6 CONDUCT OF COMPETITIONS

6.1 Prior to the start of any event a riders briefing shall be held and is compulsory for all riders to attend. Competitors who take out a competition licence for the first time at an event may be given an additional briefing by the steward and the competitors machine will be examined to see that minimum requirements have been met. A penalty may be imposed by the steward on any rider who fails to attend any briefings that are required during the course of the event.

6.1.1 All clubs and sports bodies holding motorcycle competitions under the jurisdiction of MNZ must provide first aid equipment and approved, efficient fire extinguishers in the pits and at strategic positions on the course. The club official in charge of the meeting must notify the Steward and officials before the start of the meeting of the whereabouts of the first aid and fire fighting equipment.

6.2 All accidents involving hospital attention for any person occurring at a race meeting must be reported in writing, accompanied by the competitors licence/logbook by the Steward of the meeting direct to the MNZ Office. It is the riders responsibility to produce a certificate of clearance from a Doctor or qualified medical person to the MNZ Office before competing in future events. The competitors licence and log book will then be returned to the competitor.

6.2.1 Where a concussion has occurred, an automatic stand down period of 21 days shall apply.
Where a competitor has three concussions in one season, the rider is required to obtain a clearance from a neuron-surgeon or similar medical specialist before competing in any future events. The competitors log book will be returned to the rider when a medical clearance certificate has been received by MNZ.

6.2.2 No meeting shall be held unless a person trained in first aid is in attendance. It is recommended that a medical doctor be in attendance at road races.

6.3 Adequate toilet facilities must be provided for competitors and spectators at all competitions.

6.4 A Riders Representative shall be elected at or prior to riders briefing to be available to represent the interest of riders to the Steward of the Meeting on questions of safety, or other matters involving the welfare of competitors, to attend any protest meetings as required under Chapter 7 of these Rules and to be available for a period up to thirty minutes after the completion of the days racing. In any event where a Riders Representative is a party to a matter being protested a substitute will be appointed by the Protest Committee. Members of the protest committee will be announced at the riders briefing. In National Championship and Major events the Riders Representative will not be a member of the Organising Club.In Cross Country and Enduro Championships and major events, two rider representatives may be appointed, one a riding

competitor and one non-riding person. The two must work together for the benefit of the riders as above.

6.5 The order of starting in a competition shall be laid down in the Supplementary Regulations or the programme.

6.5.1 The Clerk of the Course, together with the Secretary of the meeting, shall have the power to change the order of the events as shown on the official programme, subject to all competitors being notified prior to the start of such change.

6.6.1 There shall be six methods of starting:
Standing Start: When the motorcycle or motorcycles concerned start from a stationary position on the starting line with the engine stopped.

Flying Start: When the motorcycle is in continuous movement up to and across the starting line from a point beyond such line.

Rolling Start: A flying start in which the speed of the motorcycle up to the starting line is regulated, e.g. Pace Car/**Safety Car**.

Clutch Start: When the motorcycle is started from a stationary position on the starting line with the engine running.

Le Mans Start: When the motorcycles are parked with engines stopped on one side of the track, angled in the direction of the race, **and on the start signal the riders sprint to their machine** from an appointed position on the other side of the track immediately opposite their motorcycle. The parked machines may be held in readiness by assistants.

Non-Speed Events: Organisers will release riders in small groups, massed starts are NOT permitted.

6.6.2 In all events where a flag is used for starting the flag shall be held in a stationary position overhead and the event shall start by a drop of the flag.

6.6.3 The use by the Starter or by the Judge of mechanical appliances for facilitating starting, or recording finishes, is permitted provided that such apparatus has first been approved by MNZ.

6.6.4 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.

6.6.5 The number of starters unless otherwise stated shall be limited only by the conditions of the track and consideration of the competitors and public.

6.6.7 Starts may be arranged in heats. A rider must start in the heat allotted to him, or for which he/she is qualified. The Clerk of the Course may merge heats if the number of entrants present at the start or other conditions warrant him doing so.

6.6.9 Any competitor starting before his/her time may be penalised and for any repetition of the offence may be excluded from that event, or otherwise punished. **For Road Racing see Rule 22.8.16b.**

6.6.10 Any mechanic or mechanics assisting a competitor to start in a race must leave the track immediately the competitor has started.

6.6.11 **Before a race has been started, all officials must leave the track with the exception of the starter, flag steward and lap scorers who must be in a safe secure area.**

6.6.12 All questions as to starting shall be at the absolute discretion of the starter/**Clerk of the Course** who shall have full control of all riders when they are on the mark for starting.

6.6.12a Where remote structures (lights etc) are in place for starting the race may be started away from the start line after clearance from the official at the start line area.

6.6.13 A `Check Helmet Strap' sign shall be displayed to competitors on the 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 a minimum size 60cm x 40cm.

6.6.14 At all MNZ sanctioned events approved design helmets will be worn when any rider or passenger is astride a machine which is in motion, whether these be 2,3 or 4 wheeled, except for the official "Ride By", which precedes the racing proper. This will take place at a slow and sedate speed behind the Start Car for Road and Street Racing, and behind a responsible person for all other events. Any rider guilty of abusing this "ride by" with inappropriate riding style such as wheel stands and jumps, can, at the discretion of the Steward, be banned from competing at that meeting and no entry fee will be refunded. **Approved AG helmets may be worn by officials as they go about their duties at events.**

6.6.15 Organisers will use a 10 and 5 starting board or clock for starting Motocross, Miniature TT, Junior & Mini Motocross starts.

6.7 In races run in heats, at least the first and second placed competitors shall start in the final. When considered necessary by the Clerk of the Course, semi-finals shall be run. **In any classification dead heats for first, second or third place the prizes shall be awarded in order of the rider with the fastest lap for that race.**

6.7.1 In the event of a tie in the number of points at the end of a series, the final positions will be decided on the basis of the number of best results in the series (number of first places, number of second places etc.). If a further tie exists, it will be decided in the following order, by the better placing in the last, in the last but one, or in the last but two results counting towards the series in question, etc. If a dead heat still exists the riders concerned shall divide among themselves any awards according to their placing.

6.8 Should a competitor have the misfortune to break his/her machine or disable it in a heat, owing to an accident caused by another competitor, the Clerk of the Course shall have the option of allowing such competitor to start in the next heat of the same event or in the final heat.

6.8.1 Every competitor whose machine becomes disabled must where possible remove his/her machine to the side of the course.

6.8.2 If a machine is disabled in the course of a race or heat the competitor shall be allowed to use another machine in other races subject to re handicap but not to ride another machine during that particular race or heat. **For Road Racing see Rule 6.13a.**

6.8.3 A competitor may not, under the penalty of exclusion, receive any outside assistance during the race. Assistance in pushing off at any stage other than a pit stop may immediately exclude the competitor. The Steward may allow a competitor to have a pusher during starting.

6.8.3.1 Assistance of a Junior/Mini Competitor
This is limited to lifting a fallen rider and machine. This includes placing the machine in the correct direction of the race in accordance with 6.8.4. No outside pushing is permitted to assist the rider.

6.8.4 Riding or pushing a machine in any but the race direction on the course must be a cause for instant exclusion.

6.8.5 A competitor in full safety gear may push their machine over the finish line on the last lap under the chequered flag, at the discretion of the Steward of the meeting. This Rule does not apply to Road Racing; refer rule 22-1-1.

6.9 No entrant or rider shall change motorcycles during a race unless the change is authorised in the supplementary regulations.

6.9.1 For Enduro or Trials a race means the competition of the day.

6.10 When overtaking, the onus is on the overtaking competitor to overtake without causing interference to the overtaken competitor. Any competitor guilty of foul or unfair riding shall be excluded, suspended, disqualified or otherwise punished.

6.10.1 Riders who miss a peg must return to the place that they ran off the track and go around the peg they missed. Any rider who misses a peg and does not return to the track where they left it may be penalised.

6.11 Any competitor guilty of a) careless riding, b) remaining on the track after being ordered off by the Stewards, c) racing in the interests of another competitor, d) refusing to start in a final heat when ordered to do so, e) or of any other conduct which the officials consider to be dishonest or illegal, may be punished by fine, exclusion, suspension or disqualification.

6.12 If refueling is necessary, the machine must be refueled at the allotted pit and NOWHERE ELSE. CONTRAVENING THIS RULE ENTAILS INSTANT EXCLUSION.

6.12.1 Refueling pits will be provided at a convenient spot near the starting point for each competitor who is to make provision if refueling during the progress of a race is necessary.

6.12.2 All machines must be stationary with engine stopped before the fuel cap is opened.

6.12.3 A rider may have any type of refueling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets supplementary regulations for the meeting.

6.12.4 The provision of a suitable fire extinguisher is recommended in each riders pit.

6.12.5 SMOKING IN REFUELING PITS IS ABSOLUTELY FORBIDDEN BY ALL PERSONS.

6.12.6 Any club holding a meeting shall have power, after consultation with the Steward of the Meeting, to declare a race void, when, in their opinion, such race has been `faked'. Such decision shall be final as to the meeting in progress, but an appeal therefrom will lie to the Board of MNZ. If any race is declared void by the Board on appeal, it shall be optional on the club's part to return entrance money in such race.

6.12.7 Any person who shall promote, enter for, ride in or officiate at, or in any manner whatsoever take part in a competition not organised or held in accordance in all respects with these rules, or who shall become disqualified or suspended by the governing body of any sport recognised by MNZ shall be disqualified or suspended.

6.12.8 Disciplinary action will be taken against riders who enter an event, then without notice to the club, ride elsewhere at another meeting on the same day.

6.13 Should it be necessary to stop a race due to an accident or if climatic or other conditions make it hazardous to continue, a red flag will be displayed by the steward, or **Clerk of the Course,** at the finish line. A minimum of 3 (three) more red flags are to be displayed simultaneously around the circuit, one of which shall be the last flag point before the finish line. In addition, all flag points not displaying red flags are to wave yellow flags. Upon sighting the red flag riders are to cease racing immediately and, after passing the finish line red flag complete 1 (one) further lap at touring pace before returning to the pit lane, or the safest point on the track at the discretion of the **Clerk of the Course** (this point to be announced at riders briefing), where they will stop and await further instructions.
The decision to stop a race for whatever the reason can only come from the Steward or the Clerk of the Course. For climatic reasons the race can only be stopped once. **When a race has been stopped immediately any result or decision is based on the race order of the previous lap then** the number of laps referred to in A and B is the number of laps effected before the lap in which the race is stopped.

A. If two laps or less are completed:

a. The original start shall be declared null and void.
All riders taking part in the original start shall be allowed to restart either on the original machine or on another machine provided it has been approved as fit to race by the machine examiners. The restarted race shall be for the full race distance and the original grid positions will be used. The place of any motorcycle unable to take part in the restart shall be left vacant.

b. If it is not possible to restart the race, no points will be awarded towards the championships.

c. In all cases where a restart takes place, **this will be within 30 minutes after the initial race has been stopped.**

B. If three or more laps but less than two thirds of the race distance have taken place.

a. The race shall be considered to be more than one part. The race positions at the end of the lap preceding the stopping of the race **will be the grid positions if a restart takes place.** In all cases where a restart takes place, this will be **as soon as possible after the previous part has been stopped.**

b. The distance of the restarted race will be that required make up the initial full race distance.

c. Only those riders who have accomplished at least 65% of the laps realised by the first rider of the preceding part will be authorised to restart. **Machines can not be replaced.**

d. Half points will be awarded to each part. If it is impossible to restart the race, half points only will be awarded towards the championship.

C. If two thirds of the race distance is completed:

a. This shall be declared a full race. The finishing order shall be at the end of the lap preceding the stopping of the race.

b. Full championship points will be awarded.

ALL OTHER EVENTS

Once a race has been started it may not be stopped unless the Steward of the meeting considers it dangerous to continue. The Steward of the meeting shall stop the race by exhibiting the red flag. The Steward of the meeting shall be the only official authorised to display on his/her own responsibility a red flag during the course of the race. The Steward may, however, delegate the authority to use the Red and Black Flags to a competent official. On a circuit where there is radio communication at the various signalling points, the Red Flag may be used where such a point is in full radio or telephone communication with the Steward of the meeting or his/her appointed delegate.

Should a re-run take place, only those competitors who started in the original start will be allowed to compete. Any rider that has retired from or is excluded from a race which is ordered to be re-run shall be ineligible to take part in the re-run. Should race conditions deteriorate through a cause other than an accident and it is unsafe for the race to continue for the full number of laps or time and it is unlikely that a re-run would be practicable, the finish flag will be shown to all competitors.

If the race leader at the time of stopping has completed more than fifty per cent (50%) of the total number of laps or time, the race shall be declared finished and the places as at the last completed lap prior to the stopping of the race will be declared as the final result.

6.15 Lap scoring boards or charts are compulsory at all race meetings and must be available for examination on demand by MNZ.

6.15.1 Unless otherwise stated points will be awarded 1st – 20th placings as follows: 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

6.16 A list of unpaid fees, fines, etc., shall immediately after the meeting be forwarded by the Secretary of the Club holding the meeting to the MNZ Office, who shall record such information in a register to be kept for that purpose and shall forthwith notify every affiliated club to that effect, and by whom owing. No clubs shall allow any competitors to enter or compete in any event until all monies owing by them have been paid and until such payment they shall be deemed to be excluded, suspended or disqualified.

6.17 Each competitor is responsible for the safe keeping of his/her machine, fuel, oil and spare parts and tools.

6.18 The distribution of prizes shall not commence until 30 minutes have elapsed after the publication of the results of the competition.

6.18.1 When prize money, whether advertised or not, is competed for all prize monies won shall be paid within one calendar month of the event being held. Should a club fail to pay prize money within the stipulated period, an aggrieved competitor shall have the right to directly appeal to the MNZ. A club failing to subsequently pay prize money when called upon by MNZ to do so, or not offering a satisfactory explanation for refusing to pay, may be refused permits for further meetings.

6.18.2 The following flags will be recognised as the standard colours to be used as signals to riders during a race:

Green:	Start
Red:	All riders stop racing.
Yellow:	Held Stationary – SLOW DOWN – Proceed with caution. No overtaking until danger area is passed. Sidecar riders-this could also mean your passenger is in difficulties.
Yellow:	Waved – SLOW DOWN NOW – Proceed with extreme caution. No overtaking until the danger area is passed, be prepared to stop.
For MX & SX:	Whether the yellow flag be stationary or waved: this means no jumping at all.
White:	Last lap.
Black:	Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.
Black and White Check:	Finish for all riders.
Red and Yellow Stripes:	Oil on course.

White flag with Red Cross:	Ambulance on course, proceed with caution.
Black with Orange Centre:	Road Race Only: Machine to be removed from the circuit immediately. The rider's number must be shown on a board at the same point as the flag is displayed.
Black and White Stripe:	Oval Track Only, Competitor under protest. The rider's number must be shown on a board at the same point as the flag is displayed.
Blue Waved:	SX Only. Warning you are about to be lapped.
Blue Waved Road Racing:	Overtaking signal warning rider is about to be overtaken.
Blue Held Stationary Road Racing:	Indicates that competitor is soon to be overtaken.
Purple:	MX Protest Flag.

Flags must be a minimum size of 24" x 24" (600mm x 600mm).

6.18.3 Yellow Flag – During the first lap of practice for each class the yellow flag is to be held stationary by each flag marshal, and riders must not jump while this flag is displayed.

6.18.4 A white flag will be shown to each competitor when the race leader starts the last lap of the race. Does not apply to Cross Country, Enduro and Trials events.

6.18.5 A black and white chequered flag will be shown to each rider when he/she has finished the race.

6.18.6 The finish line must be defined on any race circuit. If not permanently marked then between two defined coloured pegs and to be advised at briefing.

6.19 Failure to observe flag instructions and signals renders riders liable to fine, exclusion, relegation, suspension or disqualification.

6.20 MACHINE EXAMINATION

Competition Motorcycle Requirements (See further rules in Chapter 10)

1. Motorcycle must be presented in a clean and tidy condition.
2. Clear numbers on motorcycle as per the rulebook.
3. Handle bar levers must have ball ends.
4. Efficient muffler must be fitted.
5. Secure foot rests spring loaded.
6. Support stand must be removed for Motocross and Supercross.
7. Check wheel bearings (any sideways movement a replacement is required).
8. Check brake pads for wear (replace if in doubt).
9. Check for broken or loose spokes.
10. Check swinging arm bearings (any movement alters chain line).
11. Check condition of tyres and tyre pressures.
12. Check sprockets and chain adjustments.
13. Check steering head bearings.
14. Check handle bars for security and blocked ends.
15. Check for loose bolts all over motorcycle.

16. Handle bar protectors of metal are not permitted for Island or NZ Supercross or Motocross title events.
17. Loose handle bar grips (must be glued or wired on).
18. Throttle return (must be snap free return).
19. Kill switch stop assembly (must be fitted to ATV models).
20. Check frame stress points for cracks or other damage.
21. Drain plugs / oil filter retaining bolts to be wired (Road Race).
22. Breather pipes.
23. Wheel bearings.
24. Secure number plates.
25. Secure fairings.
26. Check steering locks.
27. Check steering dampers.
28. Nerf Bars fitted to ATV for Motocross, Speedway & Miniature TT (as per rule 11.2.9).

6.21 INTOXICATING LIQUOR & DRUGS

6.21.1 MNZ condemns the use of alcohol and doping practices in the sport of Motorcycling.

6.21.2 For the purposes of this rule 6.21 a "participant" includes any competitor, assistant, pit crew, mechanic, coach, trainer, team leader, medic or paramedic or official.

6.21.3 No participant and/or Member of MNZ may participate or assist in a competition while under the influence of alcohol and/or drugs.

6.21.4 Where there is a suspicion of a Member and/or participant attending or taking part in a competition while under the influence of alcohol or drugs, Stewards may prohibit the Member and/or participant from attending or taking part in the competition.

6.21.5 The Sports Anti-Doping rules made by Drug Free Sport New Zealand (DFS) under the provisions of the Sports Anti Doping Act 2006, will become Motorcycling New Zealand's Anti-Doping Rules. A copy of these rules are available from the MNZ Website www.mnz.co.nz The list of forbidden substances published and any provisions, are set out on the Drug Free Sport NZ website www.drugfreesport.org.nz Further enquiries about forbidden drugs can be obtained by contacting the agency's hotline 0800 DRUG FREE (0800 378 437)

Motorcycling NZ shall ensure that all testing procedures and processes are conducted in accordance with the protocols established from time to time by Drug Free Sport NZ.

6.22 Confederates are strictly prohibited and if in the opinion of the Steward of the Meeting a confederacy is proved which prevents the parties from riding on their true merits, such parties shall be reported to MNZ and dealt with as MNZ may think fit.