



Title:	Learning to ride 1.0 Getting started.
Objectives:	Provide a roadmap for parents, trainers and students to get started, licencing, finding bike/gear and what to do upon arrival at training/racing events.
Goals:	This introduction step will allow the student and their helpers to know how to get started and what to do when they arrive at a track/training event.
Subject:	<ol style="list-style-type: none"> 1. Linking up with your most local motorcycle club 2. Obtaining an MNZ licence (junior/senior/club/championship) 3. Finding appropriate racing gear 4. Finding an appropriate racing bike 5. What to do at a racing/training event/when to be there 6. Sign in 7. Bike check 8. Getting ready 9. Riders briefing 10. Dummy-grid
Procedures	Show and tell type instruction, practical demonstrations
Technique	Reading instructions, interacting with officials, step by step following instructions.
Most Common Mistakes	Not interacting appropriately (friendly, helpful manner) with officials, not preparing well before the event, poor or no preparation.

Summary	<p>This introductory stage is aimed at helping new riders and parents/helpers get started in motorcycle road racing. It is not all you need to know/understand, but will act as a starter guide.</p> <p>Motorcycle Road Racing is a typically very inclusive, collaborative and friendly environment that can be quite a revelation to people arriving from other sports. Assistance, safety of others and collaboration are the norm, not the exception. We hope that new entrants to the sport will continue this ethos too. Please ask for help if you need it, and offer it if you have something to offer.</p> <p>There is good information available for people to read on various websites including: www.mnz.co.nz/getting-started www.vicclub.co.nz/vmcc-first-timer-program https://www.amcc.org.nz/getting-started</p>
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Getting started

The MNZ 'Getting Started' document is included at the end of this document. Many people will be coming from a MotoX background, so will have some familiarity with MNZ and processes. Others will be coming in completely new to the sport so will need as much assistance as possible, to make their introduction as painless as possible.

MNZ licencing

The MNZ document explains how to obtain a licence so that riders can take part in MNZ permitted events. For non-permitted training events held at car parks, kart tracks or private venues, licences are not required. So, it is not necessary to rush out and get a licence immediately. This can perhaps wait until your rider is ready to attend MNZ permitted events. Membership of an MNZ affiliated club is necessary before you can obtain a licence. Your club membership card **MUST** remain with your race licence and logbook at all times. All three documents are required to sign-on at an MNZ permitted event. However, as indicated previously, at private or non-permitted training events (e.g. Manawatu Mini Moto Club events) no licencing is necessary. Membership of that group or club will be necessary and can usually be obtained on the day, at the event.

Clubs

Your first step is to get in contact *via* website, email, phone call, Facebook, by attending a club social event, or better still, go along to a racing or Have-A-Go-Day event. Simply have a look about, say hello to and introduce yourselves to other Junior riders or an official in a fluoro vest. Ask to speak with the Steward or the Club Secretary or Club President or Club Junior Coordinator.

Motorcycles and Gear

Finding an appropriate motorcycle and racing gear for junior riders can sometimes be a bit difficult in NZ. However, with increasing numbers of juniors getting into road racing, the amount of gear hitting the market is improving. Distributors are now also beginning to introduce new junior sized gear into the NZ market. So, some hand-me-down equipment is available. Some clubs, such as Motorcycling Canterbury, may have gear that can be borrowed.

Motorcycles

Some clubs, such as Motorcycling Canterbury, may have motorcycles that can be borrowed as an introduction. In the case of Motorcycling Canterbury, their model is to have two Kayo MininGP150 bikes available for hire/use, with one being for sale at any given time. So new riders can test themselves on the bike, decide and purchase the bike if they desire. This model is not universal across NZ, so riders and parents will need to speak with their local club to understand their model, or travel to another region if appropriate.

Motorcycles and gear will be found via various websites and Facebook pages, the most appropriate being:

www.kayominigp.co.nz



www.mci.net.nz (Motorcycling Canterbury)
NZ Junior Motorcycle Riders (Facebook)
Kayo Mini Supersport NZ (Facebook)
Manawatu Mini Moto Club (Facebook)

These are the best places to begin interacting with the junior Mini Moto Sport community. Most of the MNZ clubs will have a website and/or Facebook presence, so search for them and go along and say Hello!

New Kayo MiniGP150 motorcycles are available from www.kayominigp.co.nz

Second-hand bikes will become available as some juniors progress to larger bikes as they get older. However, the Kayo also remains an awesome bike for older riders to continue to train with and to continue to develop their skills in a low speed, small space environment. So, if it is possible, do not rush to sell your Kayo. Try to retain it so your rider can continue to use it to develop their skills.

Other types of motorcycle are also available depending on the age and size of your new rider. For younger riders, bikes such as the Yamaha PW50 or TT-R50 are examples of small bikes that make great starter bikes. For riders who might be a bit older and taller, and feel the Kayo is too small for them, the Yamaha R15 or Suzuki Gixxer150 (150 Supersport) bikes are the next best steps. Following that, the 300cc bikes (300 Supersport) are the next steps (Yamaha R3, Kawasaki Ninja300/400, KTM RC390). Older style 250cc bikes (e.g. Ninja 250, 250Production) are also available at low cost, to get started. Grand Prix racing style Pre-Moto3 or Moto3 (IMD iM250, Honda NSF250) are the bikes to choose if a rider desires following the Grand Prix career track over the Production racing career track. Race ready bikes can be found on eBay, TradeMe, Facebook Marketplace and various Racing Motorcycle Facebook pages in NZ.

Some typical age ranges for the different bikes might be:

7 - 9 years old: PW/TT-R/CRF/DRZ50 through to TTR/CRF/KLX 110

9 - 12 years old: Kayo MiniGP150

12 - 18 years old: Kayo MiniGP150, Yamaha R15, Suzuki Gixxer150

15 - 18 years old: 150 Supersport, 300 Supersport, Moto3

15+ years old: 300 Supersport, Moto3

18+ years old: 600 Supersport, Moto2

20+ years old: Superbike, MotoGP

Riding equipment

You will need the following racing gear for MNZ permitted events (all in good/new condition and appropriately sized):

Helmet (that meets MNZ safety standards as outlined in the MNZ Manual of Motorsport available on the MNZ website. To start, an MX helmet with goggles will do, but a full-face helmet should be purchased if possible and will be required very soon



after starting. The proper standards required can be found on the MNZ website and at <https://www.amcc.org.nz/getting-started>)

Leathers (synthetic racing suits are also available now, but not very common.

Increasing numbers of junior sized 2nd hand suits are becoming available)

Gloves (racing style leather gloves. MX gloves are not suitable)

Boots (road style boots. MX style boots are suitable but not ideal as they are a bit stiff)

Back and chest protectors and air-bags (an appropriately sized and standard back and chest protector or combination suit are minimum requirements and air-bags are now available and becoming increasingly popular, but are expensive).

All of this equipment is available new through good motorcycle stores, good accessories retailers (e.g. TSS Motorcycles, MotoMail, RaceSupplies) and *via* the community website/social media pages. You should not purchase 2nd hand helmets. Other gear can be assessed visually for quality, helmets cannot. Only new helmets should be purchased. If you have an existing MX helmet of good age and quality, that will do to start with, for early training, but not for long.

Preparation of your bike and gear, and yourself are covered in the next couple of training sessions. But for your information and knowledge so that you know what to do, the next steps are included here. Remember, it is your responsibility to correctly and appropriately prepare your racing motorcycle, your gear, your licence and other aspects that you need to go racing, e.g. lunch and drinks.

At the track

Most events will publicise what time the gates to the circuit will open and what time sign-on will open and what time the riders briefing will be. When you arrive at the racing/training event, your first step is to find a good-looking and appropriate place to park (which will be either directed or will appear obvious), then seek out the organiser or the Junior Coordinator for the event, with whom you will have communicated prior to the event. They will then be able to walk you through where to park (if not correctly parked), and where to go to do all of the administration steps, such as signing on and the time line for all of these activities and others during the day.

Signing on

Signing on is where the club/MNZ/event organisers learn that you have arrived and that you have appropriate paperwork, if required, and that your helmet is safe and appropriate. Some events sign-on procedures differ, but typically if it is an MNZ permitted event, you will need to take to sign on your Race Licence and logbook (which must also contain your club membership card), your Helmet and your Parent/Legal Guardian.

Your licence logbook must be completed with your name and signature, your helmet details and the details of the event on the appropriate pages. But again, interact with the organiser, the junior coordinator, the club secretary or a professional trainer to



help you with these details. Sometimes organisers check helmets for quality and sizing, sometimes they do not, so always take it with you just in case.

Bike safety check

You may then need to present your bike for inspection/safety checking/scrutineering. There will be a designated area for this where everyone takes their bike to be checked over. If you have correctly prepared your bike, you will have no problems. If not, you might have problems. Remember, it is not the role of the club officials to repair, correct your bike for you. That is your responsibility, so it is best done prior to the event, at home. This is where your rule-book, club junior coordinator and a professional trainer can all provide assistance. Safety checks are not universally undertaken due to resourcing/time constraints. So it must be emphasised that it is your responsibility to assure your bike is correct and safe.

Riders briefing

The next official stage will be the riders briefing. All riders are REQUIRED to attend the riders briefing and to listen carefully to the officials instructions. Sometimes the riders briefings state the same things over again, but sometimes there is new or special information that must be learned and understood, for safety or rules reasons. Junior riders should attend the riders briefing with their trainer/guardian. You will be informed of where the riders briefing will take place. Usually on the 'dummy grid' area of the racetrack. You can follow the other riders when the riders briefing is called.

Following the riders briefing, the racing/training event will get underway. The organiser/Junior coordinator will work with you to assist you through the day. A professional trainer is also very useful to you to make taking part as painless and stress-free as possible.

Private sessions

As indicated in the introductory module, none of the above, except the requirements of wearing safety gear and having a well-prepared motorcycle, applies. So you will be at liberty to manage your private sessions as is appropriate for the space and for you.

Overall Comments:

Guardian/Student Signature:

Trainer/coordinator Signature:

Date:



Image of a MotoGP racer wearing racing equipment:

- Racing leathers
- Racing gloves
- Road racing boots
- Road racing helmet

(inside the leathers required): back protector (sometimes built in), chest protector
(inside the leathers optional): airbag system (optional in New Zealand)



One example of air-bag vest, worn beneath the leathers. Separate protectors are not required if airbag system is used.

The leathers, gloves and boots you purchase in New Zealand will probably not be to this same level of specification, but should be good quality.

The helmet will be the same specification and quality.

Back and chest protectors will be the same quality.

Airbags are becoming increasingly available, but add to the costs. They are not really necessary for training and practice but will become increasingly popular for racing as more people purchase them.



Getting Started

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Visit Motorcycling New Zealand's website for all of the latest news and information: www.mnz.co.nz

The information in this booklet is intended as a guide only, and does not override the official rules.

References have been made to the Manual of Motorcycle Sport - these references are subject to change as future editions of the Manual of Motorcycle Sport are published by Motorcycling New Zealand.



1 Introduction

Welcome to the world of Motorcycling sport!

New Zealand has a long and proud history of motorcycle racing not only in our own back yard, but on the world stage as well. Whether you take up the sport as a hobby or as a competitor, we hope that you enjoy every minute of it. Motorcycle sport is exciting and fun to take part in. You can ride professionally or compete at Club, Island or National level. You decide how far you wish to take your participation.

This guide has been produced as an introduction to racing. At any time, you can contact your local Club or Motorcycling New Zealand for more information.

2 Who is Motorcycling New Zealand?

Motorcycling New Zealand (formerly the New Zealand Auto-Cycle Union) commenced operations as the governing body for motorcycle sport in New Zealand in 1916. It was formed to stimulate motorcycling sport and draw up rules for the safe conduct of the sport. This still forms the basis of our organisation today.

In 1983 MNZ became a full member of the Federation Internationale de Motorcyclisme (FIM) who is the world governing body for motorcycling. Today MNZ has its office in Huntly, Waikato, with an administration staff of 6, headed by the General Manager of Operations. The GMO reports to the Governing Board who are made up of 7 nominated and elected members from around NZ.

MNZ has approximately 52 affiliated Clubs from all around New Zealand that run the events that you attend. Each discipline is headed by a "Commissioner" who is in charge of running their particular section of the sport. Each event is run by a Steward and a Clerk of Course who are Officials trained by MNZ to ensure

the event is run safely and in accordance with the rules. These are volunteer roles and we rely heavily on our volunteers to ensure the success of our sport.

Contact Us

The MNZ Office is open from 8:30am - 5:00pm Monday to Friday.

Come and see us at 211 Main Street, Huntly.

Phone: 07 828 7852

Fax: 07 828 7928



Email: admin@mnz.co.nz

For the latest news and event information, go to www.mnz.co.nz

Postal Address: PO Box 253, HUNTLY, 3740, New Zealand

Courier address: 211 Main Street, HUNTLY 3700, New Zealand

3 Glossary

You will come across many new terms and abbreviations when talking about motorcycle sport. To help you here are a few of the more common terms you will hear in your introduction to the sport.

MNZ Motorcycling New Zealand

FIM Federation International de Motocyclisme - the international governing body of motorcycle sport of whom MNZ are affiliated to.

Manual of Motorcycle Sport (MoMS) An annual MNZ publication which details the rules of the sport. It is split into Off-Road and road chapters. You can view this on the MNZ website or purchase a copy.

Discipline Refers to one of the categories of motorcycle sport in which you may participate. MNZ has seven disciplines: Motocross, Road Racing, Moto Trials, Cross Country, Enduro, ATV and Recreation & Leisure.

MNZ Licences All participants are required to hold an MNZ licence in order to compete at an event. This is made up of a card and log book that records events and provides your insurance cover. You must be a member of an affiliated Club before you can apply for a licence. This licence also allows you access to MNZ Member's Benefits – check out the website as these benefits are updated regularly.

MNZ has 3 types of licences:

1. MNZ Club Licence

This type of competition licence allows you to compete in any Club event (NOT at any Island or NZ Championship or Street Race events). Forms are available on the website to apply for this.

2. MNZ Championship Licence

This type of competition licence allows you to compete in any event at any level. North or South Island, New Zealand Championship or Street Race



events all require a Championship licence.

3. One Event Licence Also known as a “Day Licence”, this type of licence is sold through Clubs and is a paper form that you fill out at sign-on at the event. This is valid for the day of the event only, and ensures insurance cover for you, the Club and the Officials. This is great to purchase for your first few times, but you will be better off purchasing a Club licence if you wish to participate in more than 2-3 events a year.

Club Day This is the most common type of event and is a normal race day for Clubs. Generally, Clubs may have around 6 Club Days a year that will make up a “Club Champs”. You obtain points at every round to get a placing and possibly a trophy at prize-giving. The more rounds you attend and the better you do, the higher your placing! Club Days are a great place to start competitive and fun racing at the lower level!

Have-a-Go or Practice Day Some clubs hold Have-a-Go or Practice days to encourage prospective riders to come along and try the sport without the initial pressure of racing like a normal Club day. There are conditions such as having staggered starts and no lap times or points are recorded.

Permit This is a document issued by MNZ and gives the Club or promoter permission to conduct a race. Without a permit neither riders nor Clubs have insurance cover. For this reason, plus safety issues, you should not participate in an event that is not permitted”. (Note that some organisers are now self-insuring and are therefore not MNZ permitted)

Supplementary Regulations Often abbreviated to “Supp Regs”. These are the additional rules of a particular race meeting, which lay down the details of the competition and essentially direct the race meeting. Supp Regs commonly contain information including race dates, venues, promoters, entry fees, entry forms and prize money. Depending on the event these are available from the host club, MNZ office or MNZ website.

Disclaimer of Liability A document which you must sign before participating in an event. It protects the organisers from liability in the event that you are involved in an accident. You should read the form carefully before signing it.

Rider’s Briefing This is a Briefing conducted prior to the commencement of racing, held by the organisers and Officials of the event. A Rider’s Briefing is compulsory to attend as this is where important information about the running



of the day is provided.

Steward Is the MNZ accredited Official that is in charge of ensuring that an event is run in accordance with the Manual of Motorcycle Sport. The Steward is a volunteer.

Clerk of Course The CoC is an MNZ accredited Official in charge of the overall running of an event. Everyone involved in the organisation of the day reports to the CoC. The CoC is a volunteer.

Rider's Representative The Rider's Rep is someone elected at Briefing that is happy to liaise between riders and officials if there are any problems during the day. If you wish to raise any concerns or protests, you must first speak to the Rider's Rep who will bring your concerns to the Officials and go from there.

International Competition The Federation International de Motocyclisme (FIM) is the international governing body of motorcycle sport. Any international competitions sanctioned by the FIM is open to riders who are holders of a current FIM International licence. FIM licences may be "annual" or "one event" and you require them when you travel overseas to compete. These licences are to be applied for and issued through MNZ.

4 How do I get started?

The first thing to do in order to begin is to join a MNZ Affiliated Club. There is a list of affiliated clubs on our website.

Most clubs accommodate a number of activities, although some specialise in one discipline. It certainly pays to contact or visit the club that is local or interests you and find out about them before you join. You can also see the MNZ website for more information.

5 Choosing your motorcycle discipline

The range of motorcycle disciplines is diverse enough to satisfy any taste. You can choose from Beach Racing, Cross Country, Miniature TT, Mini Motocross, Motocross, Supercross, Enduro, Vintage, Post Classic, Road Racing, Bucket



Racing, Sidecars, Super Motard, Quad (ATV), Trial and many more.

Local clubs can assist you in deciding which motorcycling discipline to participate in. You will also make friends with others and this may help you figure out which type of racing you wish to follow.

Many riders throughout the country have proven that you can never be too young or old to start. Past and current champions began their racing career in junior motorcycling. Mini Motocross starts from the age of 4 and other Junior riding generally caters for ages from about 8 through to 17 and is very family orientated.

Juniors riding is available in most of the disciplines. This is the age that young riders learn the skills and experience rather than speed.

6 What type of gear do I need?

Like all sports, there is a start-up cost. To begin competing, you will need a suitable motorcycle and the appropriate protective clothing including: helmet, gloves, boots, goggles, chest and back protective armour and /or racing outfit as required for that type of event. MNZ strongly recommends that riders obtain the best clothing and safety equipment available. Have a look at the Manual of Motorcycle Sport (MoMS). This is available on the MNZ website or can be purchased as a hard copy when applying for your licence. Check the section Chapter 8 on protective clothing.

It is important that the helmet you use fits you correctly and is in good condition. If your helmet has been in an accident, the MNZ Steward must do a minimum visual inspection and look it over before you begin racing. You will not be allowed to compete if your helmet is deemed to be unsafe. It must also carry the approved MNZ standards found in the MoMS.

When you have selected your motorcycle and safety equipment, we suggest you contact your local Club or MNZ for a list of coaches or upcoming Training Days. A Training Day event or coach can advise you on the basic techniques and skills required for you to begin practicing. Don't forget that physical fitness, diet and mental preparation also play a big part in how successful you are in your chosen sport.

Once you have your motorcycle, protective equipment, trained and practiced you may feel you are ready to start racing. It is important however that you



have a basic understanding of the rules of racing prior to competing and to obtaining your competition licence.

7 The basic rules

It is essential that you are aware of the following rules before you commence competition. There are many rules in the MoMS which are applicable to all competitors and competitions and are binding on all participants. It is your responsibility to know the rules.

Rules are a necessary part of any organisation, for all participants to comply with a common standard and, of course, to ensure that events are conducted in a safe environment.

Supplementary regulations are issued by a competition organiser to provide particular details about an event. They may expand on any rule, but may not go outside them.

The Following list outlines some rules, definitions and advice.

Riding Backwards. You may never ride or push your motorcycle in the opposite direction to the race/track.

Outside Assistance. A competitor may not receive any outside assistance during the race (except pit stops). Mini or Junior Motocross riders can have their bikes lifted and restarted but no pushing is permitted to assist the rider.

If your machine stops. A competitor whose machine has stopped on the course should not jeopardise the chances or safety of others by staying on course to make adjustments repairs or restart their machine. They must move as far away from the track/circuit as is safely possible.

Stopping a race. If, in the opinion of the Steward or the Clerk of the Course it would be dangerous for a race to continue, the race may be stopped.

Leaving or cutting the course. The Steward or Clerk of Course of a meeting can exclude any competitor who has gained an advantage by leaving the track, unless such action was for the safety of other competitors or was due to



the action of another competitor.

Foul or Dangerous Riding. The Steward or Clerk of Course of the meeting will exclude any competitor who in their opinion is guilty of any foul, unfair or dangerous conduct. The Steward may also declare the race void if, in their opinion, an offending rider jeopardised the fair chances of one or more of the other riders.

Punctuality in Starting. All meetings must commence at the published time (however, there may be changes in extreme circumstances). Any competitor not ready to start on time may be considered a non-starter.

Practice for a competition. Only competitors entering an event and/or nominated reserve shall participate in any practice for the particular competition for which they have entered.

Start and Finish Line. The crossing of the starting and finishing line in speed events is when any part of the machine passes over the line. The actual time of the start and finish of the race shall be taken when the order to start is given or when the starting line is crossed, according to the method of start, and when the finishing line is crossed. A sidecar shall be considered to have finished a race provided both the rider and the passenger are in the machine at the finish of the event.

Drugs and Alcohol. Drugs, alcohol and sport do not mix. MNZ has adopted the Drug Free Sport's Anti-Doping policy, and adheres to the WADA definition of doping and listing of banned substances. These can be found on the MNZ website & the website of Drug Free Sport www.drugfreesport.org.nz. Random drug testing will be carried out at MNZ endorsed event competitions - severe penalties apply for breaches of the policy.

Impounding a Motorcycle. The Stewards of a meeting may order any motorcycle, which they have reason to believe may not be in accordance with the MoMS or Supp Regs, to be impounded at the end of the meeting. The motorcycle may be retained until it is examined.

Bike Numbers. There are specific requirements concerning racing numbers, number plates, types of numbers etc. These are strictly enforced for



Championship level riders. Before you select a number or make a number plate for your bike, check with MNZ as to the allocation of numbers and number plate requirements. Rules relating to number plates are contained in Chapter 10 of the MoMS.

Crashing. If you crash your motorcycle during a race, you are required to move determine if you are sufficiently uninjured to move, or to remain where you are if injured enough to be unable to move. If you can move, you should move as quickly as possible to the nearest safe position. Then signal to the nearest marshal point that you are OK or NOT OK. If you are then signaled to move your bike, please do so while remaining safe. But generally, you are asked to leave the bike to be dealt with by the marshals.

Injuries. If you suffer an injury at an event that requires further medical attention (i.e. you are referred to Hospital), the Steward will keep your MNZ licence and send it to the MNZ Office. You will be placed on the “Restricted Riders” list and will not be able to compete until a medical clearance is sent to the office stating that you are fit to compete in motorcycle racing.

You are automatically stood down from racing for 21 days if you suffer from a concussion or suspected concussion.

Track Signals. Track signals are given to competitors by means of lights or flags and are used in practice as well as during a race. The meaning of the various flag colours are explained in subsequent training sessions.

8 How do I get a licence to compete?

In order to obtain a MNZ licence, you must be a member of an MNZ-affiliated Club. Once you have joined a club, you may download an application form off the MNZ website, or complete the application online through our MNZ App web portal. Instructions on how to licence through the MNZ App can be found on the MNZ website under Riders > MNZ Licences.

A new licence application form involves a theory test on the rules of MNZ. It is permitted to have 2 questions wrong to still pass. The test is designed to test the applicant on a variety of safety, track and rider responsibility areas. This is an open-book test and can be done at your leisure and submitted with your licence application form. The Manual of Motorcycle Sport can be viewed online



at

<https://www.mnz.co.nz/>

Those who are new to racing will most likely just require a “Club” licence for their first year or two instead of a Championship licence. Alternatively, you may purchase a “One Event Licence” from the Club on the day of the event. If you supply two “One Event Licences” with your First Time Licence application you will be entitled to a \$30.00 discount.

You must take your licence & logbook with you to an event in which you will be riding a motorcycle, be it a practice session or competition race meeting. You will also be required to produce evidence that your club membership is up to date in order to participate in any event. Most people keep their Club Membership cards inside the front cover of their log books. You will hand the licence in to the Club at sign-on and they will keep it until racing has finished. It will be kept and sent to the MNZ Office if you suffer an injury that requires further medical attention.

Remember to pick up your licence at the end of the day’s racing!

9 How do I enter a competition?

Most Club Days are “enter on the day”, so you just have to turn up with your MNZ licence or purchase a One Event Licence. Other larger events may have an Entry Form, requiring you to enter and pay the fees in advance of the event.

Supplementary Regulations and entry forms Supp Regs are produced by the club or organisers to explain any additional rules that are relevant to that particular event. It also contains an entry form for the event, entry fees and the date and time of closing of entries. Supp Regs are usually available 4-6 weeks prior to an event. Entries must be returned by the stipulated time. Entries which are received late may not be accepted or a penalty may apply. A club calendar is available from your club or check out all MNZ permitted events under the “Events” section at www.mnz.co.nz

You should also attend club meetings to find out more about forthcoming events.



10 The Race Meeting

It is a good idea to plan and prepare for your race meeting in the weeks leading up to it and have everything ready to go the night before and loaded in your vehicle. It is always advisable to travel with friends or family in case anything goes wrong. The moral support provided by your team can be a great help. After a big day of riding, the drive home is also best left to someone else as you will no doubt be exhausted.

When you arrive at the meeting, park your vehicle in the designated area unload your motorcycle and obey instructions from the officials or Supp Regs as to the equipment you may have in the pit or paddock area.

Notices to the public will also be displayed covering such topics as prohibition on consuming alcohol in the pits. These notices must be obeyed.

Arrange your site and find out what is required in relation to signing on (letting the organiser know you are there). Sign the indemnity form if you have not already done so with an entry form and enquire about machine examination. These functions will vary from meeting to meeting. It won't take long to find out what is required, but ask others around you if you are unsure.

At all race meetings your machine and safety equipment may be randomly examined for general safety and to ensure your equipment complies with the rules. Machine Examinations at a meeting will be checking the following areas:

- Handlebars
- Throttle return
- Wheels and frame bearing free play
- Chain links clips and rivets
- Correct numbers and plate size
- Valve caps
- Sharp edges and any damage
- Brake and clutch free play and brake pad wear
- Fluid leaks
- Spokes

The examiner may also check other items on your machine. Each discipline of the sport has variations as to what happens at Machine examination. Ensure your bike conforms to the MoMS and Supp Regs before you leave home and



you should not have any problems. Motorcycles which do not meet safety standards will not be allowed to be used in competition. When you sign on or attend machine examination you should receive some form of programme of the events, or they will be written on a board near the pit gate. It is your responsibility to be ready to race so keep an eye on the programme or listen out for any instructions.

The Officials will call a rider's briefing once Sign-on has finished, and prior to practice. Attendance at this briefing is compulsory for all competitors. The officials will pass on any last-minute changes concerning the conduct of the meeting and remind you of starting procedure and signal flags. They will also reinforce any rules and other general information which needs to be brought to your attention. It is also an opportunity for you to ask questions about the meeting.

MNZ has an Anti-Doping Policy which is extensively covered in the rules and identifies prohibited substances. Alcohol, Illicit drugs and anabolic steroids are examples of substances covered by the policy, see Chapter 6 of the MoMS for more information.

MNZ has a Code of Conduct which is to be observed and is explained in the MoMS. The Officials conducting the meeting are volunteers who are giving their time so you can compete. Do not abuse Officials. Ask for their help and advice; they will gladly give it. Penalties such as suspension and fines may be imposed on competitors or parents who do not adhere to the Code of Conduct. You will learn many things at your first race meeting and what you learn will make future meetings easier and safer. Remember, MNZ, club personnel and your family and friends can assist you.

11 The Officials at the Meeting

At any race meeting there are numerous officials present to assist you and to ensure the safe and fair running of the meeting. The three primary officials at the race meeting are the Steward, Clerk of the Course and Race Secretary. Always remember that these people are VOLUNTEERS and are giving their time to provide you with a safe, fun and fair place to come and race your motorcycle.

Steward

The Steward is MNZ's representative and is there to ensure the event adheres to the MoMS. The Steward has power to enforce penalties and adjudicate over



the rules. The Steward will adjudicate over all protests lodged. The actual running of the meeting is done by the Clerk of the Course.

Clerk of the Course

The Clerk of the Course is the person with supreme control of the meeting and is responsible to the Steward. The Clerk of the Course will ensure that circuit is safe, that officials are at their posts and refer to the Steward those difficulties that cannot be resolved at a lower level.

Riders Representative

The Riders Representative, known as Riders Rep, is selected at the Riders Briefing – they do not necessarily have to be a competitor. If you have any questions during the event, you should direct them to the Riders Rep who in turn will liaise with the Clerk of the Course and/or Steward.

Race Secretary

The person in charge of the administration aspects of a meeting. Matters of entries and fees, grid positions, materials and equipment should be directed here.

Machine Examiner

Responsible for determining the safety and eligibility of machines and riding gear.

Starter

The starter is responsible for the actual starting of the race as well as assessing the fairness of the start. The Starter will decide if any rider(s) 'jump' the start and inform the Clerk of the Course who will recommend any penalties. The Starter may also declare a false start if anyone is disadvantaged.

Flag marshals

Responsible for the signalling race conditions and instructions to riders and providing initial safety assistance around the track or circuit.

Announcer

Commentates the races and broadcasts details about the races and contestants to the public. Announcers are not to show bias to any riders and



offer advice and instructions to any riders. The announcer shall also broadcast any instructions from the Steward. Generally only larger events will have an announcer, it is not likely to have one at a Club day.

Grid or Pit marshal

In charge of the safe and proper running of the pit area, including the grid. The grid marshals ensure the correct riders are on their appropriate row at the due time. The grid marshal will refer problems to the Clerk of the Course.

Observer

The observer or marker is an important official in the discipline of Moto Trials. The observer's role is to observe riders as they pass through sections of the course and record penalty points on a punch card or tally sheet.

12 Motorcycling Protocols

Code of Conduct

The Code of Conduct has been developed to provide competitors, officials and parents with a guide to appropriate behaviour at all motorcycle race meetings. Please note the following points that you must always adhere to:

Competitors

- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as supporters, mechanics or managers.
- Most officials have volunteered their services for the smooth, efficient and fair conduct of a meeting. Avoid arguing with an official. If you disagree with a ruling, quietly check with the official on how the decision was reached.
- Control your temper. Verbal and physical abuse of officials or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated. Do not interfere with, bully, or take advantage of another participant.
- Avoid the use of coarse or derogatory language.
- Compete within your skill levels. Only try to extend these skills when there is no likelihood of danger to others, and personal risk is controlled.



Parents

- Encourage children to participate, if they are interested. Do not force any child who is not willing to participate to do so.
- Focus upon the child's efforts and performance rather than the overall outcome of the event.
- Assist the child to set realistic goals based on his/her ability.
- Teach children that an honest effort is as important as victory, so that the result of each race is accepted without undue disappointment.
- Encourage children to follow the rules and any official's decision.
- Never ridicule or scold a child for making a mistake during competition. Positive comments are motivational.
- Remember children are involved in motorcycling for their enjoyment, not yours.
- Children learn best by example. Applaud good performance by all competitors.
- Respect any official's decision. If you disagree with an official, raise the issue through the appropriate channels. Do not question the official's judgement/honesty in public.
- Support all efforts to remove verbal and physical abuse from sporting activities.
- Recognise the importance and value of volunteers. They give their time to provide recreational activities for your children and deserve your support.
- Demonstrate appropriate social behaviour by not using foul or derogatory language.



13 Test Yourself

Below are the questions used in the Theory Test on the New Licence form. To be able to obtain your licence you must get 17 correct questions of the 19 asked.

A riders representative is a person:

- A. Elected by the riders
- B. Elected by the officials
- C. Self appointed

Is it compulsory for all riders to attend riders briefing?

- A. No
- B. Yes

The licence application form is available from?

- A. Post Office
- B. Local police station
- C. MNZ Office or MNZ Affiliated Club

When a rider suffers from concussion, how many days is the stand down period before they can ride again?

- A. 18 days
- B. 21 days
- C. 24 days

What action is required by a rider who has had hospital treatment:

- A. A medical clearance stating they are fit to compete in motorcycle competition to be forwarded to the MNZ Office
- B. Compete if you feel alright
- C. Get a clearance from an official

Name one circumstance that is forbidden in the pits:

- A. Riding your motorbike in the pits
- B. Smoking
- C. Refuelling your motorcycle

What is the Green flag for?

- A. Stopping the race
- B. Caution there is an accident
- C. Last Lap
- D. Starting the race

What is the Red flag for?

- A. Stop racing and proceed with caution and return to pit lane/dummy grid for instructions



- B. Start the race
- C. Oil on the course
- D. All riders stop racing

What is the Yellow Flag held stationary for:

- A. Slow down now proceed with caution
- B. Finish for all riders
- C. Last Lap
- D. Slow down now, proceed with extreme caution, no overtaking until danger area is passed

What is the Yellow Flag waved for:

- A. Slow down now proceed with caution
- B. Finish for all riders
- C. Slow down, proceed with caution, no overtaking until danger area is passed, prepare to stop
- D. Last Lap

What is the White Flag for:

- A. The race is finished
- B. Last Lap
- C. Start the race
- D. Motocross Protest Flag

What is the Black Flag for:

- A. Stop and retire from the course by returning to pit lane/dummy grid
- B. Ambulance on course proceed with caution
- C. Warning, you are about to be lapped
- D. Oil on the course

What is the Black & White chequered flag for:

- A. Motocross Protest Flag
- B. Last Lap
- C. The race is finished
- D. Stop and retire from the course

What is the White Flag with the Red Cross for:

- A. You are soon to be overtaken
- B. Motocross Protest Flag
- C. Ambulance on course, proceed with caution
- D. Oil on Course

If your ride or push your motorcycle in the opposite direction to the race, you may:

- A. Be given a penalty
- B. Be instantly excluded
- C. Be advised to move to the side of the track
- D. Be given the opportunity to restart the race



What Chapter of the MNZ Manual of Motorcycle Sport can the Safety Gear be found?

- A. Chapter 6
- B. Chapter 7
- C. Chapter 10
- D. Chapter 8

Motorcycling New Zealand recommends that you do not use a helmet for more than:

- A. 2 years
- B. 5 years
- C. 3 years
- D. 1 year

Can you be excluded from an event if the Steward of the Meeting deems your motorcycle or equipment to be unsafe?

- A. Yes
- B. No

Who is responsible for the behaviour of the competitor's assistants (pit crew) at an event?

- A. The Steward of the Meeting
- B. The Clerk of the Course
- C. The competitor
- D. The Senior Steward