races when using lights

Auckland MCC	6.6c	Competitors shall always be prepared to start in accordance with the programme when called upon to do so. Any competitor late for the start will forfeit his/her chance of competition, or at the discretion of the Clerk of the Course, may be given the option of starting at the Clerk of the Course instruction.	Competitors shall always be prepared to start in accordance with the programme when called upon to do so. Any competitor late for the start will forfeit his/her chance of competition. The only exception to this is for Road Racing on permanent circuits, refer Rule 14.3c. (New Rule)	The current rule is ambiguous. It states “will forfeit” and then goes on to give an alternative to this. As we see it, “will” means it is compulsory. The change will tidy up existing practice and better define how and where it is to be used.
Officials Commissioner	6.21	<a href="#">OPEN DOC HERE</a>	<a href="http://www.mnz.co.nz/docs/default-source/rules/andrew-presant-6-21-2019.pdf?sfvrsn=2">http://www.mnz.co.nz/docs/default-source/rules/andrew-presant-6-21-2019.pdf?sfvrsn=2</a>	
Auckland MCC	6.21	<a href="#">OPEN DOC HERE</a>	<a href="http://www.mnz.co.nz/docs/default-source/rules/amcc-moms-rule-changes-2019-rule-6-21.pdf?sfvrsn=2">http://www.mnz.co.nz/docs/default-source/rules/amcc-moms-rule-changes-2019-rule-6-21.pdf?sfvrsn=2</a>	The current rule is complicated and confusing and therefore subject to various interpretations, which can (will?) lead to appeals both internally within MNZ and possible the NZST. This rule change gets rid of the ambiguity, so will hopefully be clearer than what we currently have. It uses a blend of our current rule and also the FIM MotoGP rules, so should suffice for our needs.
Road Race Commissioner	6.23	Unless otherwise stated points will be awarded 1st – 20th placing as follows: 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.	DELETE	to avoid confusion and enable clarification
Road Race Commissioner	6.28.24	New Rule	Operational handlebar mounted kill switch.	The handlebar mounted kill switch is mentioned in a number of places in the MoMS but not included in the Machine examination list. This improves consistency. (refer 10.16, 13.10 and 18.8d)

Auckland MCC	7.4.2.f	in Road Races where the offence is 'jumping the start' a Time Penalty is to apply as per Rule 14.3b (Road) of the Manual of Motorcycling Sport.	Apply a time penalty as prescribed in Supplementary Regulations or as listed elsewhere in the Manual of Motorcycling Sport (e.g. Rule 14.3b (Road)).	This will enable specific circuit or event related time penalties to be applied by the Steward when required.
Road Race Commissioner	10.2a	Number digits to be of a BOLD type, and as large as practicable – 140mm MINIMUM height, and must be separate (i.e. not overlapping) legibility of numbers to be decided by the Technical Steward – if they are NOT legible from 20mtrs ride by, rider will be directed to re-do the number in a legible, legal form, and will not compete until his/her numbers comply.	Number digits to be of a BOLD type, and as large as practicable – 140mm MINIMUM height, and must be separate (i.e. not overlapping) legibility of numbers to be decided by the Technical Steward <b>or Steward</b> – if they are NOT legible from 20mtrs ride by, rider will be directed to re-do the number in a legible, legal form, and will not compete until his/her numbers comply.	In the event there is no technical steward available, allows the steward to make the decision.
Officials Commissioner	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.	Drive chain or belt guards are required where such drives are not enclosed. Guards must be constructed to prevent contact with the rider or their clothing.	Protect riders from both the primary and gearbox belts and chains.
Officials Commissioner	Delete Chapter 11 from Road and move it to Chapter 12 in Off-Road	Beach Racing		With changes to Road Racing safety gear and crash rules etc it doesn't make sense to keep it in the Road section of the MoMS, nor with the changes to the Officials system.

Road Race Commissioner	14.1d	All machines that crash during practice, qualifying or racing cannot continue that session. At the end of that session crashed machines must be delivered to the machine examiners for re-examination and gear check before re-entering the circuit. Riders that continue after crashing must be reported to the Clerk of the Course. (keep rest of rule)	All machines that crash during practice, qualifying or racing cannot continue that session. At the end of that session crashed machines must be delivered to the machine examiners for re-examination and gear check before re-entering the circuit. A crashed rider should be able to ride his bike back to the pits if this is possible if there is an alternative route not on the race track. Riders that continue to compete after crashing must be reported to the Clerk of the Course.	Allows riders to return to the pits via an alternate route without interfering with racing.
Road Race Commissioner	14.3a	When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track. Any motorcycle that moves in a forward motion whilst under the starters control shall be deemed a jump start. Starters Control ends once the event commences as per rules 6.6a and 6.6b.	When the riders have lined up on the grid they are deemed to be under the starters control at the instant the RED FLAG reaches the side of the track. Any motorcycle that moves in a forward motion when the lights go on shall be deemed a jump start. Starters Control ends once the event commences as per rules 6.6a and 6.6b.	This would give a very small window for a rider to put their bike in gear when the red flag reaches the side of the track but before the lights come on - The intent of the rule is to penalize the rider if an advantage is gained but in practice is applied if there is any movement forward or backward, even if the rider is disadvantaged (moves then backs up/stops)
Auckland MCC	NEW RULE 14.3c (referred to by Rule 6.6c)		At permanent circuits (e.g. Hampton Downs, Ruapuna etc) any rider late for the start will be permitted to start from Pit lane. The Starter will direct the Pit Marshal to release the rider(s) immediately after the field has passed the pit exit road. The rider(s) must enter the track prior to the lead rider crossing the finish line at the end of the first lap.	(Refers to 6.6c as well) The current rule is ambiguous. It states "will forfeit" and then goes on to give an alternative to this. As we see it, "will" means it is compulsory. The change will tidy up existing practice and better define how and where it is to be used.

Officials Commissioner	14.4b	The onus of keeping the pits clear is with the rider's pit assistant and if any unauthorised persons enter a rider's pit and the pit assistant cannot remove the intruder, they must immediately notify the Steward of the meeting. Any breach of this rule may mean exclusion of the rider whose pit is in question. (No protest of this rule will be received).	DELETE 14.4b	Unneeded, outdated, unrequited, confused rule
Road Race Commissioner	14.8	When it is necessary to put an ambulance or other emergency vehicle on the course during a Road Race meeting it must travel in the same direction as the race. The race must be stopped and restarted at a suitable interval as directed by the Steward of the meeting. Prior to the start of any Road Race the Clerk of the Course must brief the attending Ambulance drivers. This briefing must inform the drivers as to when they are allowed on the track, who will give the instruction to go onto the track (eg Clerk of the Course) and what the instruction shall be. Should there be a change of ambulance driver during the event, the briefing must be carried out with the new driver.	<b>When it is necessary to put an emergency vehicle on the course during a Road Race meeting the race must be Red Flagged (stopped) by the Clerk of the Course (CoC) or Steward of the meeting.</b> Prior to the start of any Road Race the CoC or Steward must brief the attending <b>emergency vehicle</b> drivers. This briefing must inform the drivers as to when they are allowed on the track and who will give the instruction to go onto the track. Should there be a change of ambulance driver during the event, the briefing must be carried out with the new driver.	Current rule only allows the emergency vehicle to travel in the same direction as the race. Sometimes a much faster response could be achieved by travelling in the opposite direction depending on the emergency vehicle starting location.
Officials Commissioner	NEW CHAPTER - Formula Classes		See here for full wording: <a href="http://www.mnz.co.nz/docs/default-source/rules/chapter-11-road-(new)-rule-change.pdf?sfvrsn=2">http://www.mnz.co.nz/docs/default-source/rules/chapter-11-road-(new)-rule-change.pdf?sfvrsn=2</a>	These are commonly used classes that currently require Supplementary Regulations. By adding them to the MoMS then this is no longer required. It has been proposed that the current Chapter 11 Beach Racing be moved to the Off-Road section so this new Chapter could become Chapter 11 Road. These are very old classes used by many Clubs - originally from the 1980s and 1990s, commonly called F1, F2 and F3.

Auckland MCC	Appendix A; Sidecar Road Racing	There shall not be a championship for Formula 2 machines until such time that there are sufficient machines to warrant a separate award. In terms of this clause "sufficient" shall be deemed to be 10 or more machines.	Although Formula 1 and Formula 2 sidecars will be run in the same race, they will be recognized and scored separately for championship points. Awards will only be presented in the Formula 2 class for 1st place until such time as there are 6 or more Formula 2 machines entered at which point a full podium will be awarded.	The rest of the world is moving away from 1000cc F1 sidecars in favour of 600cc F2 sidecars e.g. IOM, BSB, European Championships etc., are all now 600cc events. We need to promote, encourage and grow this class. It is also a cheaper entry level class that is easier to get involved with. We lost two F2 sidecars to Australia this year as they have separate championship. We currently have 5 active F2's in the North Island. This rule change will encourage the existing 5 to enter all national rounds and encourage more to come aboard. The Suzuki International Series is already recognizing and scoring F2 separately and awarding full podium awards and prizemoney. They had 12 x F1 and 5 x F2 sidecars on the grid in 2018.
Road Race Commissioner	Appendix C, Para 2	This class allows for New Zealand distributors of sports production machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine setup but within the confines of rules to suit New Zealand market conditions. Superbike Motorcycles require an MNZ homologation. (keep rest of rule)	This class allows for New Zealand distributors of sports production machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine setup but within the confines of rules to suit New Zealand market conditions. <b>Senior competitors aged 16 years and over may compete in the Superbike class. In special cases approval may be granted for a competitor aged 15 years by the Road Race Commissioner on an individual basis.</b> Superbike Motorcycles require an MNZ homologation. (keep rest of paragraph).	Set a minimum age limit for the Superbike class

Road Race Commissioner	NEW RULE Appendix E, Rule 15a		15 The following OEM parts may be replaced: a) For Yamaha MT07 LAMS model, air intake hoses may be replaced with OEM part numbers: Right hand 1WS-1446C-00 Left hand 1WS-14469-00	Allow Yamaha MT07 LAMS air intake hoses to be derestricted in a controlled manner (not cut up etc.)
Road Race Commissioner	Appendix F, Paragraph 3	This class allows for New Zealand distributors of Supersport machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions. As the name Supersport implies, the machines used are allowed limited modifications. Discipline Specifications: (keep rest of rule)	This class allows for New Zealand distributors of Supersport machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions. As the name Supersport implies, the machines used are allowed limited modifications. <b>Senior competitors aged 16 years and over may compete in the Supersport class. In special cases approval may be granted for a competitor aged 15 years by the Road Race Commissioner on an individual basis.</b> Discipline Specifications: (keep rest of rule)	Set a minimum age limit for the Supersport 600 class
Road Race Commissioner	Appendix H, Rule 7a (updating grammar)	Front suspension, springs and internal components, (Propriety internal modifications are allowed to base and mid valve shim stacks) OEM cartridges, cartridge rods, pistons and adjuster needles must be used without modification. Emulator type valves maybe fitted. External appearance must remain unchanged, full cartridge kits may not be used. Oil type and amount is open.	Front suspension, springs and internal components. Propriety internal modifications are allowed to base and mid valve shim stacks. OEM cartridges, cartridge rods, pistons and adjuster needles must be used without modification. Emulator type valves maybe fitted. External appearance must remain unchanged, full cartridge kits may not be used.	Is confusing riders & machine builders. Point 7 says "Modifications Allowed" but then 7a appears to say "must be used without modification". It looks like a full stop is missing at the end of the bracketed piece and "OEM" should be the start of a new sentence. Removing the brackets & separating these 3 sections into sentences clarifies and restores the original intent of this rule change.

Road Race Commissioner	NEW RULE Appendix H, Rule 7u		REAR SUSPENSION, the rear shock SPRING may be changed to suit rider weight and preference. Any sizing adaptor collars to fit oversize springs must be of sound construction and MUST centralise the spring. Fitting integrity and safety of retainer collars must match standard spring fitment overlap. Dual springs in series prohibited. The rear damper must be oem for the bike and the correct part number. Modification to length prohibited, the damper may not be opened or drilled to allow internal modification in any way.	Allow rear suspension modification
Road Race Commissioner	Appendix I, Rule 1	Twin cylinder four stroke engines from 260cc up to 325 cc. Or single cylinder four stroke engines from 260cc to 380cc	Twin cylinder four stroke engines from 260cc up to 399 cc with the ability to limit power output and or add weight to balance the performance between models. Or single cylinder four stroke engines from 260cc to 399cc	To try to keep in line with Supersport 300 F.I.M class rules and to maintain public interest by using models of motorcycle that are currently on the market
Road Race Commissioner	Appendix I, Rule 7n	Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Ignition maps are free to change.	Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of re-flashing. Fuelling may also be modified by this method.	To clarify the current rule that flashing of the ECU is common practice and legal.
Road Race Commissioner	Appendix I, Rule 7m	Carburettor jetting and slides. Fuel injected machines may run specific "plug and play" engine controllers.	Carburettor jetting and slides. Fuel injected machines may run specific "plug and play" engine controllers to modify fuelling and ignition timing.	To clarify the rule and update to current technology. The commonly used device has a function to modify ignition timing and it was not clear if this was allowed or not.


