

22 ROAD RACING

- 22.1 The Clerk of the Course or his/her nominee shall organise a briefing session and give written instruction to all Flag Marshall's before the meeting to inform of the conduct of their duties with particular reference to rules 6-19, 22-7, any potential danger areas peculiar with the track and their position within the organisation with particular reference to access to the Clerk of the Course, communications, First Aid and other support groups.
- 22.1.1 If during practice or racing a competitors machine malfunctions or becomes disabled for any reason and the competitor is unable to continue racing s/he must hold their line until it is safe to move as quickly and as safely as possible from the track. The machine must be parked as far from the track as practical and the rider should move to the safest available position.
- 22.2 Practice will be under the control of club officials who will notify competitors of practice times.
- 22.2.1 Massed start practices are prohibited. Competitors must be dispatched in small numbers at intervals.
- 22.2.2 A "CHECK HELMET STRAP" sign shall be displayed to competitors on the dummy grid immediately prior to the start of every race or official practice. The sign will be properly sign written, black letters on yellow, and be of minimum size 60cm x 40cm.
- 22.3 Where grid style start is used, a minimum distance of 1.8m must be left between each row of the starting field.
The maximum number of machines on each row of the grid shall be solo 4; sidecar 3.
- 22.4 Any repairs or replacements during the race other than in the pits must be done by the rider only and any outside assistance may result in immediate exclusion.
- 22.4.1 Signals may be given to a competitor from their pit assistant.
- 22.4.2 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).
- 22.5 FUEL: See rule 10.17.
- 22.6 At the discretion of the organising club, trials universal and trail tyres may be used for closed club road racing events.

22.7 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.

22.7.1 Long Distance Events (60 minutes or longer).

In the situation when an Ambulance is required to attend an incident during the Endurance Race Rule 22.7 applies.

Procedure:

An Emergency Vehicle will be deployed from Pit Lane with Red flashing lights on. Riders MUST queue in single file in the order they arrive at the Emergency Vehicle.

An Ambulance Flag and a waved Yellow flag will be displayed at each Flag Marshall Point. An ambulance will be deployed from the nearest point to the incident. All competitors are to slow immediately and fall in behind the Emergency Vehicle in single file, in the positions they arrive. No passing is allowed during the period of the ambulance/waved yellow flag. Pit lane is open during ambulance/waved yellow flag period. Competitors who chose to enter pit lane during an emergency vehicle period must rejoin at the back of the single file queue.

Pit lane speed limits must be observed.

The emergency vehicle will continue to lead the competitors until the incident is cleared and the ambulance has left the racing circuit.

When racing is to recommence, the emergency vehicle will turn the flashing roof lights off on the Back Straight. The emergency vehicle will pull into the pit lane entry on the completion of that lap, but the race will not restart until the Green flag is shown to competitors at the start finish line. There is to be no passing until the Start/Finish line has been crossed and the pace of the re-start is to be dictated by the Bike in front.

In the event of a race stoppage the procedure will be:

Red Flags will be displayed at strategic points around the circuit.

All competitors still running will continue on the current lap, at a Safe considerably reduced speed to the pits. Competitors must enter pit lane and proceed to their respective pit area, but the Motorcycle MUST remain in Pit Lane and not be taken into the garage area.

No tyres, fuel or repairs may be carried out.

Tyre warmers may be put on the bikes only.

The same rider must be on the same bike for the restart as was on the machine at the time of the race stoppage.

The restart will consist of 1 warm up lap, followed by a green flag standing start at the Start finish line.

22.8 Road Race Championships:

- 22.8.1 Clubs may apply to cater for solo and/or sidecar classes. The Road Race Commission shall recommend which clubs shall run the Road Race, Grand Prix and Tourist Trophy championship events.
- 22.8.2 The Road Race Commission and event organisers shall determine the number of races each class shall race at each round of a Championship event. Each race must take place provided that ten entries are received by the closing date for normal entries.
- 22.8.3 The Road Race Commission and event organiser shall determine each race distance at each event.
- 22.8.4 Official practices for National Championship points races must be a minimum of two ten minute sessions for each National Championship class. Official Practices to be run the day before the National Championship points races. Combining of classes shall be at the discretion of the Clerk of Course, the riders representative and the Steward of the meeting.
- 22.8.4.1 For National Championship Road Races, clubs shall provide scrub or sighting sessions for each class, prior to the commencement of the race programme on race day. Classes may be combined at the discretion of the Clerk of the Course.
- 22.8.5 Entry forms, acceptance forms, programmes must clearly indicate which races are the points races. This also applies for TT and GP titles. A copy of each of these forms must be sent to the MNZ Office, Road Race Coordinator, and Regional Coordinator.
- 22.8.6 An official list of road race numbers will be compiled separately for each class. Only numbers 1-99 will be issued. Numbers 1-10 will be reserved for those riders finishing in the top 10 places in the previous years championship and must not be issued to any other riders. The official list is to be sent to all clubs and Regional Coordinators including addresses of the competitors.
- 22.8.7 Entry forms are to be sent to all official road race number holders no later than a month prior to the closing date of entries.
- 22.8.8 Points are awarded for 1st to 15th placings as follows:25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 22.8.9 Championship Points: To gain points and or remuneration/reward or acknowledgement in a National Points Road Race the competitor must complete 65% of the distance covered by the winner and cross the finish line under the chequered flag.
- 22.8.10 Remuneration/reward/acknowledgment is to be awarded to place finishers in each national championship road race by the way of prize money, trophies or product.
- 22.8.11 Road Racing Tourist Trophy and Grand Prix titles shall be competed for during the same period as championship events.

- 22.8.12 Tourist Trophy and Grand Prix classes will be those as detailed Appendix D together with any additional classes which may from time to time be deemed appropriate by the Commissioner.
- 22.8.13 Grid Positions will be determined by one of the following two methods.
- a. Where a reliable lap scoring/timing system is available, lap times recorded in practice will determine grid positions for Championship races.
 - b. Where a lap scoring/timing system is not available, grid positions for Championship races will be determined, for the first race of every year, on the official results of the previous years Championship finishing top ten place getters, or at the discretion of the Road Race Commission Representative. The grids for the following Championship races will be allocated on the accumulated points as at the start of that race, or at the discretion of the Road Race Commission Representative.
- 22.8.14 For all Road Race Championships, live motor starts shall be employed.
- 22.8.15 Before competing in a Street Race or National Points Road Race meeting in any Championship class, a rider must have competed in at least three lower road race circuit events. Proof of this shall be from entries in the riders log book. Only senior licence holders may compete on street circuits.
- 22.8.16 a. 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 rider who anticipates or jumps the start from that instant will be penalised regardless as to the actions of the other riders, unless the race has a full restart. Anticipation of the start is defined by the spindle of the front wheel of the motorcycle crossing the line which marks the front of the riders grid position, before the signal to start is displayed. The meeting Steward will decide if the penalty is to be imposed and must arrange for notification of the penalty no later than 5 laps after the start.
- b. Road Race: A time penalty of 20 seconds to apply to any rider jumping the start, this penalty to be added at the end of the race. A board will be shown during the race with the competitors number and the 20 second penalty stated.
- 22.9 STREET CIRCUIT APPROVAL. Where a club is proposing to hold a street circuit road race meeting, a fully detailed plan of the circuit, clearly describing catch fencing and spectator safety barriers must be submitted to the MNZ Office no later than 3 months prior to the intended date of the meeting. If necessary the Commissioner will arrange for an inspection of the circuit prior to the issue of the permit to ensure that the proposed safety requirements are adequate.
- 22.9.1 The granting of permits for all street circuit road races will be subject to the approval of the Commissioner.
- 22.10 Road Race Championship Classes See:-
Appendix A – Superstock; Appendix B – Superlite; Appendix C - Superbike;
Appendix F – 650 Pro Twins. Appendix G – Supersport, Appendix H – 125GP

250 Mono and Appendix I - Prolite

All technical and eligibility rules will be set by the Road Race Commission and published as an appendix to the Manual of Motorcycle Sport Competition Rules. The Road Race Commission shall have the power to vary these rules where necessary by notifying all competitors of the change. The Road Race Commission shall rule on any rule interpretation during the season and notify all competitors.

- 22.10.1 Sidecar Passenger Championships: The points will be awarded in principle to the drivers. However, the passengers will also be classified and receive awards in the final classification together with the driver provided they have participated together in more than half of the meetings counting for the championship and gained whilst together more than 50% of the total points awarded to the driver. When trophies / medals / ribbons are awarded one must also be provided for the sidecar passenger.
- 22.10.2 Endurance: Championship. To qualify as a national title race, the race distance shall be a minimum of two hours duration.
- 22.10.3 Turbocharging and supercharging shall not be allowed, except for rule 25-4-7 where turbo or supercharging be allowed, where fitted as original specification equipment to the base motorcycle in question. The capacity of rotary engines shall be determined by the formula approved by MNZ.
- 22.11 SUPERSPORTS
- 22.11.1 A National championship for sport production road racing shall be contested for 600 Sports Production
- 22.11.2 All technical and championship rules shall be set by the road race commission. These shall be published as an appendix to the Manual of Motorcycle Sport. The road race commission shall rule on any rule interpretations during each season and notify all competitors.
- 22.12 STREETSTOCK
- 22.12.1 The minimum age limit for Streetstock racing shall be 13 years.
- 22.12.2 Streetstock shall be a restricted class of road racing, under the following conditions:
1. The maximum size is 150cc; re boring to Maximum over size of 0.50mm is allowed. The motorcycles are mass produced road/sports models and are not 125GP bikes
 2. Where the rider does not have a current driving licence, that rider shall receive motorcycle riding lessons and a minimum of one full days coaching of road racing with an approved coach prior to racing.
- 22.12.3 Streetstock is open to any street type road registerable mass production machine up to 150cc of any make available or sold or on sale in New Zealand, in standard specification, except for carburetor jetting and external gearing. 2 strokes stock standard, 4 strokes some modifications are permitted "Original

camshaft may be ground, proprietary carburetor kit may be fitted” and exhaust pipe upgrade (95dBA)

This class will exist for production-based machines to be raced in a competitive environment, with some freedom for machine set up but within the confines of rules to suit the New Zealand market conditions.

All junior competitors in the road race event are to wear a high visibility vest to be worn over their leathers for the first 10 events at which they compete.

Proof of these events will be from entries in their logbook.

- 22.12.4 Preparation of Motorcycle
Street stock road races are to be prepared in accordance with Chapter 10. In instances of wear and tear damage or failure, parts may be replaced but must not derive a performance advantage.
Brake lines and brake pads.
- 22.12.5 Fuel
Refer to rule 10.17.2
- 22.12.6 Machine Specification
All items not mentioned in the following article must remain as originally produced by the manufacturer for the homologated machine.
- 22.12.7 Frame Body and rear sub frame
All motorcycles must display the manufacturer’s vehicle identification number on the frame. Additional seat brackets may be added but none may be removed. Bolt on accessories to the sub frame may be removed.
Polishing of the frame or sub frame is prohibited. Paint scheme open.
- 22.12.8 Suspension
The inner and outer front fork stanchion must remain standard.
Only springing an oil may be changed. No emulator valves or modifications to damping mechanisms are permitted.
Rear shock and all linkages must remain standard
- 22.12.9 Wheels
The speedo drive may be removed and replaced with a spacer.
- 22.12.10 Tyres
- a) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.
 - b) No specialist rain / wet tyres allowed, even if E or DOT marked. No modification or treatment of the tread or carcass is permitted
 - c) Front and rear tyre sizes fitted must conform to the tyre Manufacturers specifications for the rim sizes fitted to that homologated model.
 - d) Tyre warmers are not allowed.
- 22.12.11 Items that may be replaced but maintain original dimensions and fitment points
Footrests/foot controls
Handle bars

Hand controls
Clutch and brake levers

- 22.12.12 Fairings
Fairing, front guard, windscreen and bodywork must retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy.
Carbon fibre is restricted to the reinforcing parts only, carbon fibre cannot be used elsewhere. Small plastic cones/knobs may be added to the machine to minimize accident damage.
All exposed edges must be rounded.
- 22.12.13 Seat
Seat and seat base and associated bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat.
- 22.12.14 Fuel Supply
Fuel lines may be replaced Quick connectors or dry break quick connectors may be used. Fuel line vents may be replaced fuel filter may be fitted.
- 22.12.15 The following item may be replaced Base and head gasket with Standard parts, must retain original thickness.
- 22.12.16 The following may be removed Licence plate brackets and guard toolbox speedometer.
- 22.12.17 The following must be removed or altered. Horn, licence plate bracket, Tool box, speedometer, passenger footrests, passenger grab rail, passenger footrest mount brackets, Chain guard.
- 22.12.18 Fasteners
Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type.
Titanium/aluminium fasteners may not be used.
- 22.12.19 The following items must be altered or removed. Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebars (with in reach of the hand while on the hand grips) that is capable of stopping a running engine. Throttle controls must be self-closing when not held by the hand.
Safety bars, centre and side stands must be removed (fixed/welded brackets must remain)
Headlamp, rear lamp, blinkers must be removed.
Where Breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted fitted.
- 22.12.20 Additional equipment not on the original motorcycle may not be added, except for an aftermarket temperature gauge